

THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)
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SUBSCRIPTION RATES:
By Mail in P.E.I., \$4.00 per year; \$2.50 for 6 months
By Mail in Canada and U.S.A.: \$5.00 per year
Saturday Weekly: \$2.00 per year; \$1.00 for 6 months.

"The Strongest Memory is Weaker than the Weakest Ink."

SATURDAY, DECEMBER 7, 1940.

The Ottawa Conference

When the Dominion-Provincial Conference meets at Ottawa in January to consider the recommendations of the Sirois Report, the first and foremost question will be one in which all the Provinces are mutually concerned. That is the Commission's proposal that in exchange for the Dominion's assumption of unemployment relief of unemployables and the entire provincial debt, the Provinces in turn withdraw from the income, corporation and inheritance tax fields, and accept in place of present subsidies, national adjustment grants to be paid on a "fiscal need" basis to be fixed from time to time by a federal finance commission.

In addition to this main issue of mutual concern, there are questions affecting the Provinces individually. In our case there is the adverse report of the Sirois Commission on our claim against the Dominion Government for improved transportation service. This claim is based on the Dominion's undertaking, under the terms of Confederation, to provide "efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion."

These terms have never been implemented in the letter and spirit of the compact. We do not enjoy the services given to other Provinces; and not only is our transportation service not continuous, winter and summer, but our farmers' trucks must pay exorbitant tariffs on the Dominion Government steamer in order to reach the mainland.

The highest authorities have recognized the binding nature of the Dominion compact with regard to our transportation claims. As far back as 1886, when a delegation composed of Premier Sullivan and Hon. David Ferguson took the Island's case to the Colonial Office in London, argument was presented on behalf of the Dominion Government that "a regular daily steam service is an impossibility." This excuse was not regarded as satisfactory. The Earl of Granville, Colonial Secretary, reported on that occasion to the Marquis of Lansdowne that "the expectations of the Province in regard to the establishment of a constant and efficient communication with the mainland have not been fulfilled, and that the physical difficulties alleged during the winter season 'make it all the more important that the proposed 'metallic subway' (tunnel) should receive a full, and if feasible, favourable consideration on the part of the Government of the Dominion.'"

Lord Granville added: "The establishment of constant and speedy communication by rail would be a great advantage both to the Province and to the Dominion, and I should suppose that the development of the traffic on the Island railroads, and of the capabilities of the Province generally, would produce a large direct and indirect return on the expenditure." This argument is as potent today as it was in 1886. It finds no place, however, in the Sirois Report, in which the superficial argument is advanced that our deficiencies in rail and steamer transportation are "in large measure made up by an air-line service."

No such finding can be accepted by the people of this Province. Our representatives at the forthcoming Ottawa conference might as well stay at home unless they are prepared to take an immovable stand on this vitally important issue.

A Striking Tribute

The Government has issued a booklet illustrating the difference between the freedom enjoyed under British democracy, and the racial, religious and political intolerance fostered by dictatorships. This difference cannot be too strongly emphasized. A still more striking example will be found in another government publication—Hansard of Nov. 26—from a speech delivered on the Draft Address by Mr. J. G. Turgeon, M.P., for Cariboo. Mr. Turgeon is reported as follows:

"Thirty-four years ago I went to the then new province of Alberta and settled in a district which happened to be one hundred per cent English-speaking and about ninety-nine per cent Protestant in religion. The people there knew that I was at least partly French because they had trouble in pronouncing my name. They knew that I was Roman Catholic in religion because when we were successful in having a priest come in, we celebrated Mass in my home, except on those occasions when there were more

than my little home would accommodate. We then celebrated Mass in the Masonic Hall. "Six years after my arrival I was elected to represent those people and to speak for them and in their name in the Legislature of Alberta. To show that this was not just an accident, may I say that in the late fall of 1921 I went to British Columbia, not knowing a living soul in that province. Today I represent in this House the district of Cariboo, which is overwhelmingly English-speaking and nearly overwhelmingly Protestant in religion. I have won elections and I have been defeated; but never on any occasion, either in Alberta or in British Columbia, have I lost a single vote because of race or religion. It is a great pleasure for me tonight to have this opportunity to speak as one who is in the double minority, as it were, and praise the freedom and the love of tolerance of those who form the majority of Canada."

EDITORIAL NOTES

Now R.C.A.F. officers may tie themselves up in matrimony after six months service, provided they get the permission of their commanding officer. Hitherto married men were not allowed to enlist or to get married if they did enlist.

Mayor Stanley Lewis has been re-elected for the sixth time to head the Civic Council of the Capital. Evidently the citizens of Ottawa are entirely satisfied with the way things are being run there, for they also re-elected Dr. G. M. Geldert for the eleventh time in succession to the Board of Control.

One of the Commissioners of Prisons in England is visiting Canada with a view to selecting suitable candidates from among the alien internees to serve as members of the Pioneer Salvage Corps to clean up bomb wreckage after Nazi raids. This should prove a pretty good test of an internee's sincerity.

Mr. D. Bruce MacMillan, prominent Tees, Alta., farmer has been appointed Alberta minister of agriculture by Premier Aberhart. In accepting the appointment he promised to "do my best to carry forward the progressive farm improvement policies" instituted by the Alberta Social Credit government since 1935.

Western Canada won all three grain championships at Chicago this year. Mr. Lloyd Riby, Peace River, carried off the wheat crown for the third time with a sample of Reward, hard red spring wheat weighing 67.7 lbs. per bushel. In the oats competition the championship was won by Mr. Paul Frances Pawlowski of Vilna, Alta., with a Victory variety sample; in the barley division the king honour went to Mr. F. P. Trowell, Salcoats, Sask.; for his sample of Hanchee, two rowed variety, weighing 55.4 lbs. per bushel.

Marshal Michel Ney, Napoleon's "brave des braves", shot this day, 1815. On the second restoration, Louis XVIII treated the Bonapartists with great severity and allowed the Royalists massacres, called "The White Terror" (because of the Bourbon's white flag), in which Marshal Ney perished. He had risen from the ranks, and as a general won the battles of Elchingen, Ulm, Friedland and Borodina, and led the disastrous retreat from Russia: "Come and see how a marshal of France can die."

Capt. Elmore Philpott, Victoria and Toronto, announces formation of "Canadian National Committee for Union Now." The body consists of citizens in all parts of Canada who support early federation of the British Commonwealth with the United States, as proposed by Clarence Streit, author of the book "Union Now." Jean-Charles Harvey of Montreal is president and Dr. Herbert L. Stewart of Dalhousie University vice-president. Other members announced by Capt. Philpott include: Rev. Henry H. Walsh, Dartmouth, N.S.; Brig.-Gen. F. W. Hill, C.B., C.M.G., D.S.O., Fredericton, N.B.; Archdeacon F. G. Scott, Quebec City; E. S. Bates, Montreal; Philip D. Lyons, Ottawa; Arthur Ford, editor of The Free Press, London Ont.; Rev. J. C. Cochrane, North Bay, Ont.; Mayor John Outeen, Winnipeg; Hon. M. A. MacPherson, K.C., Regina, Sask.; Elmore Philpott, Victoria, B.C., organizer.

In concluding the debate on the Address at Ottawa, the Prime Minister leaned toward optimism in his speech, which did not disclose much not already widely known. "There can be no doubt," he declared, "that the situation for Britain and her allies is much better today than it was, not only at the time of the signing of the armistice between France and Germany, but as it developed in the months which immediately followed the fall of France." No one, he admitted, denied that the fall of France was a heavy blow to the Allied cause, but people on the Continent of Europe and in the United States had greatly exaggerated its effect upon Britain. "It has become increasingly clear," said the Prime Minister, "that German mentality has never really understood the British people."

"It is true that war is increasing in its fury," said Premier King, "but it is also true that in the months that have elapsed since the downfall of France, Britain's strength has steadily increased." He then denied that Birmingham, Bristol and Southampton have been virtually destroyed. "Nothing in the official reports which have come from Britain to Canada support such statements." He added that in these German air raids, "there was surprisingly little damage to military and industrial objectives." The Prime Minister pointed out that as British aircraft production increased, and as the flow of pilots from Canada and planes from the United States and Canada increased, British attacks on enemy and enemy-occupied territory would increase. The shipping situation was serious, "but that does not mean that it has suddenly changed the outlook," commented the Prime Minister. The British Navy was still supreme on the seas, the Prime Minister said, and apart from Russia there were no neutral countries to which Germany could turn with confidence for imported supplies. "The great reservoir of this continent was open to Britain and closed to Germany."

NOTES BY THE WAY

Five pounds of coal a day is the allowance rationed to the average family in France for November. That is, the hot, — Owen Sound Sun Times.

Training accidents in aviation in Canada are being investigated. Courts of enquiry into the fatalities should be something more than merely formal. Out of the bitter lessons of experience, there should come improvement. — St. Catharines Standard.

Mr. Hart's latest budget is being a-sailed in the British Columbia Legislature on the ground that it is an extravagant budget. It is \$700,000 higher than the previous budget and that budget was \$500,000 greater than the one that went before it. This, in two years, means an expenditure of the province has gone up \$1,200,000. — Vancouver Province.

A recent broadcast by General Sikorski, the Polish Commander-in-Chief, contained a curious reference to the share Polish prisoners of war had taken in "expeditions to the Continent." A London paper recently published a photograph of newly-arrived German prisoners of war. It was specifically said that they were not airmen but soldiers. Particulars were officially issued some three months ago, that a naval and military raid on enemy-occupied territory. Has the silent service infected the other service with its factiousness? — London Spectator.

Winnipeg has reason to be proud of the choice of Victor W. Sifton, general manager of the Winnipeg Free Press, as acting master general of the ordinance branch of the National Defence Department. Victor Sifton is a man of confidence and high esteem of Winnipeggers both in his new paper capacity and in his personal capacity for good causes in this community. As president of the Manitoba section of the Canadian Red Cross, Mr. Sifton has done yeoman work and won golden opinions and a vast number of friends. His business capacity is everywhere recognized and the Dominion Government is fortunate indeed to secure the services of so able a man. — Winnipeg Tribune.

It has always seemed absurd that this country should apply to Canada and Canada immigration regulations which it adopts with respect to the rest of the world. A very special relationship exists between two peoples of a community of ideas and language, a common background of race and pioneer development and a traditional history, and yet they are separated by more than a century of an unfortified border. Why should there ever be more than a nominal barrier between two peoples so bound together in what amounts to a massive alliance? — New York Tribune.

Some people have an almost irresistible habit of "reading" their feet. They will read one after another year's use or one or two more. There are years of good service in the cars they drive, and they will read the area of a neighbor's new car, or they just like to be up-to-date all the time. This may be good for them, but it is not good for the one and is also economy. People, too, like to trade in their radios, their washing machines and other articles when there is a new model still in them. The Dominion Government has made a wise move in banning the production of new models of cars, trucks, and other necessities for at least a year in order that the men who make them, and the tools and machinery with which they make them, may be applied to war purposes. — St. Thomas Times-Journal.

One thing is certain, and it is that in spite of the allegations to the contrary, the great majority — probably ninety-five per cent — of the taxpayers will be subjected to a definite augmentation of the income tax. It seems, therefore, that the Government, in place of reducing its tax from fifteen to eight per cent, without consideration of the scale of revenue should have had a variable tax in order that the burden of the increase should not fall upon the same shoulders. Also why fix the payment of this tax on the same rate as that of the Federal Government? The 30th of April? This year it was set for the 31st of August and the Government did not suffer from it. Let us not be forgotten that at the end of next April a number of taxpayers will have no little difficulty in meeting their Federal tax. Let them have a chance to re-arrange and during the few months before demanding the provincial impost. — L'Information (Montreal).

It is worth explaining briefly how it happened that the Communist Party was so strong, toward the end of the last war, in important centres like Winnipeg and Vancouver. Immigration had permitted cosmopolitan groups to take a too great numerical importance in urban centres, in Montreal, in Toronto, in Hamilton, but above all in the cities of the Canadian West. Fanatical agitators the ablest of whom were of English origin — took charge of the forces of the proletarian propaganda, cleverly prepared by propaganda, which Lenin and Trotsky had personally assisted. To those who may be little edified by this example of a revolt fomented in Canada by foreigners, let us recall that we have since then seen political exploiters clandestinely attempt to "deliver Canada to Hitler or to Fascism." If the list of their assistants and of their dupes were known, they would with reason be astonished at the weakness of their judgment. When Le Soell formerly asked the question, "Who is furnishing the necessary money to the leaders of these 'honest' groups?" we clearly indicated the far-away cause of this agitation. — Le Soell (Quebec).

These air battles in Europe should not be allowed to obscure the fact that there is an Italian Air Force which, since recently, has received some German machines to be reckoned with in the Middle East. The activities of that force, which before the war ranked among the most powerful in the world, have so far not been remarkable. It has lost several hundred machines, including many destroyed on the ground, without itself inflicting any comparable casualties upon that fraction of the R.A.F. which

The Courage Of Free Peoples

(From the New York Times) It has been the "decadent" democracies that have produced the finest acts of courage in this war; the out-raged British crews closing in on the German ships; the Finns inflicting cutting Russian columns to pieces in the grim winter forests; French regiments, misled, betrayed, holding their part of the line like a little Verdun against the German tanks and Stukas; British soldiers of the rear guard at Dunkerque and British civilians manning moor boats to take the defeated but not beaten army home; British men and women—ordinary, plain-faced people who used to make a fuss about a cut finger—crawling out of their bombed homes with the magnificent gesture of the up-pointed thumb; the crew of the Jervis Bay fighting their unarmored vessel against the German pocket battleship; the airmen of the R. A. F. going up in all weathers, against all odds, day after day, night after night, to guard the homes and shrines of Britain; the bomb squads methodically removing time-bombs that may explode at any moment.

It is the glory and splendour of these tremendous days that the brave deeds are done without hope of reward or fame. The commanding officer has no monopoly of the precious wealth of courage. It springs up everywhere, from the ill-remembered turf of ancient estates and from the mud and dust of the streets. In the captive countries it must still exist. We know that men have died this year for liberty in Czechoslovakia, in Poland, in Norway, in the Netherlands, in Belgium, in France, in China, in the tumbled mountains of Western Greece, in many a weary mile of sea. The whole earth, in the noble words of the old Greek who would be proud of his countrymen today, is their sepulcher. Though no monument can carry all their names, their fame lives for evermore.

small we deny courage to the German fliers who come over London? Not at all. They have tested their willingness not only to destroy and to kill, but to die. But this courage of the free is a different thing; it is not fanaticism, it is not a fanatical yearning for death. It is not personal loyalty to a leader. It is faith, a living faith in freedom. Where that faith did not exist soldiers laid down their arms and generals made base surrenders. Where it lives, and grows, and flourishes, it ends in a final defeat. It is democracy degenerated? Look around you. The gifted, the great, the humble, the unknown have given the answer, are giving it now as these words are written and read in their own hearts' blood.

has so far been spared to counter it. The air battles in the Middle East have been much less frequent and gigantic than those in the West, though there does not seem to be any convincing reason on the Italian side why this should have been so. Nevertheless, one of the main reasons why the Minister of Aircraft Production is so insistent upon maintaining and increasing output is that the time when the proper lesson is administered to the Italians cannot come too soon. At any moment the German Air Force, heavily punished and failed here, may try to reinforce and to stimulate a disappointing ally; and the tizz of the air battle may shift from West to East. — The Times (London).

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The Poets Corner

TOO SOON THE LIGHTEST FEET

Too soon the lightest feet lead. All tongues of silver cease; Even Shakespeare with a word said Is pledged to hold his peace!

So artlessly kings fall asleep, Wearing the crowns awry. Their hands forget what they would keep.

And lovers mellow to the sound Of meadow larks in Spring Grow inattentive underground. Nor heed them what they sing.

I dare not slay my joy is great Time presses on me, I am old. Counting the early hour as late What space I have to go.

But faint for rapture like the rest Life chokes so to mock Speechless, I hold love to my breast And listen to the clock!

Why Hitler Failed To Build a Navy

By Admiral Sir Reginald Bacon, K.C.B., K.C.V.O., C.V.O., D.S.O.

It may seem remarkable that Hitler, who prepared Germany for war with such intense foresight and energy, should have omitted to build an adequate Navy, and thus failed to profit by the major lesson afforded by the Great War. It should have been apparent to him, and his advisers, that the real cause of the collapse of the Central Powers in 1918 was the stringent blockade of Germany by the allied fleets; yet, in 1939, he let himself in for a war of gigantic magnitude with a navy abnormally smaller than the one which had proved inadequate to save Germany defeat in the Great War.

The reasons for this are, however, not difficult to detect if we bear in mind the fact that the Germans, broadly speaking, are not a sea-faring people. Their naval and war policy are founded on the worst of the characteristics of Frederick the Great, all of whose campaigns were entirely land campaigns. Command of the sea and seafaring never affected him or his armies, in the slightest degree. His military efforts were largely concentrated on robbing and humbling Austria. His seizure of Silesia and the Seven Years War in which he fought no less than twenty-three considerable land battles, while the only sea fighting that took place was between England and France, of which even a faint echo hardly reached the armies fighting in mid-Europe. This absence of naval activity applies as to the wars engineered by Bismarck. The Austrian war of 1866, commonly called the Seven Weeks War, was decided on land; the only sea fighting that took place was between the Italians and the Austrians, and in no way affected the Prussian army. The Franco-Prussian war, similarly, was entirely a land campaign in which the French Fleet had no major role to play. The resultant accumulation of this one-sided experience led Germany, in an unthinking way, to look on a Navy as an expensive luxury and not a vital necessity. Hitler himself once called battleships "luxury toys of the democracies."

In the early nineties of last century a truer perception of the value of sea power was awakened in all countries, largely owing to the writings of Admiral Mahan, U.S.N. This coincided with a desire on the part of Germany for expansion; so colonies were acquired and her sea power greatly expanded. In the early years of this century came the rapprochement between Great Britain and France, which brought vividly home to Germany the fact that, if her merchant fleet and colonies were to be protected in a future war, it was essential for her to have a strong navy. But what she did not appreciate, and has yet to learn, is that the strength of a navy should be assessed not only in terms of ships, but that the psychology of the officers and crews has to be reckoned with. Sea instinct is hereditary; it is also impossible to create traditions suddenly. Even in these days when ships may be looked on as mere machines floating on the water, differing from land machines mainly in shape and size, a seaman is a seaman still. His upbringing, his outlook on strategy and tactics, differs radically from that of those who fight ashore. The instincts of a German naval officer, both in the Great War and in that of today, by no means the same as those of an officer in a navy as old established as the British.

It is not easy to lay one's finger on the many slight differences between the two; one, however, stands out in bold relief. In the army the loss of material is looked on, more or less, as a disgrace. "Saving the rums" has always been a rallying cry; Colerick and Malvern are instances. At sea it is a cardinal axiom that, in fighting, ships must be lost if victory is to be attained. A little thought will show how greatly this difference of outlook must affect the fighting of a naval action. Had the German fleet fought our Grand Fleet in January, 1915, they would have found it only two dreadnought battleships superior in number to their own. Want of sea instinct caused the German High Command to refuse to take the risk of losing ships, and so lost the best

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SOLD BY JAMIESON'S and only chance they ever had of winning the Great War. Undoubtedly, this want of a sea-instinct also blurred the outlook of Hitler. He saw, or thought he saw, how the submarine campaign nearly won the Great War for Germany. It seemed that if numbers of boats could be progressively increased in the next war, the chance of mastery at sea would increase until it became a certainty. Moreover small vessels, even in large numbers, were cheaper and more easy to provide. By the Treaty of Versailles Germany was denied the right to build large ships except to replace a few old-class battleships which she had been allowed to keep to protect her

(Continued on page 11, Col 8)

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