

THE CHARLOTTETOWN GUARDIAN

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

THURSDAY, NOVEMBER 28, 1940.

A Timely Address

It is vitally important that our citizens grasp not only the issues involved in the present conflict, but the seriousness of the situation and the need of concentrating every effort upon the war. Occasion was taken last Tuesday by Mr. Justice Saunders, at the opening of the Supreme Court in Summerside, of dealing with this subject in an able manner. His Lordship not only reviewed the war issues, but offered some constructive suggestions as to how the contribution of this Province could be materially augmented. Our farm production could be increased, especially in dairy products, and while we are not a large manufacturing Province we have, in the firm of Bruce Stewart and Company, a well-equipped plant which could be utilized in turning out war material, perhaps even in the construction of certain types of naval craft. It seemed to His Lordship "dangerous folly" to think that each Province of Canada is not able to do more than we are at present doing. This is a view shared by many thinking people today; and there is no doubt as to its applicability to Prince Edward Island.

High freight rates on western mill feeds was cited as a disadvantage which must be remedied in the interests of our bacon producers. On this and other points the Grand Jury did not fully concur in his Lordship's remarks; but difference as to the remedial measures to be taken does not invalidate the force of the argument that farm production is vitally important and should be geared, more efficiently and effectively, to Canada's war effort than it is at present. Nor can it be disputed that with the large industrial centres already swamped with war orders, work could and should be found for every idle hand and mechanic in this Province.

Judge Saunders says truly that the war can only be won "by the united effort of every citizen in the British Empire and by the closest and greatest co-operation on the part of our governments." We are a long way from realizing this achievement in Canada, despite all the glowing assurances we have received to the contrary. The pace has been accelerated during the past few months, and for that due credit should be given; but we need more voices raised in warning against accepting this effort as satisfactory at a time when the very existence of our Empire, and of our Christian civilization, is in the balance. This, in brief, is how we interpret Judge Saunders' message, and it is one which cannot be emphasized too strongly or too insistently.

Consolidating Wartime Appeals

Vancouver papers of recent date describe the unprecedented success of the Patriotic Services Appeal, a joint fund-raising campaign in which the Red Cross and other welfare organizations consolidated their efforts under the chairmanship of Senator A. D. MacRae. Aiming at \$600,000 for Greater Vancouver, the campaign passed the \$700,000 mark, setting a new record for voluntary collections. A feature of the drive was the marked increase in the number of subscribers, who evidently appreciated this method of raising funds.

At a victory dinner which concluded the campaign, Senator MacRae expressed the hope that the various drives for funds for charities and war purposes would be consolidated from end to end of Canada; a suggestion which the Vancouver Province commends as being worthy of the most serious consideration. "The Patriotic Services Appeal," it adds, "was a success in Vancouver largely because it was a consolidation of effort. But throughout Canada there is no consolidation. In most cities the Red Cross did not ally itself with the Community Chest drive, and half a dozen national organizations are preparing to make drives after the new year. These various organizations will appeal to the same people. They will not get any more money than if they joined in a single drive, but they will waste time and energy, they will pile up expenses and they will inevitably weary the potential subscriber with their importunities. Money, as Senator MacRae pointed out, is becoming scarcer, and the organizations which look to the public for funds would do well to take this fact into consideration. If the national appeals could be consolidated into a single drive a year, as the community appeals have been consolidated in Vancouver and various other communities, there would be a minimum of waste effort and overlapping, and the charitably-inclined subscriber would have a respite. He would appreciate the respite, too, and his appreciation would show in his contribution." That the movement to consolidate wartime appeals is growing is evidenced by another news item, this time from Manitoba. Four of the main auxiliary war services of that province have decided to combine in one campaign for financial support; they are the Canadian Legion, the Y.M.C.A., the Knights of Columbus and the Salvation Army. Each of these organizations held its own drive last winter and the Winnipeg Free Press says there developed "a very considerable feeling of dissatisfaction with the repeated calls for support." The joint drive this winter, the Free Press predicts, "will mean a great economy in campaign expenses and a great saving of effort on the part of volunteer workers."

Vancouver and the province of Manitoba have set a good example in this regard. During this great emergency there should be no waste or duplication of effort. If such waste or duplica-

tion can be eliminated by consolidation in one city or province, there seems no reason why the same plan would not work throughout Canada.

EDITORIAL NOTES

Unless effective action is taken forthwith the prospects are that many of our soldiers now in camp will have to stay there over Christmas, or take the risk of a hitch-hiker.

"The Day and a' wha' Honor it", will in all likelihood be proposed by the Hon. Dean Cyrus MacMillan, Ph. D., M.P., at the Caledonian Club banquet on Monday—depending on whether he can get away from his Parliamentary duties.

Washington Irving, author, died this date, 1859; wrote biography of Columbus, and gained European fame by a satirical "History of New York" by "Diedrich Knickerbocker"; "The Almighty Dollar, that great object of universal devotion throughout our land."

Married into eternity was the tragic experience of Sgt. Instructor Francois Auclair, of Lauzon training camp, Quebec, on Saturday. A few hours after he had been wed he went in the car of his company lieutenant and accompanied by his best man, also a lieutenant, to visit Neuville for a honeymoon. The car left the road and overturned several times, the bridegroom being instantly killed, and the bride slightly injured. The other two escaped unhurt. Peace hath its victims as well as war.

Whether or not the Sirois Commission report will be discussed before adjournment will be announced at conclusion of the Throne Speech debate. Prime Minister Mackenzie King told a questioner in the House of Commons, Mr. Jean Francois Poulton (Lib., Temiscouata) asked the Prime Minister if the Sirois report would be discussed at the conclusion of the present debate. The Prime Minister said the House would have to wait until the Throne Speech debate is concluded before he could reply.

Mussolini's henchmen are seeking means of encouraging Italians in face of their Albanian disasters. Marius Appellus in Rome's Popolo d'Italia admits that "Unfortunately the solidarity of the North American plutocracy renders the struggle longer and harder," but asserts that "mankind is determined to solve once and for all a situation which cannot be solved by half-measures." This situation, Appellus explains, is Britain's world hegemony. In order to bring about its downfall, he says, the Axis is gradually enlisting the support of the "majority of European and Asiatic nations, so as to form a new international order which will take the general character of a true world-wide united front against Britain." In the face of this world-wide front," he continues, "even the North American people will be induced to meditate on their behavior, and the possibilities of all kind which they are assuming in uselessly prolonging the struggle, which finds the majority of the people of the world aligned against Britain." Fortunately for the British Empire, right and the British will ultimately triumph no matter how many "neutrals" succumb to the Hitler machine.

It will be recalled that in connection with the Royal Mail Steam Packet Co.'s false balance sheet, for which the President was convicted, the British court held the auditor free from blame, because the necessary information had been deliberately withheld from him. The trustee of the McKesson and Robbins Drug Company announces, however, that he will seek federal court authority to accept an offer of Price, Waterhouse & Company, former accountants for the corporation, to return \$522,402 in fees and expenses received during six years that McKesson was headed by the late F. Donald Coster-Musica. The offer, the trustee, Mr. William J. Wardall said, was conditional upon his agreement not to assert claims against the accountants for liability because of the failure of their examinations to disclose the fraudulent practices of McKesson's president. Coster-Musica killed himself in December, 1938, after disclosures that he had perpetrated a large fraud in McKesson's crude drug department and that he was an ex-convict living under an assumed name. The fees which Price, Waterhouse & Company to refund covered the years 1933 to 1938 inclusive.

A sum of \$250,000 was allocated by order-in-council August 27, from war appropriations to the Department of National War Services to cover expenses of the National War Service Regulations, according to documents tabled in the Commons, and here is how some of the money went: On August 14 a sum of \$83,373 was allocated to cover expenses of the office of the Director of Public Information. Orders-in-council listed the following sums as put out for various activities connected with war services and registration: To cover expenses in connection with registration, to the chief electoral officer, \$5,500. To Harry Butcher, deputy chief registrar, from August 28 to September 15, \$25 a day with \$10 a day living allowance. Grant to national committee for voluntary registration of Canadian women for assistance in registration, \$1,500. Registrars of administrative districts, salary \$300 a month and travelling expenses. Members of registration boards (not judges) \$15 a day, travelling and living allowances. Judges, members of registration boards, living allowance of \$7 a day. Dr. Ernest William Stapleford, director of Voluntary war services, \$5,000 a year up to March 31, 1941. Dr. Hugh Christie, supervisor of military training medical services \$5,000 a year up to March 31, 1941. Roger Gerald Benoit, supervisor of military training, \$5,000 a year. Reginald J. Watrous, director of material resources, \$6,000 a year from September 24 for three months. Allan McLean, chief clerk, \$3,120. Walter Herbert, assistant supervisor of public information, \$4,800 a year up to March 31. To bring 30 editors of weekly newspapers in the United States on a tour of Ottawa, Toronto and points of interest, \$1,500. Extra temporary employees engaged in clerical work, shipping and the like in connection with national registration, 60 cents an hour for the number of hours employed.

NOTES BY THE WAY

It is said to cost more than a million dollars a year to operate a first-class battleship. That makes it particularly tough on the Italians, who have to provide for demurrage as well. — Ottawa Citizen.

Joseph P. Kennedy, United States Ambassador to Britain, departs for home and it is believed he will not return to his post in London. This is regrettable, as no American ambassador to the Court of St. James has been a warmer friend of Britain, or a better interpreter of British needs. — Hamilton Spectator.

Canada's vast and varied mineral resources are filling a great need at this time when the Empire is engaged in a life-and-death struggle. The great demand for metals to provide the sinews of war has hoisted the Canadian mining industry to new production peaks. It is estimated that the dominating position which this year's production will have with a value in excess of \$500,000,000 a new record. — Kitchener Record.

"After all, mine is the first plane brought down by the English," said a German pilot when shot down over Dover recently. He refused to believe that was the first. The 1,600th, or even higher. The air ministry announces that during the last three months 2,483 Nazi planes have been lost in the attack on Britain. — Toronto Globe and Mail.

Let us not fool ourselves with the idea that India would not be a richer prize than India. China and powerful and ambitious nations desire to possess her. Which we get India, it is marked as necessary on one occasion, "we shall get much more out of her than you British do." To believe that Hitler does not covet India is to deceive oneself. He does. She is rich in what he needs. — The Madras Mail.

Those who know best the fierce independence which Canadians hitherto have manifested in relations with the United States will be most impressed by the conduct of a joint Defense Board. Without in any way over-rating the immediate importance of this public expression of mutual confidence, we must realize that it is of the greatest potential significance. "Isolationism" America has taken one step—a long step—towards a defensive alliance with a nation which, though independent, is yet a loyal partner in the Empire. — Newcastle Journal.

And so the Poles, now, as well as the Jews, are compelled by the Superior Race to wear the insignia of the despised! Polish men and women hurried into Germany to slave in forced labor battalions, were forced to wear yellow badges, marked with the letter "P." If the Superior Race is so superior why is this conspicuous differentiation thought necessary? Can't one tell a Jew from a Jew or a Pole simply by looking at him? Does the angel look so much like the beast that beads must wear tags? If so, wouldn't it be simpler just to hang G's on Germans and let the rest go undistinguished? — Chicago Daily News.

The Eastern Chronicle has long contended that the educational expenditures of this province could be greatly reduced by the English with its educational features one iota. In fact a more intensive education could be given along practical lines at a greatly reduced cost. It is for this reason that the tax-payer and to the marked advantage of the young life of the province. Wedded to grade, a system to diploma and a victrol of the school system of this province has been relegated to the production of grade-sixers. — New Glasgow Eastern Chronicle.

Hitler won't understand it nor Mussolini, nor Stalin. But the fact remains that yesterday the English held their famed Cesarewitch, one of the greatest of their four great racing events of the year. Just as in the old days of peace a dog and a Frenchman, tells all about it; how Edward Esmond's Hunter's Moon, a French-bred four-year-old colt by Foxhunter from Pearl Opera, came down the last stretch to the cheers of thousands to nose out Sir Penn and King Legend and pay his lucky backers more than two pounds for ten shillings. — Ottawa Journal.

Soon after his induction as a member of the French Academy, to which he was elected upon the death of Foch in 1929, Marcel Pétain attended a "sance de travail" devoted to the perennial task of revising the dictionary. As the Marshal entered his colleagues were discussing the word "public," but had been unable to agree upon a definition. They appealed to the new member "Strike it out," answered Pétain, "it is not French; the word public thing is not French. It has no place in a French dictionary." It was so ordered. If the Academy still works at the dictionary, one is tempted to wonder if Pétain be the Marshal's new view of this word, then next time the letter "D" comes up for revision. — New York Sun.

Mr. Eden's journey to the Middle East, where he has had consultations with General Wavell, the Middle-Eastern Commander, has visited Jerusalem, and been received by the Emir Abdullah of Trans-Jordan at Amman, is important in more ways than one. First, public opinion has been impressed by the fact that Britain is no longer so pre-occupied with home defence that it cannot spare its War Minister to attend to the increasingly important military situation in the East Mediterranean. Secondly, Mr. Eden has been able to continue the conversations which he had with General Wavell in Egypt last August and study our Eastern defences on the spot. He has, moreover, had the opportunity of contacts with allies and friends of this country—Egyptians, Arab and doubtless also representatives of Turkey and Greece. One could wish that he could extend his journey a little further and seize the opportunity to go on to the Turkish capital. His visit is not the only evidence of the importance which the British Government attaches to the Eastern Mediterranean front. — The Spectator (London).

Birth Of "Spitfire"

By ARTHUR LAMSLEY
Britain's "Spitfire" fighter was really born 25 years ago! It began its amazing career in 1925 as Supermarine S4 monoplane, designed and built by the late Sir Royce. It was the Schneider Trophy race off Ballymore, U.S.A., and piloted by H. G. Baird. The plane, after setting up a record of 226 m.p.h., crashed in its last flight before the contest.

Two years later the Air Ministry took up the Schneider Trophy challenge and the Royal Air Force. In the contest of Venice, Flight-Lieutenant Webster won the Trophy for Britain in Supermarine S5, with a speed of 241.80 m.p.h. Flying Officer Waghorn, R.A.F., won the Trophy again in 1929 in an improved Supermarine S4, at a speed of 288.2 m.p.h. During the same year I watched Squadron Leader Orlebar, now Director-General of Training at the Air Ministry, set a world record of 357.7 m.p.h. with the same machine.

Came 1931—the last of the Schneider contests when Britain won the Trophy outright, with three successive wins. The day of the great race arrived, September 28. But what a day! Visibility was reduced to about a mile with blinding rain and mist, and the wind howled and blew. A number of unfriendly day for high speed racing could not be imagined. The rules provided for unfavorable weather and the international racing officials abandoned the race till next day.

Sunday, September 29—unlucky number to the superstitious, but the luckiest day in British aviation—dawned a magnificent day, sun-flooded and with a visibility of over 150 feet. The shores of South Hampshire and the northern coast of the Isle of Wight.

In the training area off Calshot Castle in Southampton Water, a small silver seaplane waited near the starting line, rising and falling in the choppy waves. One o'clock came. A gun boomed! A dull roar followed immediately, and a great splash of spray marked that Flight Lieutenant Bothman, R.A.R., England's first choice of pilot, had taken the air in Supermarine S-5B.

His mighty engine, sensitive to the touch of his fingers, roared as the seaplane took off, circling at about 150 feet, then landing gracefully skimming the shimmering blue water like a great gull. It was a magic moment. The crowds within sight of the starting line suddenly when Lieutenant Bothman opened his engine, the air rose and the starting-line into the speed course of seven rounds totalling 217 miles. What appeared to be a silver bird banking round the first pylon off Benbridge. Across the open sea it dashed to West Wittering, off Chichester Harbour, rose higher, swooped down round the next pylon and on along the 14 miles' leg of the course circling Southsea and Portsmouth towards the pylon in the Solent.

Lieutenant Bothman flew superbly. His machine was steady as a bullet through the air at 343 miles an hour! He shattered the world's lap record in this first round. Round after round he flashed by, forced to wear yellow badges, marked with the letter "P." If the Superior Race is so superior why is this conspicuous differentiation thought necessary? Can't one tell a Jew from a Jew or a Pole simply by looking at him? Does the angel look so much like the beast that beads must wear tags? If so, wouldn't it be simpler just to hang G's on Germans and let the rest go undistinguished? — Chicago Daily News.

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Men loved wholly beyond wisdom Have the staff without the banner Like a fire in a dry thicket Raising within women's eyes the love men must return. Heart, so subtle now, and trembling, What a marvel to be wise.

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Shaving Lotion — 2.50
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HICKEY'S CHASES GLOOM
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PUBLIC FORUM

This column is open for the discussion by correspondents of Canadian issues. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

THE BIBLE SOCIETY CARRIES ON

Sir:—The British and Foreign Bible Society carries on today in every part of the world where its agents can be maintained, wherever there is a Christian Mission Field that can be reached, or wherever those engaged in war can be supplied with the Holy Scriptures. It has a threefold duty to carry out in these great and brave days.

1. To maintain its work in Canada and Newfoundland.
2. To support the Parent Society in London, England, beset as it is with great difficulties and dangers, to carry on its world-wide work, and
3. To supply H. M. Forces on active service with presentation New Testaments, and to send supplies of the Scriptures to hospitals and to prison and internment camps.

The latter service to the end of the year will involve an expenditure of some \$30,000.00 in addition to raising the usual revenue for other purposes indicated. Already well over 120,000 presentation New Testaments have been issued to the soldiers, sailors and airmen in the Canadian Active Service Forces, and also to those serving in Newfoundland and across the seas. Supplies have also been sent to the monthly training camps.

Support of this work is part of true Canadian patriotism and no gift to a Society that carries on work like this, particularly for those engaged in the great fight for human freedom, and the great struggle for human rights.

I am, Sir, etc.,
J. B. M. ARMOUR
General Secretary, B. and F.B.S. in Canada and Newfoundland.

the Schneider Trophy for Great Britain, and presaged the "Spitfire" fighter.

A few days later, Flight Lieutenant George Stainforth, in the same winning monoplane, created the world's record of 407.5 m.p.h., in a series of five tests from a height of 15,000 feet into a measured mile in Spithead.

The "Spitfire" had arrived! All the experience gained in the Schneider Trophy contests was embodied in the production of the single-seater fighter which was to become the war-time terror of the air. It was powered with Rolls-Royce engines designed by the late Sir Henry Royce, who at the age of 11 sold newspapers on the streets of his home town.

The "Spitfire" was evolved by the late R. G. Mitchell, chief engineer and designer of the Supermarine Aviation Works, Southampton. Only 30 years old when he designed the first Supermarine S4, he laboured unconsciously, with undaunted courage against failing health, for a dozen years during which he successfully re-designed his first creation and made it possible for a British machine to attain a world record with a speed of 407 m.p.h.

It was a great blow to British aviation when he died suddenly at the early age of 42, a few months before the delivery of the first fighter Squadron of Spitfires to the Air Ministry in July, 1938.

Designer Mitchell, although born at Stoke, Staffordshire, made his home in Hampshire, and the "Spitfire" is a Hampshire machine, created, perfected and produced in the works on the northern shores of Southampton Water. Over 1,000 years ago King Alfred founded and built the first British Navy on this same bit of Hampshire coast. Alfred's ships cleaned up the invading Danes in a West Solent battle in 877 A.D., and established the beginning of British sea power. "Spitfire" fighters, arriving 1,043 years after, are today shooting down invading German bombers in the skies over these same historic English waters.

History repeats itself to those who invade Britain's shores.

At once subtle and exotic... yet fresh and fragrant as an English country garden! The floral undertones in this delightful new Cologne leave a lasting impression of charm.

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STUDENTS SEE THEIR FIRST PARLOR CAR
HARNESING BEAUTY
Many of a group of more than four score students and instructors of the Highland Park High School in Detroit had their first "close-up" of railway facilities and equipment here recently when they inspected coaches, parlor cars, engines and other facilities of the Grand Trunk-Canadian National Railways in Detroit. Several of the students in the motor city saw the interior of a modern parlor car for the first time in their lives when they inspected one of the new Canadian National cars operated between Detroit and Toronto.

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