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VANCOUVER NEWS-HERALD

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VANCOUVER, B. C., SATURDAY, JANUARY 6, 1940

3c IN CITY Five Cents on boats, trains and in country.

BRITISH PRESS ASKS PROBE OF HORE-BELISHA 'SACKING'; NEW CABINET POST REFUSED

GOOD MORNING! By H. L. Weir

IN OPPOSITION to the gentlemen who insist that Vancouver is hellward bent, in a financial way, comes the report of the Citizens' Research Institute of Canada, which reveals these facts:

- 1. That Vancouver's per capita taxes are almost the same as those of other Canadian cities of the same size.
2. That Vancouver's per capita debt is smaller than the average.
3. That Vancouver's sinking fund is much larger here, per capita, than in most other cities of the Dominion.

This is a first class city and deserves our faith. It is bigger than controversies, demagogues and cranks. It is founded on solid financial principles.

The only thing that can delay Vancouver's progress is doubt, hesitation and foolish experimentation. Don't sell Vancouver short.

LESIE HORE-BELISHA, energetic and capable minister in charge of war operations in Britain, has resigned. There has been much criticism of his war policies, particularly from Winston Churchill and David Lloyd George.

During the conduct of the war, cabinet changes must be expected frequently. Divisions of opinion will occur that will often force even first men out in order to prevent embarrassing controversy.

The situation need not alarm us. These cabinet changes occurred in the last war and in every other war. They have occurred during every important event in history.

One must remember that Moses and Aaron led the children of Israel into the wilderness, but Joshua led them out.

The difference between cabinet changes in a democracy and in a totalitarian state is this: In a democracy, the rejected leaders come out on both feet. In a totalitarian state, they come out in a coffin.

THIS REPORTER has no desire to criticize government because government gets its share of criticism without his help.

But here are the facts: Since war was declared, late last year, new jobs have been found for 100,000 employable Canadians in war industries.

By the spending of a little money in the business of killing people, government has given 100,000 young men useful work.

The obvious question is this: Did the leaders lack the ingenuity to find the jobs?

(Continued on Page 3)

A Good Resolution! The Joneses are determined to enjoy luxury at low cost during 1940 by using STAR CABS!

New 1940 Fleet STAR CABS 'GENTLEMEN DRIVERS'

MA RINE 2121

Disagreement With Conservative Army Chiefs Blamed

From WALLACE CARROLL (British United Press)

London, Jan. 6.—War Minister Leslie Hore-Belisha resigned from the cabinet Friday night in a startling move that brought immediate demands from morning newspapers for a parliamentary inquiry into the 'sacking' of the man who put the British army on a streamlined basis.

The 45-year-old Hore-Belisha, out of office after a long feud with Conservative army leaders, was replaced as war minister by Oliver Stanley, 43-year-old President of the Board of Trade.

Hore-Belisha's insistence that the Royal Air Force in France should be withdrawn from control of the Air Ministry and placed under the army and the War Office was believed to have been the immediate dispute precipitating his resignation. He refused to remain in Prime Minister Neville Chamberlain's cabinet in another post.

Both Hore-Belisha and Chamberlain, in an exchange of letters, stressed that there was "no difference of policy" between them.

Newspapers only half-heartedly accepted the appointment of Stanley, son of the 17th Earl of Derby, who served as war minister for a time during the World War.

Stanley is looked upon as the army leaders' "nominee," who will be more amenable to their wishes than was Hore-Belisha and who, it was being said, probably will restore to the general staff much of the authority which Hore-Belisha's sweeping reforms curbed.

Also announced last night was the resignation of Lord MacMillan as head of the constantly-attacked Ministry of Information, which controls the releases of British war news and censors all news, but this development had been expected and was subsumed by the sensation of Hore-Belisha's resignation.

Sir John Reith, head of Imperial Airways and the British Overseas Airways Corporation, and famous as the 'radio man'.

(Continued on Page 3)

Two City Men Escape In Wreck

Victoria, Jan. 6.—(BUP)—Two Vancouver fishermen got ashore unharmed when their trawler "Bonnie" was wrecked Thursday night, three miles south of the mouth of the Campbell River, Provincial Police headquarters were advised late Friday.

The men are Arthur Babcock and his brother Sidney. No others were aboard the "Bonnie."

The vessel, valued at \$20,000, was smashed on the rocks. The men lost control of her in a high wind that lashed the coast about dusk Thursday.

Ottawa Shooked But Silent Over British Shakeup

Ottawa, Jan. 6.—(BUP)—Government officials here gave the impression Friday night of being shocked into silence by the shakeup in the Chamberlain administration in Great Britain.

Prominent political figures said they had had no advance intimation of the events in London, and pending further explanations they refused to comment.

The Canadian government, following its usual policy, refused to comment on the changes in Britain's wartime ministry. It was considered as a purely domestic development which had no significance so far as this Dominion is concerned.

Today's Tides High, 4:38 a.m., 11.9 feet; Low 9:14 a.m., 9.4 feet; High 2:14 p.m., 12.4 feet; Low, 10:00 p.m., 0.9 feet.

THE ODD SPOT

Glasgow, Scotland, Jan. 6.—(BUP)—Patrick Joseph Dollan, Lord Provost of Glasgow, referring yesterday to the home-coming from Germany of Unity Freeman-Mitford, said: "It is simply disgusting that this attention should be paid to a little flapper who really ought to have her pants spanked instead of getting publicity."

FRENCH SHELL NAZI TOWNS BEHIND LINES

Nazi Troops Forced To Seek Shelter In Open Country

Paris, Jan. 6.—(UP)—A number of German villages seven to 10 miles behind the Western front were "demolished" yesterday when long-range guns of the Magnot Line let loose with an all-day bombardment against Nazi troop concentrations, military reports said.

The shelling, described as the heaviest since the first days of the war, was said to have sent German troops scattering for shelter in the open countryside.

The bombardment began in the morning along a 125-mile stretch of the Western front when the fortress guns of the Magnot line went into action and were joined by mobile 105-millimeter guns.

The heaviest shelling was in the "Triple Corner" in and just east of the Moselle Valley near the Luxembourg frontier, north of the Magnot forts at Sierck.

As the heavy guns roared, French infantry patrols stormed German outposts and were said to have wiped out six of them, killing and wounding an unreckoned number of Germans and returning with prisoners.

French 75's sent a rolling barrage ahead of the patrols and held the German outposts under a curtain of fire, it was said.

In the Nied valley and slightly westward, patrol operations also occurred while other French units drove into German advance lines in the Lauter River valley.

The bombardment sent shells over the section of the western front no-man's land where intense patrol activity on the previous day brought an estimated 2500 soldiers to grips in close fighting.

Military sources, describing the effects of yesterday's bombardment of towns where large units of German troops were concentrated, described it as having been "quite effective."

While the larger guns hammered the German villages and towns, more than 500 mobile electric-firing French 75's sent salvo after salvo into advance positions of the German lines to back up French patrols which swarmed into no-man's land.

As soon as the French patrols (Continued on Page 3)

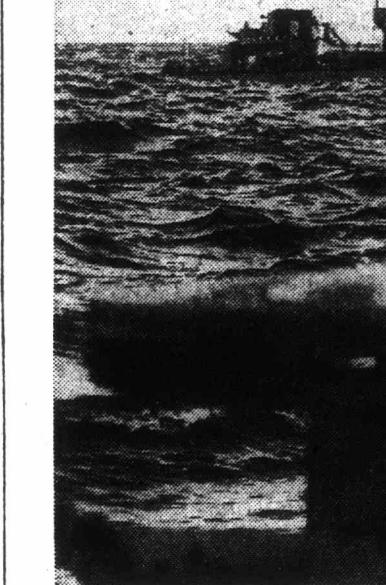
The Weather

Vancouver is about to know how winter's cold returns to bite. With southwest winds soon to blow.

Mostly fair, light frost at night.

Montreal, Que., Jan. 6.—(BUP)—For the second time, traffic fatalities within the city limits took a drop during 1939, according to statistics released by police.

Canada's Navy Maintains Incessant Watch at Sea



Small, but deadly are the swift, gray destroyers of his majesty's royal Canadian coastal waters, on guard for marauding enemy warships and submarines. Canada's harbors are kept free of enemy mines by ships of the Canadian navy, which also play an important part in conveying Allied and neutral shipping through perilous waters. Above, a destroyer at high speed.

EDITORIAL AN OPEN SCANDAL

In spite of denials made in official and semi-official quarters The News-Herald has secured abundant evidence of the distressing condition in which the mothers of many enlisted men are placed today owing to the delay and the red tape of officialdom at Ottawa in holding up their allowances.

The majority of the enlisted men of the Seaforth Highlanders, for example, who are now overseas offered their services to Canada and the Empire in the fight against Hitlerism on the distinct promise that their dependents would be looked after during their absence in the country's service.

Yet after careful enquiries The News-Herald cannot find a single case in which a mother has been paid this compassionate allowance which was one of the terms of the contract the sons made with the country on enlistment.

Some of these mothers are practically destitute. They cannot live on the twenty dollars a month deducted from the pay of their sons and they have been forced to appeal to the Ladies' Auxiliary of their regiment and to other organizations for bare subsistence.

These are the mothers of soldiers who have made great sacrifices. These enlisted men are indignant that their mothers have to endure hunger and other discomforts while they are away. Many of them were practically the sole support of their mothers and surely during their absence every possible should be done to make life a little less burdensome and a little more joyful.

From time to time despatches come out of Ottawa announcing that contracts have been awarded to the tune of millions of dollars. It is dishonest to place new contracts however urgent the need until our contracts with the enlisted men have been fulfilled to the letter.

Nor are mothers the only sufferers. While the majority of wives are receiving their agreed allowances there are cases in which women married for many years with children to support have not received a penny of the sums due to them.

This is either reprehensible muddling or bureaucracy at its worst. There is no logical reason for inflicting suffering on the dependents of enlisted men.

They have offered their all. The Government has offered what is little more than a pittance and then reneged by delay or red tape on their promises.

It is a scandal that should be ended without a moment's delay.

Mannerheim Line Baffles Reds

Russians Construct Concrete Forts In Preparation For Long Campaign

Helsinki, Jan. 6.—(UP)—The Finnish high command announced last night 400 Russians had been killed in two futile attempts to recover lost ground along the eastern frontier while Soviet bombing planes extended attacks on southern cities and towns.

The reinforced Russian divisions on the Karelian Isthmus, having abandoned their heavy blows against the Finns' Mannerheim line, were said to be building concrete defenses for a fortified line of their own.

The reports indicated the Red army was prepared for a long campaign on the 60-mile-wide isthmus, the Atto River north of Lake Ladoga.

Other Russian attacks were reported, the communique said, at Kirvesmaki in the Taipale River sector along the Mannerheim line on the Karelian Isthmus and along the Atto River north of Lake Ladoga.

22 bombs on the town of Volvka, near Kouvola, which is half way between Helsinki and Viipuri, setting fire to 10 houses and killing two persons. Fifteen women and old men were injured.

The 400 Russians were reported to have been slain in counter-attacks in the Suomusalmi sector where Russia's 163rd division was routed and cut to ribbons a week ago, and at another unexpected point northeast of Lake Ladoga.

As he turned to leave the building, the girl noticed his shoes and trouser cuffs had been soaked, evidently when he stepped into a puddle before entering the store, and slyly remarked, "Say, you're all wet."

"I know it," replied the bandit as he hurried through the door into the street.

A moment later Miss Boulet was on the telephone giving the accurate description that resulted in the suspect's arrest.

LONE BANDIT SUSPECT HELD IN KITSILANO

Accused Facing Holdup Charge; Speedy Arrest

Speedy justice overtook a bandit suspect as he allegedly fled from the scene of a holdup in a Canadian Window Bakery store, 2320 West Fourth Ave., that netted a lone gunman nearly \$15 in silver.

Guided by an accurate description of the thug that had been phoned to headquarters by Dorothy Boulet, clerk in the store, and broadcast to every section of the Lower Mainland by Radio Operator W. J. Butchart, Constables Charles Campbell and Peter Lamont spotted the suspect as he emerged from between two houses onto Broadway near Maple street.

Quickly the prowler car swung into the curb and Constable Campbell stepped out to confront the startled stranger.

"Well, I guess the jig's up, I'm the man you're looking for," the man assertedly told the officer, then handed over the toy gun he was carrying and the money taken in the robbery.

At the police station where he was booked on a robbery with violence charge, the suspect proved to be a man of mystery. Smiling cheerfully, he told the officers his name was Ronald Beldon, then changed it to Donald Charles and a short time later decided it was Norman Charles.

Early investigations revealed the well-dressed, well-mannered prisoner was staying at one of the city's better class hotels.

In his pockets detectives found two typewritten notes, apparently intended for his robbery victims, which read: "Try to warn anyone before I am clear of the building and I will kill you or the nearest one of your fellow workers."

The notes were written on the hotel stationery.

Police officers generously praised Miss Boulet for the part she played in the capture. She was at the scene of the store when the gunman entered and as she walked into the shop the thug pulled the revolver from his pocket and ordered her to open the cash register.

Bravely the petite clerk looked at the weapon and told him to open the till himself, jibing him with barbed remarks as he lifted out the silver. When the bandit complained there were no bills and asked where they were kept, she confidently replied there were none in the store.

As he turned to leave the building, the girl noticed his shoes and trouser cuffs had been soaked, evidently when he stepped into a puddle before entering the store, and slyly remarked, "Say, you're all wet."

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Victim Of Wreck Found Alive On Lonely Coast

Capt. George Skinner Had Been Missing For Three Weeks

Victoria, Jan. 6.—(BUP)—Missing since Dec. 14 and believed dead weeks ago, Captain George Skinner, of Vancouver, was found alive on Friday, according to a relayed radio message received at Provincial Police headquarters here from Constable Earl Lockwood, at Brooks Bay, West Coast of Vancouver Island.

"In very weak condition"—the terse description of Captain Skinner's victory over shipwreck, drowning and starvation, told the end of one of the most amazing adventures of recent years on the rugged, storm-swept West Coast.

How the 47-year-old seiner captain had survived since Dec. 14, when his 60-foot boat, Great Northern VI, piled up on a reef off the entrance to Quatsino Sound is a puzzle that will not be answered until Captain Skinner tells his story.

From aboard the small police launch PML 10, Constable Lockwood radioed to Point Estevan that he had found Captain Skinner half a mile east of Lawn Point, on the western side of Brooks Bay.

As a heavy sea was running, he was unable to venture out with his small boat and asked that any larger vessels in the vicinity speed to him, as Captain Skinner was in need of medical attention "very quickly." If possible, he asked that a doctor be rushed to the rendezvous.

Relayed from Estevan to the steamer Princess Maguina, and thence to radio stations farther down the coast, Constable Lockwood's brief message said:

"Rush any available boat to this vicinity. Heavy sea running today and no coast and unable to round Lawn Point. Captain Skinner has been walking across point, but unable to take Skinner out that way. He must be taken to sea very quickly as in very weak condition. Request this message be put on air soonest."

Discovery of Captain Skinner on this isolated area of the stormy West Coast ends the story of one of the major marine tragedies of the winter.

There were three men aboard the seiner when she started out from the northern end of Vancouver Island for Ahousat early in December—Captain Skinner, his son, Hugh, and Ted Bernard, engineer.

On Dec. 11 the boat, which was towing a scow, lost its rudder in stormy weather and on Dec. 14 was wrecked off Quatsino Sound. Shortly before crashing on the reef, Bernard was washed overboard and drowned. Skinner and his son managed to struggle through rocks and surf to the shore.

They started hiking southward along the shore, but two days later Captain Skinner was unable to carry on and urged his son, Hugh, to proceed in search of aid.

By that time both a sea and aerial search had been started and on Dec. 21, nearly a week after they had separated, the son was found. He was flown to Vancouver by Ginger Cootie Airways—a pilot of which concern had found him—and is still in hospital there.

Although the search continued from the air, at sea and on shore, hopes of finding Captain Skinner alive rapidly diminished and it apparently was only the relentless search by Constable Lockwood that finally resulted in success.

News of Captain Skinner's "return from death" was greeted with jubilation by relatives and friends here. Members of the family informed by The News-Herald were so excited they could hardly talk.

Mrs. Skinner, at her home on Lulu Island, and her son, Hugh Skinner, at present in hospital here recovering from his own terrible experiences after the loss of the boat, were notified as soon as possible. Captain Skinner's sister, Mrs. Gordon M. Wilson, 139 West Hastings Street, was also overjoyed at receipt of the news.

Extradition Case Adjudged A Week

Extradition proceedings against Frank Johnston, sought by Palm Beach, Fla., authorities for two jewel thefts, were set back Friday when lack of Florida affidavits caused his hearing to be adjourned a week by Judge C. J. Lennox in County Court.

The hearing was adjourned until Jan. 12 and bail was reduced from \$7500 to \$5000.

Volunteer



Sir Cedric Hardwicke, well-known English actor, admitted in Montreal Friday night that he was on his way to Ottawa to offer his services to the government for war work.

Sir Cedric is a reserve officer. He served in the British forces from 1915 to 1922 and was the last British officer to leave the war zone after the Armistice.

Sweden Protests Activity Of Red Subs In Bothnia

Action Result Of Sinking of Ship Fenris in Gulf

Stockholm, Jan. 6.—(BUP)—Sweden Friday night sent a protest to Russia demanding an explanation of "the whole question of Russian submarine activity in the Gulf of Bothnia" after the sinking of the Swedish steamer Fenris by a submarine in the gulf.

The Fenris, a 900-ton vessel en route from Stockholm to Holmsund with 200 tons of general cargo, was shelled and sunk at noon by a submarine identified as part of Russia's Baltic fleet off Ornskoldsvik near Sydostbroten lighthouse.

The Fenris, whose crew was saved by lighthouse keepers, went down in the narrow part of the Gulf of Bothnia only 50 miles from the Finnish port of Vaasa.

The sinking, about 300 miles north of Stockholm, revealed Russian submarines have penetrated deep into the gulf past the heavily mined waters of the Aland Islands guarding the entrance northeast of Stockholm.

The protest by the Swedish foreign office, communicated immediately to the Swedish minister in Moscow, not only complained about the sinking of the Fenris but also demanded the Russian government explain "the whole question of submarine activity in the Gulf of Bothnia."

\$90,000,000 In War Orders Placed Since September

Ottawa, Jan. 6.—(BUP)—War orders placed by the Dominion since the outbreak of hostilities are valued at close to \$90,000,000 it was revealed Friday night.

The figure includes \$25,000,000 for railway equipment.

An analysis of contracts and orders already placed, and including \$1,800,000 for the week ended Jan. 2, details of which were released by the Hon. C. D. Howe, reveal that most purchases of aircraft and parts have been made in the United States.

COLD WEATHER JUST AHEAD



Your Sunset Store 556 Seymour St.