Soviet News Agency Issues Three Denials

MOSCOW, Oct. 20—(Saturday)—(CP)—Tass, Soviet Russian news agency today denied reports that Russian troops had entered Rumania as reported abroad, and disavowed any intention of having a conference here with the Axis powers, Germany, Italy and Japan.

Tass denied:—

1. Reports published by the Japanese newspaper Hochi that Moscow decided to confer with the Axis powers. "This report does not correspond to reality," said Tass.

2. Reports that a Soviet destroyer sank a Rumanian ship in the Black Sea.

3. Reports that Russian troops entered Rumania or that a clash occurred between Russian and German frontier guards in the vicinity of Galati, Rumania.

BARRAGE TAKES

(Continued from page 1)

rubble and wreckage of the capital despite the almost constant threat of bombs and late today brought out 170 persons alive from two shelters which had a capacity of 200 persons. Five bodies were recovered and several wounded when taken to safety.

September's toll of dead was announced by the Ministry of Home Security, which said 6,954 civilians were killed and 10,615 seriously wounded in air raids on the United Kingdom during that month.

Prime Minister Churchill announced in the House of Commons on Oct. 8 that British civilian casualties from the beginning of the war up to Oct. 5 were 8,500 killed and 13,000 wounded.

A wildly-barking dog brought rescue to one family; worming out of the debris of a damaged Anderson shelter, the dog barked until rescuers responded and released a woman and two children all unharmed.

Responding to calls for better shelters against the raids, the Minister of Home Security announced that 12,000 tons of steel have been released for construction of 600,000 air raid shelter bunks.

To meet an immediate need, it was announced the delivery of 1,000,000 wooden berths would start tomorrow, with a large proportion assigned to London's east end shelters.

Premier King

(Continued from page 1)

A cold wind and cloudy sky greeted the Prime Minister when he left his hotel to begin the day's program. He first called upon Lieut.-Governor F. F. Mathers at Government House.

At 10.30 the Prime Minister visited the ancient provincial building where, in the Red Chamber generally used by the now extinct legislative council, he received two representatives of the United States government.

Rear-Admiral F. L. Reichmuth, commander of the United States Atlantic destroyer squadron, and C. E. McEachern, United States consul-general, called to pay their respects.

Mr. King spoke of the transfer of United States destroyers to the Royal and Canadian navies, now being completed at an east coast Canadian port.

"Our people appreciate your co-operation," he said, "and when I say 'our people' I speak as well for those across the water."

BIRTHS

DORION—At the City Hospital, Oct. 15, 1940, to Mr. and Mrs. Joseph Dorion, City, a son.

LAPPIN—At the City Hospital, Oct. 9, 1940, to Mr and Mrs Frank Lappin, a daughter.

McKINNON—At the City Hospital, Oct. 12, 1940, to Mr. and Mrs. Roland McKinnon, a son

MARTIN—At the City Hospital, Oct. 13, 1940, to Mr. and Mrs Russell Martin, City a daughter.

McQUAID—At the City Hospital, Oct. 14, 1940, to Mr and Mrs. Thos McQuaid, New Wiltshire, a daughter.

FRASER — At Hopefield, Oct 17th, 1940 Alexander Fraser, aged 91 years. Funeral Saturday at 1 p. m.

MacLEOD—At the P. E. I. Hospital, September 27, 1940, to Mr. and Mrs. Murdock MacLeod, City, a daughter.

STULL—At the City Hospital, Oct. 7, 1940, to Mr. and Mrs. Ernest Stull, City, a son.

DOCHERTY—At the Prince Edward Island Hospital on Oct. 18, 1940, to Mr. and Mrs. John Docherty, Pinette, a son.

KORREY—At the Prince Edward Island Hospital on Oct. 18, 1940, to Mr. and Mrs. Salem Korrey, Charlottetown, twins, girls.

In Memoriam

IN LOVING MEMORY
of
JOHN MacFARLANE
Died Oct. 19, 1937
Inserted by wife and family
L-579.

N. D. MacLean
UNDERTAKER
EMBALMER
Charlottetown and North Wiltshire
Phone 149

CONSERVATIVE

(Continued from page 1)

han, Rocky Point and seconded by Mr. D. A. Currie Rocky Point.

Mr. W. Chester S. McLure of Charlottetown was proposed by Mr. Roderick McPhail of New Haven for the Assemblyman's seat also but after thanking Mr. McPhail for the honour he declined the nomination. Referring to the four successful elections he had contested in the 2nd District Mr. McLure said that he "felt that there were men throughout the district just as capable of representing it." On his request, Mr. McPhail withdrew his motion.

Mr. D. A. Currie of Rocky Point, a former contestant of the district, also declined the nomination when his name was proposed by Mr. Henry Gallant of Oyster Bed Bridge. He expressed his willingness to do all he could to help the party but declined to accept the nomination.

Elected on First Ballot

After a two minute speech by each of the men whose names were put forward for nomination, ballots were distributed. When these were returned and counted it was found that Mr. Matheson had a clear majority on the first ballot.

Hon. Dr. W.J.P. McMillan, Provincial Party Leader, in a rousing speech, scored the incompetence of the present Provincial and Federal Governments. He charged that the actions of the present Provincial Government were "notorious" and claimed that no consideration is given to the farmer.

In his opening remarks, he referred to the large number of delegates present at the convention, which he said "shows that the Conservative Party is very much alive. He commended the choice which had been made in the nominations for candidates to contest both seats in the bye-election. He claimed that Mr. R. R. Bell was really the sitting member for the councillor's seat in the 2nd district but was deprived of his seat by unnecessary technicalities of the Court.

Dr. MacMillan commended the choice of a farmer to contest the assemblymen's seat. This was a very desirable thing as the farmers are the backbone of the country, he said.

He referred to the by-election held in Souris last winter and added that the result was a big surprise to the Liberal party.

The Conservative leader spoke in favor of the resolution which had been adopted regarding an arrangement to save the expense of a by-election at this time and stated that he would present the resolution to Premier Campbell. If the latter refuses to consider an arrangement and holds a by-election then "the onus is on him," Dr. McMillan said. If this offer is not accepted the Conservatives of the 2nd District are prepared to fight the election battle, he added.

Premier King's Mistake

He claimed that Hon. R. B. Hanson, Conservative leader in the Federal Parliament, "did not reveal any military secret when he referred to the training of British pilots during a recent speech at Charlottetown." This has been known since 1938 when Premier King made the "stupid mistake" of turning down the offer of Great Britain to train pilots in Canada, the speaker charged. "King followed his old course of disloyalty," he added "If the Royal Air Force had been granted the right to train pilots here in 1938 many lives of women and children in England would have been saved, he said. Charging that Premier King was afraid that if Great Britain was allowed to train pilots here Canada might lose her sovereignty he added that Canada depended on the British Navy and the Royal Air Force for her safety. He branded this action on the part of Premier King "the most disgraceful and disloyal act ever made by a Canadian Premier."

Dr. MacMillan also referred to the refusal of the members of the Fishermen's Loan Board to give him information when he asked for it during the last session of the Legislature. He charged that they had refused the information as they "knew it was a disgrace the way the Board had been administered." He claimed that cars had been bought through Fishermen's Loans. He also charged that there had been manipulation of old age pensions in order to allow people to dispose of their properties and get this pension. He had also been refused information in this connection.

In closing, Dr. MacMillan sounded a warning to the delegates that would be poll clerks to be on the watch the day of the election as Mr. Bell's seat had been lost through indifference."

Ballot Boxes Stuffed

Mr. James MacLeod, Hampshire, charged that during the last Provincial Election the ballot boxes had been "stuffed" in the 2nd District of Queens, and as a result Mr. Bell had lost his seat. He warned the poll clerks to see that they signed their names on the backs of the envelopes in future.

He also charged that American citizens were being allowed to vote in the district, and in closing said that there were no "sunshine candidates in the Conservative party as they are willing to run even if the days are dark."

Mr. P. W. Turner, president of the Provincial Conservative Association, claimed that the party would go out and fight if necessary, and would go out "with banners flying to win." He also announced that Mr. D. L. Bethune, a former candidate whose name was proposed, was unable to be present due to a death in the family.

Messrs. Matheson, Laird, Newsome and MacKinnon, each thanked the convention for proposing their names, and declared if elected would do their best in the interests of the party.

Mr. L. Howatt, Wiltshire, declared that the country should not be put to the expense of holding an election at this time and suggested that an arrangement be made whereby the expense of a contest be avoided and the money saved be donated to the Red Cross. He moved the above resolution in this connection.

District Organization

Mr. John Cellwill, Kingston, spoke of the need of a district organization where discussions of importance could take place before the annual County meeting. Mr. Turner also favored the move and it was decided that this would be formed. A resolution to this effect was moved by Mr. L. Howatt and seconded by Mr. Howard McKay, Rustico.

Other speakers were the chairman, Mr. Frank Trainor of Tyrone, Mr. C. A. McDuff, Brookfield, and Mr. Jeremiah Simpson, Cavendish.

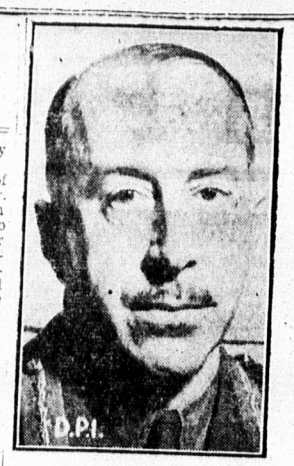
The following resolutions, in addition to the one above, were passed:—

Resolved that we, the delegates of the Conservative party, of the 2nd electoral district of Queen's, here assembled, express our confidence in our leader, Hon. Dr. W. J. P. MacMillan, and commend him for his untiring efforts in the interest of the Conservative party since he was unanimously elected as Provincial Leader.

Moved by Mr. C. A. McDuff, and seconded by Mr. Francis Cass:

Resolved, that a message of sympathy be extended to Mr. D. F. Bethune, on the death of his sister.

Moved by Mr. Phillip Matheson and seconded by George McNeill, of New Wiltshire.



MAJOR-GENERAL H. D. CRERAR, Chief of the General Staff, Ottawa.

Morell Credit Union Holds Annual Meeting

The Morell Credit Union, Ltd., held its annual meeting in Morell Hall on Wednesday, October 16. Mr. John Cunningham presided over the meeting, attended by more than 250 members and their guests.

Rev. George McCormac, head of the extension department of St. Dunstan's University, and T. E. Hickey, Inspector of Credit Unions, gave the main address. John R. Egan, manager of the co-operative store in Mt. Stewart, and J. A. Malone also addressed the meeting.

Father McCormac stressed the importance of study clubs in co-operative development. "With your credit union, your co-operative store, and co-operative creamery, you are fast becoming a model co-operative community," stated Father McCormac. "Keep on working and above all, keep on studying and you will have in Morell a model rural countryside."

Mr. Hickey stressed the importance of correct business practices: "Technicalities, points of procedure, may seem at first to be unimportant, but they really are of vital importance. There is no doubt that you have the spirit of co-operation in Morell. Watch the little things, perfect your business practices and you will enjoy even greater success in the future."

The report of the treasurer, Frank Dunn, showed a membership of 272 persons, and total assets in excess of $5200. Joseph Walsh, reporting for the Credit Committee, stated that 148 loans totalling over $7600 had been made during the first nine months of 1940. The report of the Supervisory Committee, made by Louis McGuire, revealed that all accounts have been audited in conformity with the provincial law and that they were in first class condition.

A dance and refreshments provided a social feature after the business meeting. The evening was brought to a close with the singing of the National Anthem.

Presentation To Air Recruits On Departure

The following recruits for the Royal Canadian Air Force left Charlottetown during the past week for training. The Canadian Legion War Services looked after the presentation to each man of an Air Force blue sweater and socks on behalf of the Canadian Red Cross Society and cigarettes on behalf of the Provincial Government, through the Carry On Canada Corps.

The recruits:

A. W. Brown, general duties, Charlottetown.

E.L.H. Brown, general duties, Charlottetown.

A. R. Coffin, cook, Souris East.

G. C. Keefer, Pilot, Charlottetown.

N. H. Burnett, Pilot, Charlottetown.

D. C. Birch, aero engine mechanic, Summerside.

R. S. MacLean, aero engine mechanic, Summerside.

J. P. Herman, motor transport, Charlottetown.

Alex Coughlan, aero engine mechanic, Charlottetown.

G. A. Nicholson, pilot, Montague.

Potato Yield 10% Over '39

In its first estimate of production of late crops the Dominion Bureau of Statistics at Ottawa has estimated 1940 potato production at 40,869,000 hundredweight, an increase of 12 per cent or 4,469,000 hundredweight over the 1939 yield.

On potatoes the bureau's report said: "An approximately normal crop is being harvested after two years of below-average yields."

By provinces, the production in hundredweights, with 1939 figures in brackets includes.

Prince Edward Island 4,749,000 (4,440,000); Nova Scotia 2,313,000 (2,033,000); New Brunswick, 6,082,000 (5,039,000).

The Central Guardian

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 5 cents a word strictly payable in advance.

CRASWELL for Photographs.

CONFEDERATION LIFE INSURANCE. L-9789-7-21-311.

DO NOT TAKE any chances with your car radiator freezing up, treat it to Prestone today. T. G. Ives. L-504-10-18-2i.

CONTRACT AWARDED. — The contract for the erection of the Department of Transport Administration Building at Charlottetown Airport in connection with the civil aviation part of the airport, has been awarded to Phillips and Matheson, Charlottetown contractors, it was announced yesterday. The work will start immediately.

TRINITY YOUNG PEOPLE'S UNION—The weekly meeting of Trinity Y.P.U. opened with the devotional period led by Lillian Wells assisted by Clarence Christie and Constance Denny, with Louise Cox at the piano. The business period followed with the president, Marion Hume in the chair. The minutes were read and several items of business discussed. Classes were then enjoyed after which the social period followed, closing with an enjoyable sing song and God Save the King.

Friends of Mrs. Stephen Doyle of Borden will regret to learn she has again entered the City Hospital and had a successful operation on Thursday, and is doing as well as can be expected.

Presentation

Harold Murphy, of Morell, who is in charge of a number of carpenters at the airport, was presented with a valuable leather jacket by his men. The following verse which accompanied the gift speaks for itself:

Here's from "Murphy's wrecking crew"
Before we all do part;
We hope you will accept this gift
Which we give with all our hearts.

Potato Market Remains Low

The potatto market is still far below what farmers expected it would be when they planted their crop last Spring. The price ranges around 25 cents for table stock and as a result the starch factories are getting a major part of the crop which is in process of being harvested.

Not only is the price below expectations, but on top of this the average yield for cobblers is not up to the mark of 1939. The estimated average yield for this crop and the Green Mountains is about 140 bushels per acre. An increase of about five per cent in the acreage over last year is reported.

Although the average yield of potatoes in this province is about 140 bushels per acre, it has happened that as high as 400 bushels have been taken off one acre. A yield of 250 is not unusual in many fields on the Island.

A dispatch from Ontario tells of a yield of 650 bushels of "Chippewa" seed potatoes which it claims is a phenomenal production. It is interesting to note that this same variety is grown in the eastern section of this province, but no claim of such a large yield as 650 bushels to the acre has been made by the grower. There are only about 20 acres of this variety grown on the Island.

A variety known as the "Champion" has been grown on the Island, and reports of a yield in the excess of 400 bushels to the acre has been heard of these potatoes. This is approximately 15 bags yield for each bag planted.

BRITISH REVEAL

(Continued from page 1)

ped close to the French shore, and pounded the German gun emplacements and ports with shells. At daybreak, British guns on the Kent coast opened up. Just before noon, the Nazi guns at Cap Gris Nez spoke back and it became a duel, with a salvo every 20 minutes or so.

Today's story of the broken invasion attempt was preceded, throughout several weeks, by unconfirmed rumors from many points that the Germans had lost thousands of men—perhaps as many as 60,000 to 100,000 in such a disaster.

The Press Association, an authoritative news agency, pointed out that the night of Sept. 15-16 saw the brightest harvest moon of the year; that the tides were high; that the previous day the Germans had made a vast aerial attack in which 185 of their planes were destroyed over Britain and that these factors "seem to indicate beyond a doubt that Sept. 16 was the chosen der Tag of Hitler."

Turning back to British statements covering the date, the following statements appear:—

The Royal Air Force made a large scale assault all along the invasion coast and into Germany and as far as Berlin on the night of Sept. 15-16 sinking and damaging supply ships, hitting a German warship and blasting a tanker.

Not a British plane was lost.

Then the gale blew and at dawn on Sept. 17 the R.A.F scouts flew back to see what had happened to the invasion fleet—"After a day of harassing bombing action and in consequence of the strong westerly wind which swept the channel throughout the night.

" . . . As was expected, the enemy ships and small craft had scattered and scurried to shelter . . .

"Today the coastal command aircraft gave escort to many large convoys of merchant vessels, and there was not a single enemy molestation by air or sea."

It was reported that Goering, head of the German air force, scouted London at the controls of a Junkers plane on Sept. 15 — and the Germans on that day shelled Dover fiercely.

Today, in the absence of any new offensive air action to report, due to weather conditions, the Air Ministry news service presented a review of R.A.F. raids on Germany which, it said, had partly wrecked several Berlin war factories, "almost gutted" the Berlin general post office, and damaged industrial plants and rail and water transport over a vast area.

Air Marshal Bishop Gives Account Of Visit To England

MONTREAL, Oct. 18 —(CP) — Air Marshal W. A. Bishop said tonight that as a result of his recent visit to Britain he is "still further convinced that England shall stand," and that the empire after the war will be "a greater, more vital, more decisive factor in world history than it ever has before."

Air Marshal Bishop, director of recruiting for the Royal Canadian Air Force, addressed a dinner meeting of service clubs. His speech was broadcast over a national network of the Canadian Broadcasting Corporation.

"It is only outside that fortress island that doubt ever arises, can England hold out?" Air Marshal Bishop said. "There is no such doubt in the mind of anyone there."

Following was the text of the Air Marshal's speech:

I welcome the opportunity to speak to this audience tonight and, through the radio, to the people of Canada, so soon after my return from a short and flying visit to England.

When I say "flying visit," I must admit that when I made the decision to fly the ocean it came back vividly to my mind that every New Year's Eve for the last twenty years my New Year's resolutions have always been two that I knew I would be able to keep—one, not to swim the English Channel—second, not to fly the Atlantic.

Being Irish, I have to admit that when it came to deciding to break one of these resolutions I had a few qualms. However, I have no intention, especially now, of breaking the first one.

The actual flight acros the ocean was uneventful. We had a short stop in Newfoundland and a very good meal, then late in the afternoon took off for the Irish Coast. A strong wind was following us and far below through the broken clouds I could see great heavy rollers moving across the waters.

The trip was smooth, the only real discomfort being that it was very cold. Our ship was stripped of everything but essentials, but we all managed to sleep most of the way.

Landed In Ireland

On landing in Ireland I went for a short walk through the country lanes to stretch my legs, and came across a delightful Irish policeman. I asked him if he had heard any news of what happened in London the night before. "Sure," he said, "They bombed London all night long. There were some people killed but I don't think there was any harm done."

I had undertaken the trip to England to see amongst other things exactly how the civilian population was taking the terrific hammering of the aerial blitzkrieg. Immediately on landing I found exactly what I had expected—a cheerful, determined attitude in the midst of a vicious and sustained attack.

I learned that where we landed a lone raider had come over and dropped a few bombs half an hour before. I spoke to people whose homes were right on the coast, and one of them drove me up to London, by coincidence the same lady who drove me several times during the last war.

She lived right on the coast and her only desire seemed to be that if Hitler did attempt an invasion, he would choose her particular bit of coast for his venture.

As she said: "We are ready and waiting for him. He don't half know what we'll do to him!"

The British people in fact are almost praying for an attempted invasion

"Some Beautiful Raids"

As I drove into London I must admit to a certain nervousness. It was a lovely clear-sky evening. As my driver explained, there were bound to be some beautiful raids that night. Incidentally, she was right.

In London, by Hammersmith, I found a great traffic jam and she said to me: "If only there would be an air raid warning now, wouldn't it be lovely because all this traffic would disappear and we could get to your hotel in no time." That attitude is typical of everyone to whom I spoke.

Throughout the whole of my visit I saw many and repeated raids, and discussed the war with dozens and dozens of people whose places had been bombed and often completely demolished. They were all cheerful. They were all carrying on. They were all anxious to know what we felt about them in Canada. And in their minds was one thought, that confident in the knowledge that full-hearted support and help was coming from the sister nations, they would hold on with the sternest determination regardless of whatever hardships and frightfulness lie ahead.

From the papers and magazines one sees, London appears to be in ruins. That is of course very far from being the case. Everywhere you go in every section of London you will find houses destroyed, buildings blown up and debris, but they are all isolated. One house, one building, may have been blown up by a bomb but the buildings next door to it—actually attached to it—are practically undamaged except that everywhere broken windows are in evidence.

On my first night there I had an interesting experience. I hired a taxi the driver of which told me he didn't mind being out in the raids, and drove to a friend's house. It is amazing how these taxi drivers can drive about in the dark. We drove up to this house in a district that I know well but I had no idea at all where we were.

As we drove up, the door was opened and the butler hurried us inside but just as we were blinking in the glare of the light of the hallway there was a crash and a piece of one of our shells came through the skylight and at the same moment all the lights went out. Quietly and without any fuss, candles and lanterns were lit and I found out that these are available everywhere you go and nobody seemed to take any notice of it.

A Close Shave

Two nights before I left I was again in the same house, also listening to a tremendous barrage and discussing the peculiar fact that it did not worry us nor did it seem to worry anybody else. Suddenly above the noise of the guns I heard the high whine of a bomb coming down and said to my host, Mr. Jack Bickell, "Here she comes." We waited a matter of a few seconds—it seemed many, many minutes—and there was a terrific crunch, the whole house shook and a table beside me was knocked over with a crash, and then complete silence. We knew that it had landed very close—actually we found that a stick of five bombs had been dropped about fifty yards away and several of the nearer houses completely demolished.

The roar of the guns was tremendous, particularly to anyone living near one of the large parks, but the extraordinary thing was that it didn't disturb one's sleep very much. I found the most annoying thing was the droning of the German engines. A lone raider would be flying around in the dark, having his engine and propellor so fixed as to make the greatest possible noise and without a doubt trying to keep people awake. You would lie in bed and you would hear him coming nearer and nearer and then suddenly the guns nearest you would open fire and you would feel that you wished he would hurry up and drop whatever he was going to, no matter where. It was rather like waiting for the man on the floor above to drop the other shoe. Sometimes when they did drop, however, it wasn't quite so pleasant.

Life Goes On

All these things sound terrifying but to those on the spot it is not so. Life goes on very much the same. People are quite enured to the raid warning. Those who have business to do which takes them into the streets carry on. There is, of course, a general slowing up of speed and volume of work achieved. That is inevitable. But to picture London life as completely dislocated and with everybody spending twenty-four hours a day in air raid shelters is a complete misreading of the situation. The majority of the people are going about their business calmly and determinedly.

One time, in the middle of the night, there was such a terrific bang that I thought my hotel must have been hit. In the morning I walked down Bond Street find dozens of policemen and others brushing up glass. For several blocks all the windows and already, in the early morning, they were sweeping it up into neat little piles. There was no glass in the shop windows. As I walked down I stopped and talked to sales people through the windows and bought some articles. They were all cheerful and laughing —laughing at the fact that no matter what damage was done they were still carrying on and laughing at danger as only that race does when it is right in the middle of it —all determined to make the best of things no matter what comes.

It seemed to me that I constantly found the thought: "Well, this is bad enough but we will probably get much worse before it is over and we are ready to take it." It is only outside that fortress island that doubt ever arises — "Can England hold out?" There is no such doubt in the mind of anyone there.

The news they want to hear day by day is not how much they have been damaged but what damage they have done to the enemy. All they ask is that he be given two blows for every one they get. And today, with the air war as it is, that is exactly what is happening.

The Aerial Mine

One of the enemy's latest devices which does cause a great deal of damage is the aerial mine, which is a huge contraption eight feet in length and carrying 2,000 pounds of explosive. It is dropped with a parachute attached which brings it slowly to earth and, therefore, when it explodes does not penetrate deep into the ground like the ordinary bomb. From it there are not many flying splinters but the blast value is much greater, and houses and windows are shattered for great distances.

These do not always work out perfectly, however.

At a certain Air Force Headquarters I was sitting one morning they showed me a brick garden wall from which had just been removed one of these mines. The wall was beside a beautiful, very high tree and the parachute had caught on the tree and suspended the mine only a few feet from the ground against the wall, so of course the right people were sent for and in the right time the mine was quietly taken away, and that was that.

Precautions against invasion are beyond belief. Every possible place where aeroplanes could land is filled with huge obstacles; roads are blocked by steel and concrete and machine gun nests. Everything is ready for them and, as I said before, everyone is eagerly awaiting the so-called invasion. But what strikes one most in trying to get from one part of the country to another in a motor car is that no maps are available, and there are no signs at all, not even on railway stations. Everything has been removed that would give any indication where they are.

I had the most hopeless afternoon trying to get across country from the west of London. About every half mile I would stop and try to find from somebody the road to such and such a place and invariably the answer would be: "I don't know; I am a stranger here myself." In many cases it was probable they were. But other people would deliberately give me the wrong direction. Even I might be a Fifth Columnist. They take no chances.

At a fork on a main road where I was puzzled, I went into a pub standing beside the road to inquire my way. The proprietor told me that he didn't know which was the right road; he had only been there six weeks and he had not been outside the door. I asked his wife if she knew and she said she did not; also the barman whom by pure chance I saw. The reply was the same. At last I found my way myself and I learned that those people had been living in that part for forty years.

During my visit over there I was called to Downing Street for a chat with Mr. Churchill, whom I knew very well in less troublous times. Suffice it to say that I found him exactly as one pictures him when listening to his inspiring broadcasts strong, fearless and determined— the stern, courageous, unflinching leader of his people —nay more, the leader of all there is left of freedom in the world today. Great crises in England have produced great men. The threat of Napoleon gave her Pitt. The menace of Hitler gave us Winston Churchill.

Audience With King

I also had the honour of a three quarters of an hour audience with the King, and let me say here that every person I met in England is full of the most profound admiration for both Their Majesties. Their work has been tireless. They are a constant inspiration to their people. The anger at the bombing of Buckingham Palace is tremendous.

My audience with the King was in the same room in which he sat during the last raid on the Palace. He explained to me what happened. A bomb burst first of all in front of the Palace, then the second one in the Inner Court. Hearing the first, he was looking out the window when the second one burst on the opposite side of the Court to his room. He pointed out to me from the same window the men still repairing the damage that was done.

The people of England have never been so close as today — all one one level —all working for one purpose. The poorest know that the richest and the highest in the land are being bombed and taking it just as they are.

Naturally I spent as much time as possible with our Royal Canadian Air Force over there. They have established wonderful reputations. No. 1 Fighter Squadron has been used for some time as a shock troop squadron, and they have well deserved that honour. On all hands I heard the highest praise of them. The Officers I found in very good spirits, very serious and determined but optimistic and full of confidence —delighted on all occasions to engage the enemy wherever they could find him.

During some of my days in London, there were heavy raids and with a clear sky I was able to watch a number of fights in the air— much quicker and faster than in my old days but the same tactics, the same manoeuvres, the same dash and verve. A Modern fight in the air reminds one rather of a very exciting attack on goal in a fast hockey game —machines darting in and out at incredible speed.

So I have come back having seen the people of this great nation fighting for very life over their own soil, determined that not one inch of that beloved land shall ever belong to an invader.

"Counting On Us"

They are counting on us. They are holding on, knowing that the fullest support in every possible way will come from us to them. To them the picture is that the Empire is on the march. They know that we are with them through and through.

They count on our pilots and aircrews to help them hold that land, and they know that in our schools in Canada, on our spreading air fields is the spirit of boundless vitality, of unquenchable eagerness not to be left out of the great fight for a great cause.

A quarter of a century ago it was the privilege of many of to go to Britain to help in a g conflict, to do our humble bes wards victory. Today we are ag in the heart of a still greater c fict, and having so recently s them in action, it is with the m intense admiration, with the m profound pride that I salute matchless splendor of our yo airmen of today —who throu challenge and combat hold gra and relentlessly the captaincy the clouds that roll over Brita

Twenty-five years ago we h difficult and unequal fighting in t skies, but twenty-two years ago drove the pirate Huns out of skies of Europe. We did it th and we will do it again.

May I repeat myself —the Emp is on the march. We are all toge er, and as the months roll by trai ed pilots and aircrews in th thousands will proceed to the oth side to do once again what the forbears did before —blaze the tr of combat and of conquest w Britain — beside her fighting t gether until the last Messerschm fades away and the sound of Dor iers and Heinkels is no longer hea in the land.

A Great Success

The British Commonwealth A Training Plan is a great suc It was a great conception that be a magnificent contribution ultimate victory. A steady flow pilots, air observers, wireless ope ators, air gunners has already gun its course from Canada to other side. That stream of reinforcements, all splendidly trained, will increase from week to week.

It is my definite and sincere belief that the results of this Empire Air Training Plan may prove to be the most vital factor in our victory. There is no question in my mind — Germany will not be able to produce the quality of air personnel capable of operating without defeat such as we will send forth.

Hitler is at last confronted with a force and with a people that relies upon the staunch spirit of men and women who will fight and die for a just cause; who value their freedom more than anything else. They believe with Pericles that "Happiness is Freedom and freedom is courage."

The role that once belonged alone to the Mother of our Empire now belongs to all the Empire. The heavy load of responsibility now falls upon the Commonwealth of democratic peoples. The tasks ahead may be hard and heavy — they most definitely will be. Today the encouragement— the inspiration— and the fullest effort of all the Empire must be given without stint to the Mother of us all.

"One who never turned her back,
But marched breast forward."

They, our kith and kin, are indeed veritable sleepless sentinels upon the furtherest frontiers of freedom.

I say to you in the greatest sincerity, without reservations of any kind, that as a result of what I have seen I am still further convinced that England shall stand —and the Empire will in future —after these times of travail —be a greater— more vital —more decisive factor in world history than it ever has before.

City Names Re Representativ On Milk Boar

At an adjourned meeting o City Council held last evenin eral matters of importance brought up.

Mr. J. J. Leightizer, who fo past number of years has bee Consumers' representative on Milk Board, has resigned to ta military duties. The vacancy created has been filled by th pointment of Dr. W. R. Cars this board.

A communication from the T or Plumbing Shop relative to completion of the copper wor the Market Building and City was received and ordered fil by this firm.

The following resolutions were Moved by J. E. Blanchard, onded by J. T. McKee:

Resolved that tenders be c for supplying two hundred ton coal in carload lots to the sp the City Works Building for Market Building and for City Tenders to be submitted by t Oct. 26

Moved by Coun. Dougan, sec ed by Coun. Sterns:

Resolved, that the Street com tee be authorized to sell one h

The City Clerk was instructe write the family of the late MacLean, and express to them loss the City of Charlottetown sustained by his untimely dea

There being no further busin the meeting adjourned.

Bridge Is Opened

SACKVILLE, N. B., Oct. 18—(CP)—A new $100,000 bridge across the Tantramar River here was officially declared open today by Works Minister Anderson. Dr. J. C. Webster, well known New Brunswick historian, presided at the ceremony. Agriculture Minister Taylor, one of the speakers, revealed the bridge is the first in Canada to be built of creosoted timber in three spans.