

Maritimers Want No More "Union"

(Dr. H. L. Stewart in the Financial Post, Toronto.)

The other day, in conversation with one of the keenest students of constitutional problems in Canada, I chanced to mention "Maritime Union." He at once told me that that at least was no problem, though he was willing to concede that its antiquarian interest was considerable. No, he exclaimed, since Confederation had it been a living issue, "a sort of university subject, perhaps, with all that terminology, both of good and bad." Anyone who has lived for any length of time at a centre of political debate in eastern Canada (and, in all conscience, for debate the Maritime politician is ready enough) will agree that the scheme to make one province out of Nova Scotia, New Brunswick and Prince Edward Island together has long ceased to be debated.

Why is this? Reasons favoring Maritime union are as first sight so obvious: The combined populations of the three provinces do not much exceed one million in number—about the estimate for Greater Montreal. Their combined areas amount to very much less than the area of Ontario or Quebec. Two of them are contiguous, with the third separated by only a narrow strip of sea. The homogeneity of population has been emphasized time and time again in the collective contrast with other parts of the Dominion by proud reference to the achievement of "the Maritime mind."

But what reason then, do those with such limited areas and populations, but sharing an unusual aptitude for public affairs, continue to maintain three official representatives of the King, each with his Court at his own Government House, three parliaments, three cabinets, three sets of civil servants, and all else that has to be trebled in the same system? Surely there is here an obvious chance to economize.

I might make the argument for such an economizing still stronger by pointing out how these provinces have the peculiar bond of those who feel that they are partners in hardship. The Maritime Rights' movement of 19 years ago set forth how much they had together sacrificed, and how little they had been rewarded for the enthusiasm of 1867. Why, then, that contention of "unfulfilled Confederation promises" be good or bad is not here important; my point is that this is fiercely emphasized in each of the three eastern provinces and that one would expect such a common grievance to be a bond of sympathy.

Nor has the "grievance" yet ceased to find ever fresh illustration. The apple-growers of the Annapolis Valley in Nova Scotia, and the lumbermen of the New Brunswick forests, at this hour confront the threat that, for some purpose of an Anglo-American pact, they are to lose the preference on Canadian timber and Canadian apples which alone, since 1923, has saved these products of ours from being overwhelmed by Swedish or American rivalry in the British market. So having together lost in 1867 and to some extent, having together gained in 1923, we may well have to illustrate the partnership of fate by living together again.

A new item of a week ago in the Halifax press needs no comment: it is the item telling how a cargo of 2,000 tons of Scottish soft coal had just arrived by a Danish steamer, and encouraging the reader to await many more such cargoes soon to come. Soft coal from Europe to the province which includes Cape Breton Island? Last week Nova Scotians and New Brunswickers might surely exchange many a reflection about what the National Policy, developed by the Ottawa Trade Agreements and then checked by the present vague "internationalism" may yet mean for their respective provinces.

But they are not for that reason a whit more likely to favor a Maritime union by which their com-

mon interest might be promoted. Why?

No More "Confederating"

A principal deterrent is unwillingness for yet another trial in Confederation. For it is just a sort of smaller-scale Confederation that Maritime union would mean.

The reluctance of the Maritimers to make the venture of 1867 is a matter of historical record. That there is any substantial group of "secessionists" now in eastern Canada, no one would seriously suggest. But that mood of contentment is altogether compatible with a resolve not to risk one inch further the compromise of provincial autonomy.

We conceded to a central control, on representation of duty in the wider sense, much that we held precious in our local self-government; is this a reason why we should look with favorable eye on the proposal that to another central control we should now concede the remainder? The consideration of economy is pressed upon us; but a little study of the financial statement tabulating per capita cost of government in the whole Dominion will show how little reason the larger provinces have to instruct ours in economical method. The great drain upon our government revenue has long been the cost of maintaining highways, and it is obvious that from this at least the centralization suggested would bring no relief. Abatement of other kinds of costs (through the change) will appeal to the student of political science with ever increasing force as he turns to the task of calculating actual figures.

But though costs were thus considerably, or even largely, reduced, it might well turn out that more had been lost than gained on balance. We should have reduction at the same time in the motive force of provincial patriotism. Does anyone who knows the Nova Scotia spirit, the New Brunswick spirit, the Island spirit, believe that the strength and tenacity of these forces could be transferred to the service of a new synthetic creation with some such name as "the East-mainland Province"? It is not a questionable advantage to any worker when, though the burdens he must carry have been lessened, there has been lessened also the vital strength with which he can carry burdens at all.

Definite Advance

Of late, in these Maritime Provinces singly, we think we have made rather quick and definite advance. Perhaps we might have done it at a lower cost if we had done it together, but still more disputable is the question whether together we should have undertaken it at all. We are not, I trust, less affectionately disposed to one another than average territorial neighbors; but it was for Nova Scotia that Nova Scotians so planned and risked, and insisted on a huge scheme of hard-surfaced roads, just as it was for "the Island" that Prince Edward Islanders have made such payments from Borden to Charlottetown as amazes the visitor who knew that road a few years ago. Inspired by a like local patriotism New Brunswick is now pressing forward her vast expensive project of highway construction, preferring to combine an achievement of public advantage with the wholesome discipline of work rather than—as elsewhere—to combine sheer sacrifice of public funds with the progressive demoralization of idleness.

This is an attempt to indicate, especially for rationalistic outsiders, why the Maritime mind remains so cold, so "impenetrable" to use that excellent word with which Dr. J. W. Dufresne is making us familiar when the overwhelming case for Maritime union is set forth. Sometimes we are warned of our "quixotic" provincial sentimentalism. Let us welcome the reference to that quenchless fund of humor and wisdom, reminding our critics that in "Don Quixote" never found a more ardent admirer than can be made from what.

Late To Classify

WANTED EXPERIENCED MAID, references. Write Box J C/o Guardian. L-212-12-21-31.

WANTED YOUNG LIVE RABBIT write Box "K" C/o Guardian. L-212-12-21-31.

TO LET—NEWLY DECORATED bedroom and sitting room with grate and couch, available January first. Fully furnished. Very attractive. Desirable location. Apply Guardian. L-215.

WANTED—FIRST CLASS EXPERIENCED teacher for primary department, St. Avaris School. Supplement \$60.00 per half term. W. A. Burns, Secretary Trustees, Charlottetown, R. R. 6. L-216-12-21-31.

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Excellent farm of 116 acres, 100 acres clear, balance hard and soft wood. Buildings in first class condition. Within 1-2 mile of church, school, stores, hall and railway station. Apply CHESTER J. WEEKS, Fredericton. L-212-12-21-31.

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PASSAGE

(Continued from page 1)

Sir Archibald Kerr, veteran diplomat who has been Ambassador to Baghdad since 1935, would take over the China post "as soon as possible." Announcement of the appointment came as the cabinet was reported considering sending six capital warships to reinforce its China fleet on adv. from naval authorities.

NOTED GERMAN

(Continued from page 1)

ed on for a bladder infection and apparently was recovering when the strain proved too much for his heart.

In spite of his bitter opposition to Christianity and especially Catholicism, Ludendorff died in a Catholic hospital, attended in his last days by nuns. The choice of the hospital was dictated by Professor Kiehlentner, who operated on the General and would attend patients as a non-theist.

Though Ludendorff, wartime chief of staff under Field Marshal Paul von Hindenburg, had declared publicly he wanted no ceremony at his burial the belief was expressed his remains would be buried in the Vatican after years of misunderstanding had changed his mind and that a non-religious state ceremony would have been acceptable to him.

Hitler sent condolences to Ludendorff's widow, Mahilde.

General Ludendorff, 86 years old former Field Marshal August von Mackensen to represent the Imperial Family and the old Imperial Army at the funeral.

The place of burial was still unsettled. Ludendorff had said he wanted to be buried in a simple grave at the foot of the Bavarian Alps.

Reports that Ludendorff's remains might be laid to rest in the Mausoleum at Tannenberg next to those of the late Field Marshal Hindenburg appeared unfounded. The Deutsche Allgemeine Zeitung said that Ludendorff refused to attend President von Hindenburg's last rites in 1934 and considered the Tannenberg Mausoleum as a mausoleum for the Kaiser.

General Ludendorff received his early military training at the military academies of Ploen and Gross Lichtenfeld. He was given a commission as lieutenant in 1882 and in 1885 was attached as captain to the German general staff in which he served until 1913 when he was put in command of the 39th regiment of Fusiliers at Disseldorf.

In April, 1914, he was given command of a brigade in Strasbourg and at the outbreak of the war was appointed quartermaster general of the II Army. When commanding general of the German forces besieging Liege in Belgium was killed, Ludendorff voluntarily assumed command and entered the fortress at the head of the storming German troops. For this act of valor he was made a general and on August 22, 1914, he was attached to General von Augustin as chief of staff. In August, 1915, he received the rank of general in the capacity of quartermaster general of the German forces.

The pressure brought to bear on the Kaiser by the political parties as early as October 24, 1918, resulted in Ludendorff's enforced retirement. To escape from designs on his person by the revolutionaries, who held him responsible for the collapse of the German army, he fled to Sweden where he wrote his memoirs which were published in 1919.

Returning to Germany in the spring of 1919 he found refuge in the home of a friend, Director General Pernet. A growing intimacy between his friend's wife and himself led to a divorce, the former Mrs. Pernet eventually becoming the wife of Ludendorff. The marriage was unhappy.

Meanwhile, Ludendorff was suspected of having been implicated in the notorious "Kapp Putsch" and the scarcely less noteworthy uprising later in Munich, known as the "Hitler Putsch." Ludendorff was arraigned before the Munich tribunals in March, 1924, and after a sensational trial in which the German fascist made their last formidable demonstrations, he was acquitted of the charge of high treason.

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INCREASE IN ISLAND FISH LANDINGS

Landed Value Greater For November Than Same Period Last Year.

(By The Canadian Press)

HALIFAX, Dec. 20.—Total value of all fish landed in the eastern division, Department of Fisheries, during November was \$18,013,667, but the total production dropped off 300,000 pounds as compared with November, 1936. Department officials announced tonight.

Total production of all fish for the month was 20,189,000 pounds, with a landed value of \$36,673,673, as compared with 20,489,500 pounds, landed in the division in November last year, with a total value of \$34,660,000.

Figures by provinces with those for November, 1936, in brackets:

Nova Scotia: 15,123,500 pounds at \$25,323,233; (15,322,100 at \$27,131);

New Brunswick: 3,830,100 pounds at \$6,611; (4,384,700 at \$9,154);

Prince Edward Island: 846,400 at \$18,463; (708,300 at \$16,871).

Prince Edward Island

There was an increase in the total production of fish during the month of 138,100 lbs. and \$1,92 in landed value when compared with last November.

More oysters, smelts, cod, hake and cusk were landed with increases in landed value in all except oysters, as will be noted in the table below which gives the total catch and landed value of all fish for the month as well as the catch and landed value of the chief varieties taken in November 1937 compared with November 1936.

November, 1937		
Total quantity of all fish landed	Lbs.	Value
Oysters	433,900	10,353
Smelts	148,200	5,870
Cod	117,000	1,192
Hake & Cusk	108,900	543
November, 1936		
Total quantity of all fish landed	Lbs.	Value
Oysters	421,800	10,788
Smelts	124,100	4,844
Cod	70,300	683
Hake & Cusk	71,400	357

Flying Stressed As Canada Moves To Guard Coasts

(By Capt. W. W. Murray)

OTTAWA, Dec. 20.—Increased armament on a scale of years ago, but quite in keeping with the world trend, has been a feature of the Dominion's 1937 activities. All branches have been affected, but the arm which has undergone most rapid development is the Royal Canadian Air Force.

Steadily both equipment and personnel are creeping up to that point indicated as the maximum for the year's appropriation. Additions to the Canadian Air Force are also in course of construction; but these are merely replacements.

So far as the militia is concerned, little progress has been made towards that mechanization which the minister contemplated in his reorganization scheme a year ago; but more concerted effort on this arm has already been foreshadowed for 1938.

The parliamentary vote made provision for the purchase of 102 airplanes, ranging from small "cab" type training machines to the venerable biplanes in between are numerous other types—fighters, pursuit planes and flying boats. A considerable number of the smaller ships have been delivered. Some of the larger ones are approaching completion; but the most important portion of last session's vote for this purpose will have to be traversed into the new fiscal year.

For Air And Sea

Air force personnel has been steadily increased, with a particularly acceptable class of Canadian youth offering for enlistment. The qualifications demanded by the Air Force are high, both in education and technical knowledge. But an extensive waiting list of applicants attests the popularity of the service.

At Trenton, Ont., which will be the principal base of the R. C. A. F. combining both land and sea planes, close to one-half of the work required to complete has been done. The machine shops have been progressively rising, while "schools" are being carried on, training the tyros in the new phases of scientific air warfare. Other air bases have been established at Vancouver, Calgary, Winnipeg, Ottawa, and Des Moines, with more ground stations at Sydney, Yarmouth and Trenton, in Nova Scotia, and on the Pacific Coast.

Four minesweepers are in course of construction, two in British Columbia yards; one in the Great Lakes and the fourth at Quebec. These will replace the four vessels which performed that duty since the war. The new vessels will, it is expected, be launched some time in 1938. Personnel of the Royal Canadian Air Force numbers 104 officers and 897 enlisted men, with an increase of 100 in the latter category. Active units comprise the four destroyer "escorts" and "destroyer" based at Esquimaux and "sloop" and "st. Laurent" at Halifax.

Awarded \$21,000 Damages By Court

(By The Associated Press)

WHITE PLAINS, N. Y., Dec. 20.—Frederick Green, of New Rochelle, was awarded \$21,000 damages by a State Supreme Court jury today in his suit against Mrs. James Roosevelt, mother of the United States President, and her chauffeur, Louis E. De Pew.

Green was injured by the Roosevelt car in New York, last April 3. De Pew was driving Mrs. Roosevelt was not in the car.

GYROS HAVE CHRISTMAS TREE—The Charlottetown Gyro Club held its annual Christmas tree last night at the regular weekly meeting.

Mr. R. W. Beckett was chairman. A musical program to which club members contributed added much to the enjoyment of the meeting.

EARLY MORNING FIRE—A small house at 283 King St., occupied by Mr. Brian Connor, and owned by Ernest Prunty was badly damaged by fire early this morning.

The blaze believed to have originated in the pantry, had gained considerable headway when discovered about 4 o'clock.

REALIZE SUBSTANTIAL SUM—\$114.50 was contributed in silver collection at the Male Chorus sacred concert at the Prince Edward Theatre Sunday night, it was announced yesterday. The response was the greatest since the concert was held at the Free Dispensary were inaugurated several years ago, it was said. Many fine comments were expressed as to the high standard of music maintained by the Male Chorus and assisting artists who added greatly to the pleasure of the program.

MARITIME ELECTRIC SUPPLIES MR. STEWART—Electric power service to Mount Stewart, about 10 miles from Charlottetown, was begun December 6, at 8 a. m. from the recently constructed line on St. Peter's Road, it was announced yesterday. Approximately 60 customers were being served in the village and farmers along the highway were having their homes wired to enable them to make use of the source of power. The new transmission lines along the St. Peter's Road are of special high strength steel and aluminum and were strung on poles 400 feet apart and were said to be somewhat different so far as electric line construction in the Maritimes was concerned.

Splendid Gifts To Dalhousie University

President Stanley announces, as he was able to announce last year at the Christmas period, two very generous gifts to Dalhousie University. Last year he wished that Christmas came oftener than once a year for Dalhousie's sake; at any rate Christmas does come once a year.

On December 16, Dr. William Inglis Morse added to his previous great benefactions a cheque for \$3,000—two-thirds of this goes to increase the endowment for the maintenance of the "Morse Collection" which is housed in the Macdonald Library Building, and the remaining \$1,000 is to be spent on the University Library.

On December 17, Mr. J. McC. Stewart, Chairman of the Board of Governors of the University, received a cheque from an anonymous donor for \$50,000 for scholarship purposes. It will be remembered that last Christmas, the Hector Molnes received a cheque for \$10,000 from an anonymous donor to be used for scholarships. This \$50,000 is to be capitalized as "The Hector Memorial Fund" and the proceeds are to be used for scholarships. Not only will friends of Dalhousie University rejoice over these generous gifts; they will be pleased by the establishment of a scholarship fund in memory of Mr. McC. Stewart. Many will remember the speech which Mr. Molnes made when he laid the cornerstone of the Dalhousie Gymnasium, in which he said that he believed that the most solid part of Dalhousie's reputation rested on the period when the famous Munro Dalhousie made it possible for high intelligence, especially in mathematics, classics, and English. He stated also that this was reflected in the improved teaching in the high schools.

Generous Gift To Junior Red Cross

(C. P. by Guardian's Special Wire)

CALGARY, Dec. 20.—A Christmas present from Rt. Hon. R. B. Bennett will enable officials of the Calgary Junior Red Cross Hospital for crippled children to "burn the mortgage."

A gift of \$2,000 was received from the Federal Conservative leader today last year the former Prime Minister paid \$2,650 on the hospital mortgage.

So far as the militia is concerned, little has been achieved beyond making somewhat more compact the unwieldy non-permanent active militia as it existed prior to the re-organization last year. The non-permanent active militia is now made up of six divisions, and one cavalry division. Its augmentation on paper by the 41 field, six medium and five anti-aircraft batteries, at least in the defence works, has not yet been affected; and the N.-P. A. M. continues "in status quo."

Considerable attention has been paid to coastal defence, however; and much work has been completed on both the East and West coasts. Missions and defence works have been acquired, and a comprehensive survey completed of the heavy industries of Canada, with a view to determine their capacity for the manufacturing of armaments in this country.

The Permanent Force continues to act as the instructional cadre; and its development from the present 3,000 (in round numbers) is not at the moment contemplated.

WORLD POWERS ENGAGED IN NAVAL RACE

Britain Reported Planning On Building Ten New Battleships.

(By The Associated Press)

LONDON, Dec. 20.—Great Britain today was reported building or planning 10 new battleships to increase her number of capital ships to 45.

The 1937 edition of Jane's Fighting Ships, the authoritative year-book on the world's navies, disclosed Britain has 12 battleships and three battle cruisers in service, five battleships building and "rumor has it five more battleships will be provided for in the 1938 and 1939 estimates."

The first two of the five battleships now being built—the King George V and the Prince of Wales—were laid down Jan. 1, 1937. Of a revolutionary design, the 35,000-ton battleships were the first to be built by Britain since 1925.

In addition to the five capital ships, each of which cost \$8,000,000 (\$40,000,000), Jane's said, the British program for 1937—"the most important undertaken since the war ended"—included two aircraft carriers, seven cruisers, 16 destroyers, six submarines and many other craft.

The race between Russia and Japan for submarine supremacy, the heavy German naval building program and the reported authorization of four new Japanese battleships were outstanding developments listed by the publication.

Jane's cited the big warship building activities of Great Britain, the United States, France, Italy, Russia, Japan and Germany as a reaffirmation of the supremacy of the capital ship over submarines and aircraft.

In the last year the editor's survey found "scarcely a naval power of any importance which has not felt impelled to join in the common impulse to bring its fleet up to date."

In this connection the annual noted stepped-up construction of small motor craft for various duties and increase of anti-aircraft armament as heavier cruisers are refitted.

"In the United States," Jane's said, "steady progress is being made with many cruisers, destroyers, and submarines in hand."

"In France naval construction tends to lag behind, labor difficulties being, apparently, the chief factor."

Continued expansion of the German Navy was reported with recruiting "in such numbers that at the present time practically every German warship in home waters is a training ship; otherwise the present fleet would be an even more formidable force than it is."

Japan was said to be having trouble with the Mogami class of cruisers she is building. These are taking a long time to complete, Jane's said, "probably owing to alterations necessitated as the result of trials."

Japan has begun no new battleships "as far as can be ascertained." Jane's reported, although four were believed authorized under the Third Fleet replenishment law.

While the publication considered some reports of Soviet naval strength had been exaggerated it considered "there is a considerable substratum of truth behind them." It added that "in the number of her motor torpedo boats and submarines Russia appears to be making a bid for first place."

Italy was described as concentrating on expansion in smaller warcraft.

PRINCESS ELIZABETH MUCH OCCUPIED WITH HOLIDAY DETAIL

Princess Elizabeth spent a busy Wednesday preparing for Christmas.

During the morning she and her sister, Princess Margaret Rose, accompanied by their governess, made a tour of stores to complete their number of small gifts for child friends, the nature of which the store proprietors refused to reveal.

Their shopping done and the day's lessons completed, Princess Elizabeth set about addressing her own Christmas cards. Both she and her sister have their own individual cards along with some containing both of their names.

Elizabeth marked each envelope with a tiny letter "E" in one corner and handed them to a strapping household cavalry orderly to deliver by hand.

Like her great-great-grandmother, Queen Victoria, Elizabeth is a prolific writer and insisted on sending out her own cards although ordinarily one of the palace secretaries would handle them. She often sends notes across to "Grandmama Queen" (Queen Mary) at Marlborough House less than a quarter of a mile from Buckingham Palace.

The notes usually inquire about Queen Mary's health and detail the Princess' activities during the day. One of the most recent signs that Elizabeth is growing into a young lady is that she is now allowed to lunch daily with Queen Elizabeth while Margaret Rose takes her noon-day meal with the governess in the nursery. Margaret Rose joins her parents and sister for dessert.

No Evidence to ACTOR'S CLIMB Back Charges READS LIKE ALGER TALI

Wallace Ford, One Time Orphan, Now Broadway Celebrity.

(By The Canadian Press)

OTTAWA, Dec. 20.—Prime Minister Mackenzie King denied tonight the Federal Government was responsible for any of the circumstances which he said Premier Heppburn "would have the public believe rendered necessary the contracts for electric power which he has made with Quebec companies."

Referring to the correspondence between himself and Mr. Heppburn, which the latter made public in Toronto today, the Prime Minister said nothing in it furnished evidence of an "agreement" between Washington and Ottawa with respect to any of these matters, as Mr. Heppburn had charged.

"There is, as well," the Prime Minister added, "nothing in the correspondence to substantiate the assertion that, in this or any other connection, there was any attempt at domination or coercion."

The Prime Minister took particular exception to Premier Heppburn's declaration in Toronto that the Federal Government's refusal to seek United States approval to diversion of water from Long Lac to Lake Superior had caused cessation of work on that project.

Although there had been much correspondence on that subject as late as Nov. 25, no exception had been taken to the Federal Government's attitude until after Mr. Heppburn was refused a power export license when he interviewed the Government here Nov. 26, he said.

"Had Mr. Heppburn considered the course adopted by the Federal Government to have been the least embarrassing to himself or the Ontario Government, he would have surely made representations accordingly at the time of his interview with my colleagues and myself," the Prime Minister said.

Mr. Mackenzie King did not comment on Premier Heppburn's publication of the waterways contract letters from the Prime Minister, after the latter had suggested it be held for tabling in the Dominion Parliament and Ontario Legislature.

Breaks Seal

(Continued from page 1)

Ontario's desire to proceed with diversion of Long Lac waters in northwestern Ontario, raising the level of the Great Lakes, to permit further power development at Niagara Falls, was set forth in earlier correspondence between Provincial Secretary Harry C. Nixon and Mr. King.

The province asked permission to divert the water into Lake Superior and requested the Dominion Government to take necessary steps for retention by Canada of the benefits of the diverted water.

Determining factor in the matter, Mr. King wrote Sept. 7, lay in the international significance of the proposal and the necessity to "cover it" by some arrangement with the United States. Division of boundary waters was subject to "strict treaty rules."

"What we have been seeking for a long time and still wish to obtain—namely, a principle or rule that waters diverted from a national watershed into the international waters should be regarded for certain uses as national waters exclusively, would in effect amount to a modification or qualification of this existing treaty law," Mr. King wrote.

The suggestion that the Long Lac exchange of notes between the two countries led Mr. King to write: "I fear there would be no on very unsafe ground if we undertook to rely on any instrument differing in its constitutional sanction from the treaty which established the original rules; nor is there any likelihood that the United States executive would be willing to deal on a different legal basis."

In Mr. King's opinion, the United States Government would be unwilling to "sidetrack the St. Lawrence treaty" for the purpose of drawing up a separate treaty covering the Long Lac project.

"Even if we negotiated, such a separate treaty would have less chance in the United States Senate than the incidental provisions to the same effect in the St. Lawrence treaty, since practically it would be for Canada's benefit only so far as power is concerned," he wrote.

With success came also domestic happiness in his marriage to Martha Haworth, daughter of the playwright.

The story of how he found the mother he never had known has been told before. Briefly, through the agency of Dr. Barnardo's homes, Scotland Yard, and Hollywood high-powered publicity he realized an intuitive feeling that his mother, dead according to orphanage records, still lived. This year he found her living in Northwich, Cheshire.

And today, like her son, she "lives off the fat of the land."

Seeks Probe Into Newsprint Prices

WASHINGTON, Dec. 20.—(AP)—Representative Pierce (D-Cal.) joined today with other northwest congressmen in an attempt to obtain a Justice Department investigation of the highest cost of newsprint in the United States.

Pierce said he had written the attorney general increasing cost might be caused by monopoly.

In another letter the Oregonian urged the trade commission to speed its investigation into the cost of bookprint.

Senator Pense and representative Clark, Idaho Democrats, also have protested against the rising cost of paper.

ACTOR'S CLIMB READS LIKE ALGER TALI

Wall