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Your own home, or "down the road" in your old age?

There's no substitute for financial independence at any time; and there's no substitute for Life Insurance as a means to insure this independence in old age—

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BEFORE YOU INSURE CONSULT— Confederation Life Association

HEAD OFFICE TORONTO Branch Office Bank of Nova Scotia Bldg., Charlottetown N. W. G. HOGG, Manager

NORTH TRYON PRESBYTERIAN CHURCH

Rally Day was fittingly observed in the North Tryon Presbyterian Church on Sunday, Sept. 30. A large number of Sunday School children occupied the choir and took part in the singing of the hymn and scripture lessons. An order of service was carried out, sent from the Presbyterian Publications, and the following special numbers were also given. Welcome Words—by Ralph McDonald. Drill: I Wish—by Arthur Call- lock, Donnie MacDonald, Calvin Thompson and Raymond Thomson. Recitation: "What Kind Of A Member Are You?"—Marion Delaney.

Drill: "Jewels For His Crown"—Doreen and Helen Howatt, Nancy Lee, Eula Wood and Mabel MacDonald and choir. Recitation: "Youth Answers"—by Boyd MacDonald. Solo: "Tell Me the Stories of Jesus"—by Shirley Thomas. Recitation: "Marching Onward"—by Ida Wood. Pantomime: "Busy Day"—by Marion Delaney, Helen, Doreen and Gladys Howatt and Elaine Chisholm. Recitation: "The Recruiting Station"—by Leroy Thomson. Drill: "In Christ's Garden"—by Elaine Chisholm, Margaret and Hazel Dawson, Pauline, Marjorie, Ida Wood, Nancy Lee, Marion Delaney, Doreen Howatt, Winnifred Thompson, Ruth and Elizabeth

Lips Chapped, Rough, Painful? LYPSTYL

Protects, Relieves F-A-S-T Get instant relief from sore, chapped lips by applying Lypstyl. Soothing, protecting, handy to use in push-up stick form, get Lypstyl at your store today.

Queen Elizabeth To Bring Home Canuck Troops

LONDON, Oct. 12 — (CP Cable)—The world's largest troop carrier, the liner Queen Elizabeth, within 10 days will begin a "regular schedule" of North Atlantic crossings repatriating Canadian servicemen from Europe, Canadian Military Headquarters announced today.

The brief statement came unexpectedly a few hours after Alfred Barnes, Minister of War, told the House of Commons an arrangement had been made by which the 83,000-ton Queen Elizabeth and the 45,000-ton Aquitania are being released by the United States to carry them available to carry British and British Commonwealth troops.

The Queen Mary, the third big Cunard-White Star liner which has been operating as a troopship to carry American servicemen home remains under United States control.

In Ottawa, an army spokesman said the Queen Elizabeth is due to arrive at Halifax Oct. 27 carrying 12,000 troops, including 10,000 Canadian army personnel.

The news that the Queen actually was going to carry Canadian service personnel was like champagne for Dominion troops who only a few days ago were warned by C.M.H.Q. that they could expect a sharp cut in the repatriation movement during October and November. Jubilation was evident at the Beaver Club and other Canadian service clubs in London as the surprise word spread.

The Queen's capacity is close to 17,000 men on each trip and the prospect is that October and November will see a speed-up instead of a lag in the homeward movement of the Canadians.

There were unofficial reports the Queen Elizabeth is assigned to movement of Canadian forces until the year end. If so she might make four or five round trips and move some 68,000 to 83,000 servicemen.

Thomson, Doris and Annabel MacDonald. "Helping Others to Win"—by Lois MacDonald. Pantomime: "The Old Rugged Cross"—solo part by Mrs. Lloyd Howatt; pantomime parts by Shirley Thomas, Elaine Chisholm, Annabel and Doris MacDonald. "Those numbers were well rendered. Miss Mary A. MacKenzie, Deaconess, was in charge of the service and Mrs. Elizabeth Lang presided at the organ. The floral decorations were very beautiful and a large audience was present.

ANGLO-RUSTICO W. L.

The members of Anglo-Rustico Women's Institute met at the home of Mrs. Paige Nunn for their October meeting. The president presided and opened the meeting with the Institute Ode, followed by repeating the Creed in unison.

The roll call was answered by ten members; three visitors were present. The minutes of the last meeting were read and approved. The sick committee reported "no sick in district." New committees are:

Sick: Mrs. Cyril Toombs and Mrs. Charles Houston; program: Mrs. Paige Nunn and Mrs. Stewart Parkman; Mrs. Noel Hooper was appointed delegate to attend the annual meeting of the T. B. League.

After some discussion it was decided that the Institute look after the collection of used clothing for Europe in the district. All donations are to be taken to the home of the president, Miss Ella Clark.

Fifty dollars and fifty cents was passed in for the Protestant Orphanage, Group No. 1 handed in a quilt for the Red Cross. The November meeting is to be held at the home of Mrs. Walter

Many Of Canada's Fighting Ships Await Scrap Heap

By HELEN BANNERMAN

OTTAWA, Oct. 12 — (CP) — Many a hard-bitten Canadian seadog may shed a silent sailor's tear tonight with the news that 10 of Canada's fighting ships are headed for the scrap heap.

An announcement from War Assets Corporation in Montreal disclosed that the once-proud craft, which wrote part of the living history of the battle of the Atlantic will be consigned to the wrecker's hammer. Eight of them are destroyers, including the last remnants of Canada's pre-war destroyer fleet, one is a frigate and one a minesweeper.

Most of the ships — with war wounds too mortal to be healed — are already at Sydney, N. S., awaiting the auction block and the others will join them at Sorel, Que., already the graveyard of many of the Royal Canadian Navy's gallant little ships.

It will be a strange berth for ships like H.M.C.S. Saguenay, one of the storied "barber pole brigade" of the North Atlantic convoy run, and one of the six originals of the pre-war fleet.

Three of her sister ships St. Laurent, Ottawa II, and Restigouche — all river class craft — will be junked beside her.

The other two were lost during the war. H.M.C.S. Fraser went down after a collision near Bordeaux, France, in 1940, and H.M. S. Skeena was wrecked on the coast of Iceland.

Battle Scarred Veterans Other to be scrapped are the Niagara and Columbia, old four-stacker destroyers from the United States during the war; H.M.C.S. Kootenay, a former Royal Navy ship which was running mate of the Ottawa in two U-boat kills; the Saskatchewan, a minesweeper; the Stratford, and the Masok, badly damaged frigate.

The Magog, youngest of the group, was commissioned May 7 1942 and had a short but useful life in convoy work under Lt. L. D. Quick of Bridgewater, N. S. before she was torpedoed by a very large U-boat off Pointe Les Monts, Que., in the St. Lawrence the same fall.

The Niagara and Columbia were training ships for the latter part of their life. However, before her partial retirement, the Columbia had made a name for herself as a crack rescue ship.

Under Cmdr. George H. Stephen of Halifax, who later commanded the St. Laurent and now is executive officer of a Canadian-managed aircraft carrier, H.M.C.S. Puncit, the Columbia plowed into a mid-winter North Atlantic storm to rescue the crippled H.M.S. Caldwell. She rescued several other damaged ships in trying circumstances and in 1944 crumpled her bows when she struck a Newfoundland cliff.

Led Barber Pole Parade

The Saguenay, beating back and forth with convyos between "Dixie" and "Newfie" off Pointe Les Monts, Que., in the St. Lawrence the same fall.

Two interesting contests were put on by Mrs. James L. LePage and Mrs. G. S. Buntain, after which the hostess served a delicious lunch.

Meeting closed with singing God Save the King.

was originator and leader of the Barber Pole brigade, which later became so popular that many Canadian ships sailed under the sign of the Barber Pole.

Their theme-song, fittingly sung to the tune of "Road to the Isles" often wailed out over the icy North Atlantic: "You've never sailed beneath the barber pole! It's the grey seas that are slipping

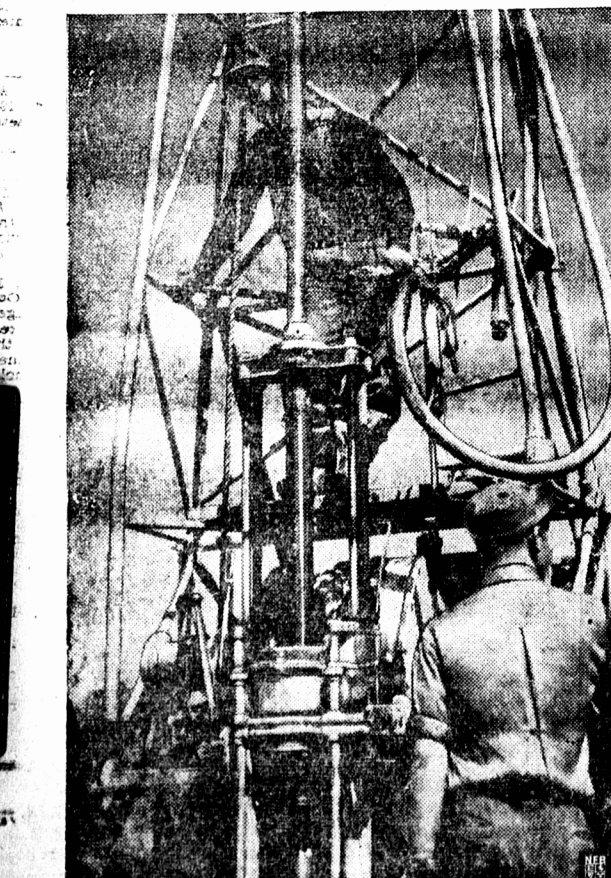
Advertisement for Peerless Motor Oil. Text: 'This year GET READY FOR WINTER EARLY'. Image of a Peerless Motor Oil can. Text: 'For cold-weather protection you need high V.I.—low Pour Point! Your car's engine and lubricating oil may be freezing cold when you start—yet up to temperatures of 200° or over when you've driven a few miles! Hence the importance of V.I. (Viscosity Index) which is a measurement of resistance to change in Viscosity due to change in temperature. Peerless, an exceptionally high V.I. Oil, gives easy starting when your engine is cold plus safe protection when it's hot. Four point is important, too! Oils less efficiently de-waxed than B-A Peerless actually solidify at low temperature, making it hard to get the engine started and leaving metal surfaces unprotected until it has had time to warm up. And with Peerless you add less between changes! That is the experience of motorists in all kinds of driving... "It goes further to save you money!" This year get your fall change-over early and change to Peerless Motor Oil. It stays on the job longer and it does a better job because "It's Allied!"

Cartoon advertisement for Peerless Motor Oil. Title: 'The Adventures of "PETE"'. Panels: 'ANOTHER ENEMY APPROACHES', 'WHAT SO SOON?', 'PETE IS PREPARED', 'THE ENEMY IS ROUTED!'. Text: 'In this series, our artist gives his version of how the finest crude oil—symbolized by Pete—is refined at B-A's modern plant, and how Peerless Motor Oil protects your car better. Next time, "Pete vs. Cold Weather!"

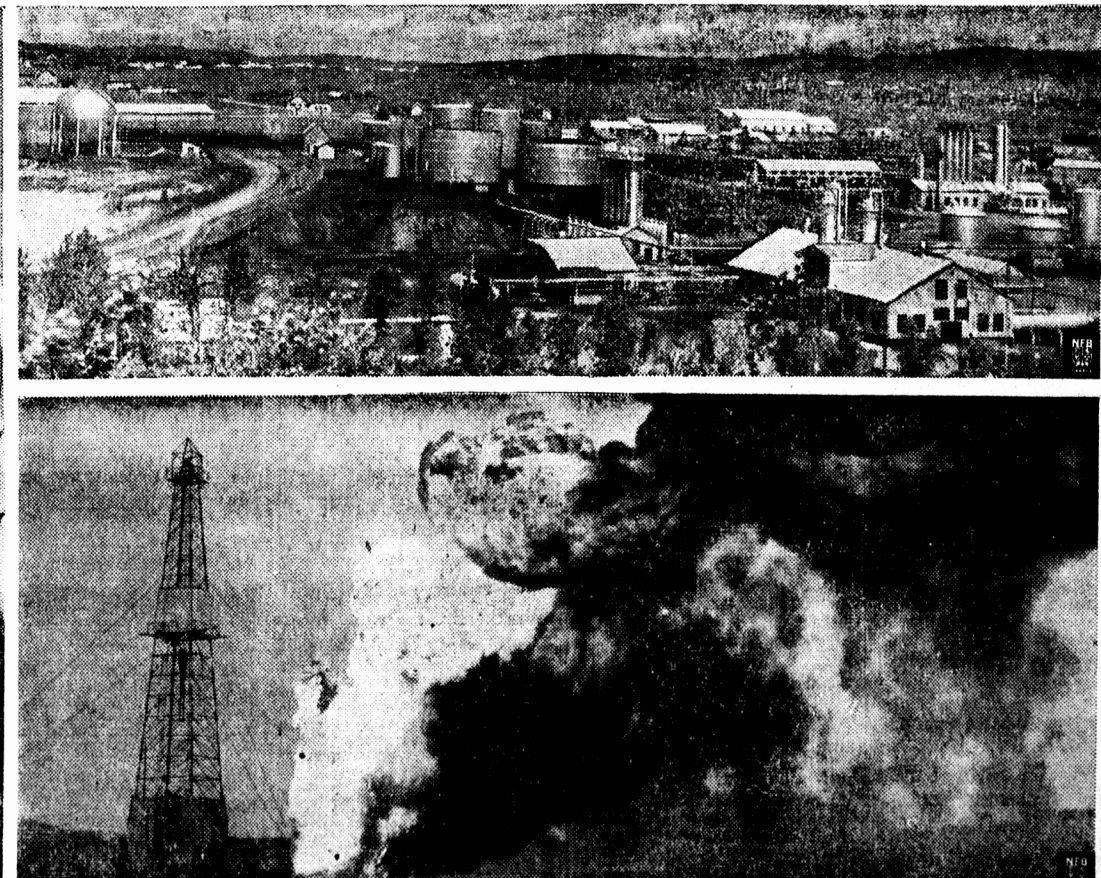
THE BRITISH AMERICAN OIL COMPANY LIMITED

When we're rolling inward bound to Newfoundland... The Saguenay had her stern cut off in a convoy collision in December 1942 and later became a training ship at H.M.C.S. Cornwallis, the Navy's Nova Scotia training base. Her sister ships, the St. Laurent and the Restigouche—known to every sailor as the "Silly Rand" and the "Rusty Guts"—were around when early war history was being made. The St. Laurent, one of the oldest and most active of Canadian destroyers, was the first R.C.N.V. ship to share a U-boat kill, off Donegal, Ireland in December 1940. She shared another in March 1941. The Restigouche helped sink right enemy craft in the battle of the Atlantic, evacuated troops from France in 1940, escorted Churchill to the Atlantic Charter meeting in 1941 and helped cover the D-Day landings. SUCCESSFUL S. S. RALLY The annual Sunday School Rally of St. John's Church was held on Sept. 30th at 3 o'clock with a large attendance. The Rally Day program was followed, the theme of which was "Missionary and Thanksgivings". W. H. MacInnes presided, as superintendent of the Belfast Central Sabbath School; Miss Katie MacEachern led in prayer and Mrs. Moiny MacEachern read an address on "Workes in God's Harvest Fields." The pupils of Flat River, Newtown and Belfast Sunday Schools gave an interesting program consisting of hymns, recitations, scripture and pageants, which were enjoyed by all. The offering was given for the missionary work of the Presbyterian Sabbath Schools throughout Canada, and to promote work among boys, girls and young people. The presentation of the General Assembly Certificates and Seals for Scripture and Catechism memory work was given out by the various leaders of the Sabbath Schools. W. H. MacInnes thanked the pastor, congregation, choir, teachers and pupils for their cooperation in this great work. To see the children marching into the House units of God with their blue and white banners was an inspiration to all, and brought to mind the words of Paul the Apostle when writing to Timothy: "Continue thou in the things which thou has learned and hast been assured of, knowing of whom thou hast learned them, how that from a child thou hast known the Holy Scriptures which are able to make thee wise unto Salvation through faith—and in proverb (rain up the child in the way he should go and when he is old he will not depart from it." The service closed with the National Anthem and the Mizpah Benediction. FAIR FOR LIFE Chinohillas are monogamous ap-

Increasing Demand for Oil Advances Extensive Program of Exploration in Western Canadian Oil Fields



Although Canada is second-highest per capita consumer of oil in the world, only 15% of domestic needs are produced locally, mostly from Turner Valley, in southern Alberta.



Due to the growing demands for oil, the most extensive exploratory program ever held in the Canadian West is under way in that area. Most oil-well equipment, like the drill (left) is mobile. Before gasoline goes to the storage tanks, sulphur is removed in "scrubbing" plants (top). In the acidizing treatment, spent acid mixes with



oil so the well's first burst is burned off (lower). The rotary bits, shown (right) being set in a well on the end of a drill, cost \$100. Each new well needs 100 bits. (CWS Photos by Henry Sabel)