

Sun may open bright as the morning, but it will end dark as night.—Talmadge.

THE BREMERSTON SUN stands for those principles which it regards as beneficial to the welfare of the community, for honest journalism in news and editorial columns.

The Bremerton Sun

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Let's Help Canada, Too

The first interest of the U. S. is defense of the western hemisphere. All agree on that. Some favor a static "Magnet Line" defense. Others think the best defense is aid to Britain—that a defeated Britain would make hemisphere defense doubly difficult, and that therefore "Aid to Britain" is a phase of hemisphere defense.

But how about "Aid to Canada"? The tiny Canadian navy has already suffered several war losses. Surplus or overage destroyers or other naval ships, even merchant ships, might well be transferred to Canada, thus building hemisphere defense directly. A Canadian navy capable of holding up its share of continental defense would be a continental advantage.

True, at the present moment, Canada would use those ships and defense sinews of any kind against Germany. Canada is at war with Germany. But that is Canada's problem. Britain wins or Britain loses in this war.

If Britain wins, it would not need surplus armaments lent or transferred by the U. S. But Canada would, and Canada is an integral part of American defense. If Britain loses, it could be forced into a peace which would imply transfer of its war materials to Germany, including anything the U. S. has sent. But Canada is a separate country. It declared war separately on Germany. And while Canada will never let Britain down by making a separate peace, Canada might not acquiesce on the same terms to a peace forced on Britain by military collapse. In other words, Canada might be more inclined, and might be better able, to bring back to the western hemisphere after the war, however the war comes out, ships and guns that would still be useful to hemisphere defense.

Canada is our next-door neighbor. The U. S. is justified to the fullest degree in giving Canada any aid that seems mutually beneficial. More ships to Canada imply development of larger and better base facilities in Canada—an added defense asset to the hemisphere. Ships, arms, any aid granted to Canada seem more likely to revert into eventual hemisphere defense assets than aid sent direct to Britain. Yet so far as the prosecution of the present war is concerned they would be equally useful to the British.

More Horrible—More Costly

As modern war has added still another horror to those which war developed in the past—the bombing in their beds of unarmed civilians—so it has introduced another element of cost. Pensions and various forms of bonuses and compensation for soldiers have become a recognized feature of war. Now comes compensation for the victims of air attack. It is certainly a just and logical development.

Britain, starting at Christmas, began to pay compensation to those injured in air raids, beginning with a pitiful \$140 a week for unemployed workers not hospitalized as a result of their injuries, up to \$7 a week for hospitalized married men. These tiny compensations are evidently a mere forerunner of what is to come—more way in which war's cost is increasing in direct proportion to its horrors.

The Public Forum

(Editors' Note: Here is the text of a statement by Senator Harry Flood Byrd, D., Va., member of the Senate naval affairs committee, for newspapers.)

The appointment of William S. Knudsen, with increased power to act as chairman of the emergency national defense management will be hailed with universal approval. It is tragic that the man of the hour has not taken many months ago. No one who knows the facts can deny our national defense program has bogged down to such an extent as to constitute a menace to our own national security, and seriously to interfere with our effective aid to Great Britain.

We have been floundering along in haphazard fashion during the entire war. This man of the hour was reshaped by Hitler's conquests. And only now, 16 months after the beginning of the European war, we appear to have



IN HOLLYWOOD

HOLLYWOOD, Jan. 2.—Mary Hely and Peter Lind Hayes, who eloped to Yuma, double-checked their wedding by going through a religious ceremony in a local Catholic church last morning. George Brent has enrolled in a night school navigation class to ready himself for that California-to-Hawaii yacht race "Charlie Chaplin 'the moon'" "Reaching For the Sun."

Wire from John Howard, who WAS Hollywood's heart-throb: George Brent has enrolled in a night school navigation class to ready himself for that California-to-Hawaii yacht race "Charlie Chaplin 'the moon'" "Reaching For the Sun."

A publicity dispatch from Warner Brothers reports that Grinnell College in Iowa is bidding for the presence of "Meet John Doe," Gary Cooper's new starring vehicle. The item didn't make the news, but it is a Grinnell shoo-in.

MUTTERINGS: To the chomping block with stellar misanthropes who insist on patenting their multi-thousand-dollar Chester-man trinkets for the appraisal of extras who don't have enough to brag about. "I'm a funny guy, Mr. Beebe—but Bob Hope says you stepped it in my eye." Why doesn't someone reject Buzza's "Fuster that little girl should speak only when spoken to." "Francis urge: To brag about Betty Davis that too much acting is just as fatal to good acting as it is to a speaker at a WCTU convention— and substitute John Barrymore." "Hospitality" implies: To stand under foot the many two-for-a-penny crooners who fray public

Plenty of Time BY FRID MARMAN

The 'Round Towner' By the Staff

"Round town with the 'Round Towner' Mrs. Arvo Land expressed a new 'Year's wish'—Charles E. Watson working nights—Ed Shaw polishing one of his taxicabs—Carl Meiner driving home—Mrs. Annette Nichols singing 'Happy Birthday' to a friend—Abner Hagblom celebrating a Jan. 1st birthday—L. A. Landon building a garage—Tommy Stockley driving a new sedan.

By listening to the sad tale of woe told by Charles Lincoln, navy yard photographer, you can get an idea of the "big push" toward the Kaikaka at 5 o'clock each evening. Lincoln was caught in a rushing, crushing crowd of navy yard workmen near the gangway at a ferry terminal. When his chest started to ache a short time later, Lincoln went to a physician and learned that two ribs had been broken.

The patient is doing nicely, thank you—but is keeping away from crowds. Our hats are off to the Forget-Me-Not floral shop. This yuletide season, hoping to bring a little cheer to those confined to the Kitsap county hospital in Port Orchard, Irving Allen, proprietor, sent 50 bright poinsettia plants to be distributed among the rooms. We've heard the flowers all were well-received by the patients, and that they did much to brighten Christmas days for them.

Advertisement for 'SHE WANTED Wings' by Edward Churchill. The ad features a woman's face and the text: 'SHE WANTED Wings BY EDWARD CHURCHILL'.

While Kay Falconer, girl fler, and her friend Patsy Lane, movie actress, are on an airplane flight above the airport at Burbank, California, an accident occurs which forces them to parachute. The wild plane, plunging downward, nearly collides with a transport plane being taxied. Later, Bill Wakeham, the transport pilot, furiously bawls Kay out, calls her an enfeebling little girl, and generally berates her for her stupidity. Kay's indignation sends his trade, and finally, she terminates to "show him." Meanwhile, Clarke Rutherford, beau of Patsy's who has been afraid to ask her to marry him because of the objections of his wealthy Aunt Mathilda, to movie actress.

CHAPTER VI The big black limousine rolled to the curb in front of the Little Church of the Oaks shortly before ten o'clock on Saturday morning with the dignity of a docking flagship. The driver, impetuous in his gray, it subsided with a last rattle of the door, and he stepped out. "Down!" she commanded. "Down!" she commanded. "Down!" she commanded. "Down!" she commanded.



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