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CHARLOTTETOWN, P. E. I.

Please Lady!

BY ACCIDENT several members of the crew of a transcontinental liner have given the little princess, Olivia de Havilland, a number of sleeping tablets. Thinking that she is troubled by insomnia, the proprietor of a coffee-pot has given her more, much to the dismay of Robert Cummings, the pilot, who has nearly brought her to. Warner Bros. brings to the screen one of the gayest, most improbable love stories of the decade in "Princess O'Rourke."

Lt. C.S. Stevenson Succumbs From Skull Fracture

(Saint John Telegraph Journal, Dec. 1)

Lt. Charles St. Clair Stevenson, who died in Debert, N.S., military camp on Monday night after a motorcycle accident at North River N.S., a few miles from the camp, will be buried at Ottawa, where his wife lives, according to a Canadian Press despatch from Debert last night.

The officer suffered a fractured skull in the accident but details of the mishap were not disclosed. No inquest was held.

Lt. Stevenson an officer in the Royal Canadian Engineers, was the son of Mrs. J.H. Stevenson of this city, and the late Mr. Stevenson manager of the head office here of the Bank of Nova Scotia for many years.

Lt. Stevenson's mother (who was a former Charlottetown lady), his brother, C. Stuart Stevenson, and Mrs. Stevenson, drove to Debert yesterday morning accompanied by Mrs J. M. Murchison, an aunt of the young man. Lt. Stevenson's wife is the former Miss Patricia Milton, daughter of Mr. and Mrs. Rufus P. Milton, formerly of Albert County.

Lt. Stevenson was a student at Rothesay Collegiate School from 1923 to 1928 and entered the University of New Brunswick in 1929. He had many friends here, and before the war was employed as city engineer at Westmount, Que., Mrs. P.W.F. Brewster, Duke Street, is an aunt of the young widow.

New Glasgow Wins Appleton Trophy

SYDNEY, N.S., Dec. 1 — Oversubscribing their divisional quota during the fifth victory loan with a total of 105 percent the Appleton Trophy for the division of the Canadian National Railways making the highest percentage on the Atlantic Region was presented Wednesday to the divisional superintendent, C.S. Pushie on behalf of the division by W. U. Appleton retired regional vice president of the railway, the donor.

This is the second time in succession that the trophy has been won by the New Glasgow division which was formerly under the superintendency of C. T. Montgomery who was present and who has only recently been transferred as superintendent of the Moncton division and the donor advised the representatives of railway canvassers gathered for the presentation that if the New Glasgow division won the trophy should there be another victory loan it would be theirs to keep.

Present among the others were J. F. Pringle, Regional vice president and general who succeeded Mr. Appleton, M. F. Tompkins, Regional Traffic Manager and representative citizens, including his worship Mayor J. McLean. Mr. Pringle congratulated the New Glasgow division on winning the trophy and referred to the splendid showing made by the Atlantic region in the Fifth Victory Loan oversubscribing the total of the previous victory loan by $126,250 the total for the fifth victory loan being $1,301,100 and on having the highest quota percentage of any region on the system.

A congratulatory message was received from J. A. Ratcliffe, chairman of Payrolls Savings Section, National War Finance Committee, Ottwa and was ready at the presentation.

WEST KENT SCHOOL

Honor roll for November:

Grade X—1. Joan Large; 2. Barbara Pickard; 3. Donald MacLeod.

Grade IX—1. Walter Conrad; 2. Kenneth Yeo; 3. James Bentley, Donald Tinney.

Grade VIII—1. Leith Douglas; 2. Joan Munroe, Neil Foster; 3. David MacEachern.

Grade VIII—1. Elaine Bourke; 2. Harold MacPherson; 3. Garth Crockett.

Grade VII—1. Hilda Pickard; 2. David Hurst; 3. Mary Ramsay.

Grade VIII—1. Philip Jardine; 2. Joan Wood; 3. Jackie Howatt.

Grade VI—1. Phyllis Tait; 2. Jean Millar; 3. Phyllis Cutcliffe and Heather Lantz.

Grade V—1. Rosamunde Edwards; 2. Patricia Lace; 3. Douglas Cameron.

Grade V—1. Davida MacEachern and Suzanne Palmer; 2. Barbara Dick; 3. Stella Pickering.

Grade IV—1. Johanna MacDonald; 2. Jane Giddings, Joan MacGuire and Gerald Birt; 3. Bobby Hambly.

Grade IV—1. Briar Chandler; 2. Nancy Hyndman and Carolyn Nelson; 3. Maureen Bohaker and Jean Tweedy.

Grade III—1. Allan MacLeod; 2. George Grayston; 3. Wilma Taylor and Rory Lantz.

Grade III—1. May Russell; 2. Donald Haynes and Doreen MacDonald; 3. Billie Ives.

Grade II—1. Desmond Connolly; 2. Joyce MacLeod; 3. Ralph Mallett.

Grade II—1. Frederick Seller and David MacDonald; 2. Sheila Davison and Gordon Tweedy; 3. Helen Chappell.

Grade I—No Exams.

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Repatriated Canadians Reach New York

MONTREAL, Dec. 1. —The 211 Canadian citizens repatriated from Japan and enemy occupied territory will reach New York today on the S. S. Gripsholm and will arrive in Montreal tomorrow by special Canadian National Railways train.

The train will embark the passengers at the dockside in Jersey City and carry them direct to Bonaventure Station. Arrival time will depend upon the time required in New York for the carrying out of disembarkation formalities, but it is anticipated that the special will reach Montreal at approximately 9 A. M.

All arrangements in connection with the arrival of the repatriates in Montreal have been made by officials of the Department of External affairs with the co-operation of the Red Cross. Details of these arrangements which include the reception of the returning Canadians and their care and assistance while in Montreal were announced today at headquarters of the Red Cross Society.

Owing to the large amount of work that is entailed it will be impossible to admit the public to the station premises, but members of the press and individuals who have relatives or friends among the Gripsholm passengers will be admitted to the general waiting room and concourse on presentation of proper identification. No one with the exception of operating department officials of the railway will have access to the train platform.

Montague

Her many friends will be pleased to learn that Mrs. Edgar White is recovering from her recent serious illness, at the home of her sister, Mrs. Harry MacLean, here.

Cpl. Frank Green, R. C. A. F., spent the week end in Montague, the guest of his parents, Mr. and Mrs. Frank Green.

Mr. and Mrs. John Lucas, Ladysmith, British Columbia, are visiting friends and relatives in Montague and Whim Road. Mrs. Lucas is the daughter of Mr. and Mrs. R. J. Llewellyn, Whim Road.

Miss Margaret MacDonald, who recently graduated from Union Commercial College, Charlottetown, spent the week end at the home of her mother, Mrs. Malcolm MacDonald.

Lawrence Stewart, R. C. N., has returned to duty after spending a furlough at his home in Whim Road.

One of the Nurses of the R. C. A. F., to receive her Diploma at the Bowman Field Army Air Force School of Air Evacuation, Louisville, Kentucky, was Katherine M. Collins, daughter of Mr. and Mrs. James Collins, Montague.—C.

EBENEZER W. I.

The annual meeting of the Ebenezer Women's Institute was held at the home of Mrs. Jno. A. MacDonald, with 8 members and one visitor present.

Roll call was answered by members paying their fees. Seven members paid. One new member was welcomed.

Collection amounted to 35 cents.

After reading of minutes of last annual and of previous monthly meeting the reports of President and Secretary were read. The President reported a number of quilts made, seaman's socks knit, and a quantity of sewing done during the year for the Red Cross.

The Secretary reported that the year began with a balance of $36.98 from the previous year. Institute held one rummage sale, $24.34, sponsored one play, $16.12, held a quilt lottery $16.15, collection amounted to $5.90, donations by members $10.00, Gov. Grant $1.25, members fees $3.50, totalling $115.-84. Expenditures Institute expenses amounted to $9.16, fruit and sympathy card $2.00, drinking cups for school $1.40, War Saving Certificate $4.00, Queen's Fund $5.00, Russian Relief Fund $10.00, Kinsmen Fund $1.00, Red Cross $10.00, Greeks Fund $10.00, Wedding present for members $7.00, parcels to soldier overseas $3.74, canner for use of members $20.00, leaving a balance of $30.47.

Officers for the year: President-Mrs. Frank MacRae; Vice President, Mrs. Jno. A. MacDonal;d Secretary, Miss Helen Ford.

Auditors: Mrs. Vernon MacRae, Mrs. West MacDonald.

Directors, Miss Margaret Moore, Miss Ruby Roberts, Mrs. Lincoln MacRae.

The sick committee reported having visited a sick member and presented her with a bed jacket. Sick committee for next month to be Mrs. Lincoln MacRae and Mrs. Vernon MacRae.

It was resolved that $2.00 be given to the T.B. League and $1.00 to the Kinsmen Milk for Britain Fund.

Since the last meeting in September Institute met at the home of Mrs. Frank MacRae and put together two quilts and partly quilted one, made several pair pillow cases, bureau scarfs, dish towels and sheets. These articles were for a member whose home was lost by fire recently. It was decided to send Christmas boxes to two soldier boys overseas, boxes to be packed by members at local store. Next meeting to be held at home of Miss Ruby Roberts. After a dainty lunch served by the hostess assisted by Mrs. F. MacRae meeting closed by singing the National Anthem. (Pat. Please Copy).

One of the war's most hair-raising experiences belongs to Pte. W. J. Robson, of Burlington, Ont., a Canadian paratrooper who dropped 700 feet to the ground in Britain when his parachute became entangled and lived to tell the tale. Suffering severe injuries but on the mend, Robson is pictured in his bed aboard the Canadian Army hospital train carrying war casualties to their homes across Canada. The accident occurred when Robson's chute opened only far enough to make him land on one foot, thus preventing instant death.

(CANADIAN ARMY PHOTO)

Government Acts To Consolidate Position in Air

OTTAWA, Dec. 1 —(CP)—Civil aviation came to the forefront during 1943 as one of Canada's prime post-war considerations.

There are indications of a concentrated effort to gain for Canada the place in post-war aviation that she has gained, through the R. C. A. F. and the British Commonwealth Air Training Plan, in wartime flying.

On the credit side the Dominion can point to her strategic geographical position, to chains of airfields developed for war purposes, to the highly-skilled personnel of her air force, and to an industry capable of producing four-engined planes.

On the debit side she faces the keenest competition from a world highly sensitive of the place of aviation in post-war trade.

The importance which the government attaches to civil aviation became apparent when, early in the year, Prime Minister Mackenzie King made a formal statement on aviation policy in the Commons. It was confirmed late in the year when Munitions Minister Howe, the minister responsible for civil aviation, was delegated to attend a British Commonwealth air conference in London—regarded as preliminary to international discussions on a wider scale.

Flew In Canadian Plane

Mr. Howe's overseas trip was indicative of the year's development. He crossed the Atlantic in a Trans-Canada Air lines planes operating on a recently-established trans Atlantic service. With him was H. J. Symington, T. C. A. president.

Mr. King in his statement to the House defined the place which the government proposes T. C. A. to hold in aviation expansion: "Trans-Canada air lines will continue to be the instrument of the government in maintaining all trans-continental air transport services and in operating services across international boundary lines and outside Canada."

While T. C. A. was thus nominated as the dominion's mainline service — both in Canada and abroad —the other major Canada air service, Canadian Pacific Airlines, continued a program of expansion and there is general expectation that if opportunity offers it will be an important contender in the trans-Atlantic field.

Already C. P. A. has placed new emphasis on its north-south lines, which link T. C. A.'s east west main line with many parts of the northland.

In Favorable Position

Presuming that Canada will retain use after the war of the vast Goose airport in Labrador she will be in a favorable position for Atlantic flying; and her war-developed chain of fields in northern Alberta and British Columbia are a gateway to the west, already dubbed the "northwest passage by air."

Extensive use of all these fields now is being made by the United States, but Mr. King has declared concessions and privileges granted during the war will terminate with peace. There is a probability of some form of agreement whereby United States lines will retain use of Canadian fields and Canadian lines will have access to United States fields

From an aircraft construction point of view, attention in Canada is centred on the government-owned Victory aircraft plant at Malton, Ont. where Lancaster bombers now are in production. A recent visit to Canada of the British "York" transport, a machine with Lancaster-type wings and motors and a modified fuselage, showed the possibilities of the Lancaster design in civil aviation.

Cousins-Harrington Wedding

The home of Mr. and Mrs. W. J. Harrington, Spring Valley, was the scene of a very pretty wedding, Wednesday evening, November 24th at 6 o'clock, when Rev. H. F. Newman, joined in holy bonds of matrimony their elder daughter Ellen Louise and John Edwin Cousins, son of Mr. and Mrs. John S. Cousins, Park Corner, in the presence of fifty invited guests.

The ceremony was performed under an evergreen arch with a large white bell.

Entering the drawing room to the strains of the Bridal Chorus played by Miss Mildred Auld, the bride, who was given in marriage by her father, was attired in a regal gown of heavy slipper satin, modelled on fitted lines. The bodice was trimmed with Point de Venice lace and self covered buttons. The long fitted sleeves tapered to a point at the wrist. Her fingertip veil of bridal illusion was held in place by a dainty halo of orange blossoms and she carried an exquisite arm bouquet of Templar Roses. Her only ornament was a string of pearls, gift of the groom.

Mrs. Russel Ramsay, sister of the bride, was matron of honor, attractively gowned in turquoise sheer over taffeta. Her shoulder length veil of turquoise Point D'esprit was held in place by a halo of tiny flowers and she carried a bouquet of pink carnations and bouvardia.

The groom was supported by his cousin, Frank L. MacNutt.

During the signing of the register Mrs. H. F. Newman sweetly sang "I Love You Truly."

The Mother of the bride was attired in navy blue crepe with a corsage of red roses while the Mother of the groom chose the black sheer with a corsage of Talisman roses.

The dining-room was tastefully decorated with pink and white

Friends of the bride assisted in serving were:—Mrs. James Ramsay; Mrs. L. A. Stewart, Miss Mabel Auld and Mrs. Keith Harrington.

The wedding gifts consisted of a chest of silver, a dinner set, cut glass, linen, silver and several substantial cheques which testified to the high esteem of the bride and groom.

Later amid showers of confetti the bride and groom left by plane on a honeymoon trip to Quebec and Montreal.

The bride choosing to travel in a Chartreuse wool suit with brown accessories over which she donned a camel hair coat.

Previous to her marriage the bride was tendered a miscellaneous shower at her home.

The best wishes of a host of friends is extended to this popular young couple.

STORY CONTEST OPEN TO CANADIAN WRITERS

TORONTO, Dec. —(CP) —The Women's Canadian Club of Toronto has announced a short story contest, closing Feb. 15, 1944, open to professional and non-professional writers throughout Canada. The stories, limited to 2500 words must develope some aspect of present day Canadian life or thought. The prize is $100.

OFFICIALS PRAISE CHURCHILL TANK

LONDON, Dec. 1 —(CP) — Churchill tanks of the North Irish Horse played a notable part in the Tunisian campaign, doing much to demoralize the enemy by their feats of climbing and fire-power, it was disclosed by the War Office.

The tanks put in magnificent work in support of the attack on Longstop Hill, dealing with machine gun nests and other threats to the advance of the Argyles Buffs, Surreys and West Kents.

75

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