

THE CHARLOTTETOWN GUARDIAN

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

THURSDAY, DECEMBER 19, 1940.

Hastening Aid To Britain

President Roosevelt's new plan for backing Britain, by leasing or loaning huge amounts of war material over and above the "cash-and-carry" orders she has already placed in the United States, indicates a growing sense of realism on the part of our American neighbors.

The same note was struck a few days ago by the New York Times, which declared that the only way the United States can keep out of the war is "on condition that our help to Britain and our means of defence, particularly in the air, reach a speed and a volume far beyond our present conception."

A similar appeal for more speed was also heard from Bernard Baruch, who was chairman of the United States War Industries Board, 1917-18. "Neither present production nor plans for the future output," he said, "are meeting our defence needs and the requirements of the British."

Meanwhile, of course, the continued progress of the British and Greek forces against the Italians has been a matter of great satisfaction in the United States as well as throughout the British Empire. But the very fact of Mussolini's sore predicament, both in Africa and Albania, may hasten Nazi invasion plans against Great Britain. Hitler is not going to wait until his Axis partner collapses. His whole strategy has been to retain the offensive, and the present "sure and certain signs of a feverish development in air craft production in the Reich," as Lord Beaverbrook expresses it, can point only to one thing. Renewed efforts to crush Britain are under way, in defeating which the time element may be of the utmost importance.

War Organizations At Ottawa

How bureaucracy is growing at Ottawa may be judged from the following list of principal war organizations recently issued by the Director of Public Information: Advisory Committee on Economic Policy; Agricultural Supplies Board; Bacon Board; Board of Referees Excess Profits Tax; British Admiralty Technical Mission; British Purchasing Commission in U.S.A.; Canadian Shipping Board; Canned Lobster Control Scheme; Censorship; Custodian of Enemy Property; Dairy Products Board; Dependents Allowance Board; Enemy Alien Operations; Foreign Exchange Control Board; Inter-Departmental Committee on Labour Co-ordination; Inventions Board; Joint Inspection Board of the United Kingdom; Ministry of Shipping of the United Kingdom; Munitions and Supply Department, and Directorates of Companies Owned by the Crown; National Advisory Committee for Children Overseas; National Labour Supply Council; National War Charities Funds Advisory Board; National War Services Department; Temporary Great Lakes-St. Lawrence Basin Committee; Transport Controller; Unemployment Insurance Advisory Committee; United Kingdom Air Liaison Mission; United Kingdom Technical Mission; Voluntary Service Registration Bureau; War Savings Committee; War Contracts Depreciation Board; Wartime Prices and Trade Board; War Technical and Scientific Development Committee; Wartime Industries Control Board; Wartime Requirements Board. Each of these boards has a chairman, vice-chairman and several members, and many of them are divided into committees and sub-committees.

Crown Colony Designation

An article on "What I Saw in Canada" in the December number of the Rotarian contains a double page map of the "Dominion of Canada and Crown Colony of Newfoundland." The American newsman whose account the map is intended to illustrate states, as a result of an interrogatory barrage with persons with whom he came into contact, that though "Americans know little of their neighbour to the north, so Canadians don't know much about the United States."

tion with an Executive Council; Colonies in which the legislative power is vested in a Governor and a nominated Legislative Council, and the executive power lies with the Governor and a nominated Executive Council; Colonies in which the legislature contains a Representative Assembly. The present form of government in Newfoundland does not correspond to any of the above classifications. Further, the possessions known as Crown Colonies come under the jurisdiction of the British Colonial Office, whereas matters relating to Newfoundland come under the Secretary of State for the Dominions.

EDITORIAL NOTES

Moncton has got ahead of the Island in inaugurating her commonwealth flying school.

Unless we do our Christmas shopping now there will be little time to make the selections we want.

There are still a few hosts wanted for the Western boys desirous of spending Christmas or New Year with us.

So many of our own boys are due home for the festive season that the addition of 200 or 300 Western boys will make things hum for a while.

Mr. J. H. Winchester and Company of New York, bidding on behalf of British shipping interests, has offered to purchase for \$3,010,800 15 cargo vessels in the U.S.A. Maritime Commission's laid-up fleet. The ships are tied up in the James River in Virginia, at Brenterton, Wash., and at New Orleans.

Even the country town of Trenton, N.S. can get orders for war materials, indicating \$3,516,000 capital expenditure, and an annual output of \$2,800,000, whereas this province is permitted to go without a darn shoe-lace order. What is the use of our sending four members to support the Government when all they do is to provide work in neighbouring provinces to which to attract our breadwinners leaving the Island industries to go to seed?

Admiral Sir Wm. Ed. Parry, Arctic explorer and author, born this date 1790. He accompanied Sir John Ross's first expedition for discovery of the North West Passage (1818); commanded the second successful expedition in 1819, winning the British Government reward of \$25,000; after three more expeditions became controller of the steam department of the Royal Navy. Wrote "Narrative of an Attempt to Reach the North Pole," published in 1828.

Reduction in horse-drawn traffic in Canada is indicated in the Dominion Bureau of Statistics' report of 1939 operations in the carriage, sleigh and vehicle supply industry. Eighty establishments in Canada were engaged wholly or chiefly in manufacture of carriages, wagons and sleighs or vehicle supplies in 1939, compared with 89 in the previous year. Forty-three of the plants operating in 1939 were located in Quebec, 16 in Ontario, six in Nova Scotia, five in New Brunswick, four in Prince Edward Island, three in Manitoba, two in Saskatchewan and one in Alberta.

Big Interests, as represented by "Canadian Business" is "all for the Siros Report, with amendments". In its current issue it says: "To make the changes, important amendments to the constitution will be necessary. But it is also evident the federal government is ready, in the light of changes caused by the war on the financial condition of some provinces, to consider certain adjustments. There are persistent stories, though, that Ontario will protest against the special consideration proposed to be given by the Dominion to Quebec because of the division there between provincial and municipal debt. Whatever differences may develop, the conference is not to be regarded as anything more than an exploratory or preliminary meeting."

The British Government has every intention of continuing the movement of children to Canada in the spring. Over 250,000 applications for evacuation to Canada have been received. Some 24,000 British children have passed their final tests to be evacuated under the overseas scheme and fully 75 per cent of these will be for Canada. The British Government abandoned the movement of children to Canada following the sinking of the City of Benares by a German submarine last fall, but the suspension of the movement was not due to the torpedoing but because it was inadvisable to continue the movement under winter conditions. So far, 1,532 British children have been placed in Canadian homes. "In general, the children are extremely happy."

A truce in the war on nerves was called by Dr. C. J. Tidmarsh, Montreal, in a recent address to a service club, else, he said, men and women of the present generation who have passed through two world wars, a major economic depression and the intense strain of modern life, could not possibly expect to live to a ripe old age. In fighting this war on nerves, Dr. Tidmarsh said, the greatest need is self-discipline. "We have to sacrifice many of our pet indulgences," he counselled, "curb our weak desires, and build up our strength of will. At present we are soft, much too soft. Exercise is a thing of the past—we ride instead of walking, watch games, instead of playing them, avoid physical effort at every turn. Without any self-restraint we indulge our appetites for food, alcohol and tobacco to the limit of our incomes. And what is worse, we bring up our children to do as we do, thus fatally handicapping them for life, and all we complain of is their ingratitude for what we call 'the advantages' we have given them."

NOTES BY THE WAY

Prof. Guy Parsloe of the University of London, writing from England, put his finger on one of the essential differences between the British Empire and Germany. The best news source in Britain, he says, is the "Daily Chronicle," who does not try to gloss over the hard facts of the war. Mr. Churchill bluntly and plainly tells the people what is happening, when screams out what he would like to happen. — Windsor Star.

Pleading that the name "Adolph" is a source of "inconvenience, embarrassment and humiliation" today, a Tennessee young man has gained permission to substitute "Robert." He puts in mildly, a name like that these days is just plain disastrous. — Windsor Star.

If she scrubs, scours, bakes, washes dishes, cooks, launders, irons and sews the census man will put her down as housekeeper — no occupation. — Brandon Sun.

The BBC gets credit for the remark that the British Navy sticks to the rum, the Italian Navy sticks to port. — Timmins Press.

Those who have had doubts, secreted in their minds, as to the picture of war conditions has been coming to them through the newspapers would do well to heed the words of Prime Minister Mackenzie King on this subject. His statement in Parliament that the press accounts of what is actually happening in the war zone accord exactly with what he gleams from official correspondence from the British Government should dispel any doubts as to the truth. There has never been any real foundation. — Windsor Star.

About the Acropolis in Athens there must be a light shining these early winter nights, for the glory of Greece has returned. No one can predict the end of the campaign, but the first chapter has been clearly written. The armies of Greece have been the avenging sword. The hordes of the bawling dictator of Rome are routed and fleeing through the gorges of Albania. Any Greek with a sword, a spear, looking at the sky above the Acropolis, would see the light tonight, glowing. — Calgary Herald.

Prof. Li Ki-wey, dean of the National Yunnan University, has perfected a device to produce liquid fuel. It is not made of petroleum, or coal, or vegetable oil, but of refuse and by-products. During experiments he showed a 20 per cent ability higher than natural gasoline. This new artificial gasoline, which lasts about one month to produce, has physical and chemical properties similar to the natural fuel. It has a lower ignition point than gasoline, and is devoid of corrosive elements. It is colorless, after bleaching, and has the same general characteristics as gasoline. Prof. Li is continuing his experiments, seeking to improve the quality of the fuel, shorten the period of manufacture, and to increase the production. As to cost, he estimates that a gallon of the liquid fuel he made for \$8 to \$10 in Kunming, where the price of natural gasoline is \$20 a gallon. This price estimate applies to laboratory production on a commercial scale, the cost would be lower. — "China at War".

The man who, as superintendent of the Detroit Shipbuilding Company, David B. Carswell, and the drive and the organizing genius to turn out a 4,000-ton steel vessel every 45 days in the last war, has been named Ship Controller for Canada, with totalitarian powers for delivering the goods. His job will be to see that the shipbuilding industry in Canada will be new construction. And by the order-in-council which appoints him, it would appear he can do everything he wants to do, in order to speed up delivery of new ships for British service. The announcement that the sinking of the City of Benares was replaced by construction was a disturbing one. There is no doubt, however, that the genius for mass production is challenged on this side of the Atlantic, there will be a response to the call of the hour. Controller Carswell, it would seem, fits the bill as a mastermind for his job. It is fortunate that the government gets a man of high speed and capacity, and perhaps more fortunate that he will not be hamstrung by red tape. The biographies of men who really have done things in a big way are abounding in stories and anecdotes as to how they first had to cut red tape and how they went about it. — St. Catharines Standard.

It probably surprised most readers to see in a Canadian Press dispatch from Ottawa the other evening a statement to the effect that people who have received Christmas and New Year's greeting cards in past years from Cabinet ministers and officials need not expect any this year. The readers were even more surprised, no doubt, by the reason given, namely that the Government considers "neither necessary nor appropriate" that the practice of providing greeting cards be continued under "existing conditions." Certainly the idea of having the Government — meaning, of course, the people — pay for the printing of greeting cards for Cabinet ministers or officials to send to their friends is not and never was appropriate. It was a straight and unvarying imposition and, besides, ran just about as contrary to the proper Christmas spirit as one could imagine. The practice accounted for another of the innumerable petty "bills" which, in the aggregate, have made the administration in Canada the expensive thing it is. — Brantford Expositor.

Under the heading, "Our Last Post," Editor Maurice Dettlor laid down his pen as editor of the Deseronto Post last week and by now is in the uniform of the Royal Canadian Air Force, radio division, for possible early departure to England. Editor Dettlor sums up his decision in these cryptic words: "With this issue we conclude our activity as editor and manager of the Deseronto Post. In early days we played for the glory of the schools; later in life we put our shoulder to the wheel of civic affairs. And along with that, we have for the past eight years tried to keep Deseronto in the limelight by interpreting the trend of local news. Now we have a new task to perform. Great Britain has issued an urgent appeal for radio mechanics and we have answered the call. So long, folks! — Trenton Courier Advocate.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlotte Guardian does not necessarily endorse the opinions of correspondents.

CHRISTMAS DECORATIONS

Sir:—In recent years most of the Christmas Decorations which are purchased from the various stationary and variety stores have been rendered fairly safe from fire by being immersed in a fireproofing liquid. This, of course, is done by the manufacturers. Home-made decorations are very much more easily set afire and care should be taken that they are hung or placed in places where they would be most unlikely to come in contact with open flames, cigarettes or electric wires.

The greatest problem, however, is the Christmas tree itself, which can create quite a serious hazard and the following suggestions are made in the hope that they will be found of sufficient value to create a desire to make Christmas as safe as possible.

Do not bring the tree into the warm house until you are ready to use it.

Do not, under any circumstances, have lighted candles on the tree.

Use non-inflammable ornaments as far as possible.

If electric lights are used, play safe and make sure they are of an approved type. This is readily ascertained by a label on the cord.

Do not keep the tree after the needles start to fall, for as the tree dries it becomes ever so much more inflammable and takes very little to set it afire.

When the tree is to be removed it should be taken out of the house entirely and disposed of in some safe way, not left until the spring when it will become so dry and brown that a spark might ignite it.

I am, Sir, etc.

C. A. BEER, Provincial Fire Marshal.

WESTERN FEED GRAIN Sir:—Island oats are selling for about 24 cents a bushel.

Mr. Hemming says we could get western oats delivered here for less than 14 cents a bushel, if they were brought direct from Port William in large whale-back grain boats providing there was a dock in Charlottetown, wide enough, long enough, and high enough to accommodate the largest whale-back grain vessels and some dredging in the channel.

The farmers owe a debt of gratitude to Mr. Hemming for pointing this out, because the Department of Agriculture have been working to get cheaper feed for over a year without results.

What is the matter with the Central Farmers' Institute, that they do not support him in getting an ocean port in Charlottetown, which would settle the feed problem?

Why is the Charlottetown Board of Trade passing resolutions about a little auto ferry for Wood Islands when we have a big one at Bordent owned by the Government.

Is lower freight rates on trucks more important than lower freight on feed grain? Get this and the trucks will have all they can do to haul cheap feed to the farms and milk to the creameries and hogs to the stations for shipment.

If we could get western oats for 15 cents we could make more money and cut the cost of imported fertilizer in two.

I am, Sir, etc.

FARMER North Tryon, P. E. I.

Scrapping Merchant Vessels

(St. Thomas Times-Journal) A plan for scrapping, after the war all British merchant vessels over 20 years old is now being put before the British Shipping Industry by Sir Philip Holdin, president of the Chamber of Shipping of the United Kingdom.

When the war is over, he also suggests that British ship-owners ought to buy as quickly as possible the merchant fleet which the Government are building today.

A purchase price of \$90,000 for a steamer and a pro rata figure for motor ships might be fixed, he says, for those ship-owners who have lost their vessels by enemy action or by the perils of the sea. The difference between the \$90,000 and the cost price could be met out of the profits being made by the present use of privately owned vessels.

Sir Philip proposes that, after all ships over 20 years old have been scrapped, those ship-owners who wish to keep their fleets up to date could buy at market prices what remained of the Government vessels or build new ships on an ordered plan to keep British shipyards regularly employed.

A Toast To Courage

(Exchange) "His Majesty's Navy, the Army, the Air Force—and the people of London." This is the revised toast drunk now at public dinners in the city's metropolises. A new fighting force is honored. And what a fighting force it is!

Of all the developments in this war, the most startling is experienced by the people of London—in fact by the people of all England and the Londoners stand out.

For centuries in Britain's wars, soldier sons have fought in foreign fields: Spain, France, India, Africa, and so on. The people at home provided the necessary equipment, shouldered the cost—and waited news of the campaign.

There was no fighting in England. London was in no danger. Confident, the home folk awaited the day when the soldiers and sailors would return. Then long periods of peace. Outside the regular forces of the army and navy the people of London had no direct contact with warfare.

Now London's citizens are at the very core of hostilities. War has been fought in the streets of London. There was no fighting in England. London was in no danger. Confident, the home folk awaited the day when the soldiers and sailors would return. Then long periods of peace. Outside the regular forces of the army and navy the people of London had no direct contact with warfare.

Continuous attacks have brought out the courage latent in the rank and file of the British people. The ancient capital of the homeland is in peril, and the Briton fights back vigorously but calmly. The greater the ruin, the more determined is the resolve to see this thing through to victory. Bullheaded man never counted on anything like this; nor, as a matter of fact, did the rest of humanity. But there is no wonder the toast to Britain's fighting forces now includes "the people of London."

GOOD OLD MINNIE LONDON —(CP) — Mascot of the busy London Fire Brigade Headquarters is Minnie, a tabby cat of uncertain age, who has given the world, by actual count, 52 kittens, all adopted by firemen's families.

The Poet's Corner

COME MICHAELMAS If I could stand, get goldenly, Like glinting dandelions do, I would go grandly down the lane, And knock, and ask your dad for you.

When I clump heavy home at night, They glim like guineas on the way, Until the fairies thieve their gold, And spend it all on cloaks next day.

But seven-and-forty pounds I have, Come Michaelmas I'll make three more, And then, believe your dad will hear An ash-kick tapping on his door.

—A. Newberry Choyle.

Here's Some Suggestions For PRACTICAL GIFTS FOR HER

Keystone Toilet Sets Yardley's Gift Sets Perfumes and Soaps

Men's Military Sets Yardley's Gift Sets Rols Razor Colgate Gift Sets

Xmas Wreath Cigarettes, Tobaccos and Cigars.

Pick your Chocolates from our large display of Mols Fancies and Chests Xmas wrapped.

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BUY WAR SAVING CERTIFICATES

WHILE OUR AIRMEN, OUR SOLDIERS, OUR SAILORS ARE RISKING THEIR LIVES ALL OF US CAN RISK A FEW DOLLARS TO KEEP THEM SUPPLIED WITH THE EQUIPMENT TO WIN VICTORY

HICKEY'S BLACK TWIST CHEWING

Manufactured by HICKEY & NICHOLSON Tobacco Co., Ltd. Charlottetown, P. E. I.



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