THE CHARLOTTETOWN GUARDIAN

Morning Daily (Founded in 1887)

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"The Strongest Memory is Weaker Than the Weakest Ink."

SATURDAY, JAN. 15, 1944

Rare Entertainment

We have become so accustomed to the Royal Air Force in our midst that it is hard to realize that they will shortly be leaving us for good. One pleasing function is scheduled to take place in the meantime, however. This will be the production, on January 19 in the Prince of Wales College hall, of a concert version of Gilbert and Sullivan's light opera, "The Gondeliers." Twenty-four young ladies will represent our local talent, while the male parts will be taken by sixteen members of the R.A.F. The whole will be under the direction of LAC Arthur Lawson, R.A.F., who has had considerable experience in producing and directing Gilbert and Sullivan opera in England. The piano accompanist will be Mrs. Reta Johnstone. The cast has been rehearsing enthusiastically, and despite many drawbacks the performance promises to be a firstclass success musically, as well as being unique from the standpoint of local entertainment. It is being given by kind permission of Group Captain Hampton, D.F.C., officer commanding the R.A.F. station here, and it may be interpreted as a gesture of appreciation, on the part of our air force guests, of the friendly relations existing between us and them. Our citizens, we are sure, will be glad of the opportunity to reciprocate by attending in large numbers. The entire proceeds will go towards the purchase of the Boys' Camp at Holland Cove which the Y's Men's Club have undertaken.

It was a happy inspiration to choose one of Gilbert and Sullivan's operas for this occasion, for their musical and humorous appeal have proved irresistible to generations of audiences of all classes on both sides of the Atlantic.

The evening promises to be one of those rare occasions to be looked back upon with never failing pleasure in years to come.

Forward—By The Right

The current issue of the New York Nation has an article on the "Forward—By the Right" program of a group of Conservative members of the British House, who are likely, according to the author, to constitute the driving force of the party in the post-war alignments of British politics.

The Nation, which advertises itself as "America's Leading Liberal Weekly Since 1865", may be fairly assumed to be unlikely to regard the pretensions of any Tories, British or other, with any touch of romantic illusion. And that gives an added zest to its statement:

"British Tories today are rallying in ever-greater numbers round a political program which would make the American New Deal—even the New Deal of the old days—look rather like dichard Conservatism."

It is notable, according to this account, that these British Conservatives, many of them present members of Parliament, are already strong enough to influence, and perhaps control, the policy of the Conservative party and that they confidently expect to have Mr. Churchill with them. That is what gives significance to the program recently published by the group and especially to its title, "Forward—By the Right."

Here are one or two excerpts from this program (or platform) as given by the Nation, which show its tendency and direction and which justify the characterization that it is progressive, intelligent and consciously proposing practical politics as an alternative to the fashionable Socialist evangel:

"The supreme test of parliamentary democracy will lie in its ability to reconcile planning for full employment with the liberty of the individual. . . Social security must be guaranteed by adequate minimum wages and a system of social insurance on the grounds proposed by Sir William Beveridge. . . ."

"The welfare of the human race will depend in the immediate post-war period on mutual co-operation and understanding between the British Commonwealth, the United States, the U.S.S.R. and the Republic of China. And the final structure of any world organization must clearly be founded on an even broader basis than co-operation of this type."

And as showing the way in which this British Conservatism takes positive issue with the Common assumptions of the Socialists, here is the statement of this platform on private property and freedom:

"The freedom to vote secured by our parliamentary institutions is not of itself enough. It must be buttressed by an increasing measure of economic independence in the individual. For this reason we regard private property as indispensable to political freedom and consider that a widespread distribution of private property should be the aim of parliamentary government."

— EDITORIAL NOTES —

The Battle of Egypt cost the Axis 75,000 men, over 500 tanks and over 1,000 guns.

* * * *

There is a distinct lightening up in the supply situation so far as certain manufactured goods are concerned.

* * * *

For the foods covered by basic rationing (except tea), consumers in Great Britain are required to register with one particular retailer. Retailers are similarly tied to one wholesaler.

* * * *

Although the Mosquito's speed has never been officially made known, it is reckoned the fastest bomber in the world. A Swiss report puts its speed at 430 miles an hour, or just over seven miles a minute.

* * * *

At present, over 4,000,000 children in grain aided schools take milk under the English Milk in Schools Scheme. 164,200 are necessitous and receive their allowance free. The others pay one cent for a third pint of milk, and may receive up to two-thirds of a pint per day.

* * * *

In capturing Tripoli, the Eighth Army advanced nearly 1,400 miles, as far as from Ottawa to Brandon, in less than three months. In the force which drove Rommel into retreat in October, 1942, 100 per cent of the mechanized divisions and 50 per cent of the infantry were from Britain. Since then the progress has been slow, though sure, in Italy.

* * * *

General Alexis Evert, Russian soldier, born this date 1880; distinguished himself in the Russo-Japanese War as Chief of the Staff of the 1st Manchurian Army; at the beginning of the Great War I he commanded the 1st Russian Army on the Bug; was appointed to succeed Alexieff as Commander-in-Chief in 1915; later commanded the centre group; and after the revolution was largely responsible for laying the foundations of the Soviet Army now driving the Germans out of Russia and Poland.

* * * *

Mr. Bracken, as far as can be ascertained by outsiders, is doing a pretty thorough job of preparation for the coming election, in the matter of organizing the local agencies in his Party, says a contemporary. His platform is not yet fully developed in the public mind, but that is even more true of the platforms of the Liberals and the C.C.F. After all, Mr. Bracken is the only leader who seems to have any real, general philosophy of how the country should be governed, and the betting should still be somewhat in his favour, as having the largest group in the next Parliament.

* * * *

War material production is undergoing very marked changes, with all the tendency towards a reduction in total volume. There should be no panic over difficulties in finding employment for the workers so released. Unfortunately, there are too many theorists preaching that we have too many farmers now, although, with the age levels where they are, the present farm population will vanish in a few years. However, theories of this sort will not keep men and women from doing what is sensible, and if farm produce prices can now be allowed to rise a little, and material for house building can be made available in increasing quantities, we can have quite a boom in two basic industries.

* * * *

A new livestock policy which he predicted would result in advances in the next 10 or 15 years "never dreamed of before in the province" is announced by Hon. A. C. Taylor, N.B. provincial minister of agriculture. Under the new plan, Mr. Taylor told delegates to the annual dinner of the Farmers' Association of New Brunswick, a New Brunswick Livestock Council will be set up and substantial grants given to the various breed associations. The 1944 grants were announced as follows: Holstein, Ayrshire and Jersey Breeders' Association, $2,000 each; Shorthorn Breeders' Association, $1,000; Guernsey Breeders' Association, $650; Sheep Breeders' Association, $600, and Swine Breeders' Association, $500. The minister in explaining that each association must map out and present its plan of action for this year to the livestock council which would be organized at an early date, asked that the associations not spend the full amounts given them during the present year.

PUBLIC FORUM

Post-War Projects

Sir,— An article appeared in your paper the other day, giving thought to definite projects for the immediate post-war period.

It is needless to say that many more individual people and groups are tossing the subject of post-war living around in their minds. I would like to enlarge on this topic and add several suggestions.

In thinking of recent news from the government regarding post-war employment, it occurs that most thought is given to a program of public works.

Public works invariably means construction whether it is roads, railroads, harbor or water transportation facilities, airports, waterworks, sewerage systems or sewage disposal plants, bridges, public buildings, tunnels, power systems, telegraph, telephone or radio facilities, water conservation projects or dams, sanitation works, etc.

Most people have considered one or more of the above projects or others not mentioned in the above. Before we consider any one of them, let us consider all of them.

What prime materials do we require to have before any construction of any great extent and of a permanent nature can be undertaken? Modern permanent structures are built of concrete, stone and rock products, processed clay products and metals.

Let us consider their availability on the Island or how they can be obtained economically so that any construction work undertaken on the Island will not be cut short or frowned upon because of exorbitant costs.

Cement and Gravel

Concrete is made up of cement, crushed stone, sand and sometimes gravel. The cement is not manufactured on the Island and is not likely to be because of lack of limestone or cheap fuel. If the cement is brought in by rail and in bags it is quite expensive in comparison to bulk prices at the mill.

Could not arrangements be made to erect concrete silo bulk storage capacity at different parts on the Island to which if the cement is brought in by boat, it can be sold from these storage bins at a much lower price? It may be noted that there is a cement pump widely used and known as the McKinyon Pump which pumps cement as a water pump pumps water. Thus the cost of boat delivered cement pumped into and out of storage bins will be much lower and more readily available than man-handled rail delivered cement. Consequently more cement work can be done for the same money.

The other expensive ingredient of concrete is crushed stone aggregate. This aggregate crushed stone or gravel is expensive on the Island. Most aggregate used in construction work here passing engineering specifications is imported from the mainland. I do not know of any Island quarries producing rock aggregate that will pass rigid compression tests. However, there maybe some good rock quarry sites accessible on the Island.

Since the aggregate must be imported from the Mainland cannot arrangements be made with the Nova Scotia or New Brunswick to establish a quarry on tidewater handy the Island? There are a good many such sites available.

A quarry can be set up with waggon drills, rock crushers and screeners, power shovels and conveyor belts to load barges hauled to the Island by tugs or pushed by those new Sea Mule power units. These barges can be unloaded by clamshell buckets at various main parts around the Island. Thus all the crushed stone required for any of the above projects, whether for concrete aggregate, fill or ballast can be obtained at one quarter to one fifth of the present cost.

This then is a possible solution to the method of obtaining the necessary materials cheaply for concrete and prime rocks. The subject of modern and low cost concrete mixing, transportation and pouring will be dealt with further on.

Bricks, Tiles, etc.

Let us consider processed clay products such as building brick, structural tile, sewer or drainage tile pipe and flue pipe. I have inquired and have been told that brick is not manufactured on the Island now for a host of reasons given one such as lack of market, poor quality, brick being of low compressive strength, poor wearing qualities and lack of standard sizes; high cost of producing brick on the Island and consequent cheaper price of imported brick and low cost of building lumber structures in comparison to high cost of brick structures. Well practically everybody would rather a permanent brick home or building than a temporary fire hazard of a wood building.

The question then resolves down to whether brick can be made economically on the Island now? I am told that there are a number of available brick clay sources on the Island. Considering modern techniques, is it not possible to impregnate the clay with a ration of cement, subject the bricks to hydraulic pressure as we now have the hydraulic presses, and heat cure the bricks with the now available available infra red ray lamps which materials are thoroughly dried from the inside out at low cost thus avoiding brick kilns and expensive fuel. This simple experiment can be tried and we could shortly know whether bricks and clay tile products can be manufactured cheaply on the Island. It seems a likely process to me.

Metal, Aluminum, etc. Prospects

Then we come to the metal part of building structures. We all know without further repetition of a popular topic that more metals will be available after the war than has ever been before. There will be all kinds of Canadian made aluminum which can be brought by boat from a Saguenay port to the Island. The present low production costs makes it a very feasible structural metal.

Iron and steel products can be brought in by boat to the Island, as well as a host of other metals.

Then the Island is fortunate in having established machine shops and foundries which can debricate all kinds of metal products required for building and construction purposes.

The lowered cost of boat transportation, the lowered cost of metal fabrication with such methods as welding, powder metallurgy, modern machine tools and casting devices will make possible more permanent metal construction than has ever been before.

Having considered the prime products required for construction on the Island and their availability, before passing on to the subject of equipment necessary and available, and to the projects that can be undertaken with the men, materials and equipment I want to mention cement again.

Soil Cement

There has been a good deal of work done over a period of years with what is called soil cement. A good share of this work has been done in the last several years.

This soil cement is just a mixture of common soil and cement. It had been thought by many, who without investigation imagined that clay and cement does not mix. However, what actually happens is that the particles of soil surround the particles of cement and form a very binding mixture when set. The mix contains about one of cement to eight of soil. These can be mixed in place on a road, runway, driveway or walk without transporting the materials other than the cement or water. Low cost machines are being made now to do this. This soil cement might mean a great deal to the Island as it means cheap surfaced durable roads which will not be muddy in Spring or Fall. It is also used in stabilizing roads or runway subgrade or base when a further surface of concrete or asphalt is laid for a first class highway.

The friable clay on the Island here is very adaptable to a soil cement mix and it may mean, if the idea is further pursued, that the end of muddy roads will be in slight and it has a great many other convenient low cost uses.

In passing on to a description of the modern construction machinery developed for low cost unit work, the idea often occurs that machines cause unemployment and how would their extensive use mean that more men will be employed by these public work projects after the war. Well that's a long and arduous debate which usually ends up with the conclusion that machines actually have created more employment; that they ease the hard labour involved in work, needless to say in construction work, and that they provide comforts of life and living never before possible without machines.

Construction

Getting back to the construction machines, most building or construction usually starts with dirt moving. Well there are some wonderful, almost miraculous dirt moving machines on hand at the present time such as power shovels, draglines, clamshell buckets, trenchers which dig a clean wide trench as fast as a person can walk alongside of it digging, "Carryall Scrapers," "Tournapulls" — which can scrape up a load of as much as 45 cubic yards in a matter of minutes, bulldozers, graders, suction and hopper dredges, post-hole digging machines — which dig a wide deep post-hole in a couple of minutes, — mechanical mucking machines for underground work, etc. Together with these new machines there are a good many types of trucks, cat waggons, trailers, rail dump cars and conveyor belts to move the dirt cheaply and quickly.

Most of these machines are powered by diesel motors which means that the fuel cost in most cases of these big machines amounts to about forty cents per hour. And it is quite likely if that oil well drilling is successful, there will be any amount of fuel oil at hand after the war.

So it looks like the idea of post-war public work construction does not necessarily mean that the men will be handed picks and shovels and put to work on some job just to keep them working — without thought as to the cost or accomplishment. What it can mean that the men will be engaged at something interesting to work at and at the same time will build up the Island.

These dirt machines will have a free run across the Island as most of the island is covered by a deep over-burden of dirt. If rock is encountered and has to be removed there are all kinds of air drills, wagon drills and core drills for drilling the rock ready for blasting and removal by power shovels.

Under Water Projects

If the excavation has to be done under water or in wet ground there are all types of machines on hand now to accomplish this without the old time human torture. There are wellpoint systems for temporarily drying wet ground; cribs, caissons cofferdams and pumps for excavating below the water; and dredges for excavating below the water with the men on the surface. There are submarine rock drills for breaking up rock below the water for removal by dredges.

Well, after the excavation or filling is accomplished in construction, the concrete foundations or walls are then proceeded with.

Concreting is usually associated with the idea of hordes of men putting up lumber forms and other hordes of bespattered men shovelling stone, handling bags of cement and breaking their backs wheeling concrete buggies. The common popular laugh provoker has been about Henry J. Kaiser putting rubber tires on concrete buggies so that the men can move concrete faster.

Well Henry Kaiser and others have thought up better ways than that now. There are new systems of form construction which relieves and saves a good deal of unnecessary and expensive work. There are steel framed, plywood backed forms used now which are just belted together and require very little bracing. There are other pressed cardboard forms that are filled with concrete and left in place, after which they disintegrate and the concrete remains in its desired structure. The modern concept of concrete for construction is far different to the old time methods.

Then after the forms are erected, there are many methods of mixing and pouring concrete that will seem futuristic when mentioned, but are being practiced in many places today which accounts for the speed of much of our present day war construction.

Taking up the subject of cement and aggregate for concrete from where we left them at the parts earlier in this letter, there are many different methods for mixing and transporting the concrete. There are bulk batching and weighing plants, central mixers, mobile mixers, both truck mounted and crawler mounted, these operate together with power machines for handling the aggregate.

For pouring the concrete, the new concrete pump is the best recent development existing. The concrete is dumped from the mobile mixer or central stationary mixer into the pump, from which it is pumped to within any reasonable radius of a building project. The record time concrete pouring of the Shipshaw Dam was the most notable example of what this pump can do to be fast, economical and to relieve the former backbreaking work of pouring concrete.

There are several other modern procedures in pouring concrete such as concrete guns, conveyer belts, crane hoisted skip buckets, mobile buggies and direct discharge from a mobile mixer, all of which mean that more concrete can be poured for the same amount of money without the excessive toil otherwise involved.

As we move higher up from the foundation to the framework, we are now able to take advantage of a good many other different machines, such as mechanical handsaws, hammers, etc., and who knows but a mechanical bricklaying machine may be in the process of evolution. And to top off this discussion with the roof, it may be mentioned that the stainless steel roofs that would not ever corrode or leak will be the vogue after the war.

Building Material

We have inquired into the sources of necessary building materials. It will be mentioned that lumber had been omitted as most lumber is imported and only a possible post-war Island reafforestation scheme may remedy that condition in years to come.

We have noted some of the different wonder construction machines available. They will be available for purchase as a good many may be surplus after the war and production facilities for making new ones will be unlimited. No mention has been made as to how they can be paid for and brought over to the Island. They may be purchased by the government, by the contractors, by the government, for rental to the contractors as is presently being done in both United States and Canada or by anybody with the cash or credit to purchase them. Then the next question is how will they repay for themselves in money and work accomplished. Past records of these machines prove that these machines more than repay for themselves many times over providing too that they have work to repay themselves on. Idle machines like idle men cannot pay their own way.

So much for the men, material and machines, let us now consider what they can do together.

Plans in View

There are about twelve accessible parts on the Island which are located so as to act as storage and distribution centres for water shipments to and from the Island.

These centres can be built up to handle all types of bulk materials, such as grain, coal, cement, aggregate, root crops, livestock, meat products, fish and fish products etc. in elevated storage bins, cold and insulated dry storages, and mechanical facilities for handling these products economically can also be provided.

Then the subject of connections with the mainland has been mentioned. The ferry question being raised again makes the idea of building a tunnel to the mainland quite feasible. The methods of cheap tunnel construction are available which, together with the amount of concrete and steel required make the cost over a period of a hundred years not as exhorbitant as it might seem. The cost of maintenance for patrolling and ventilating the tunnel is in line with the every day cost of running the ferry.

The idea of improved railway service is worth elaborating on. It is possible with the aid of the afore mentioned machines to build a straight through, practically level railway line around to all parts of the island at not too high an eventual cost. These lines can be built in a matter of a few years with provision made also for a future possible widening of the track guage to 6 feet.

If this prospect is ever pursued, it may be worth mentioning that some proposal should be made for the introduction of diese electric trains. These locomotives and passenger trains provide fast, clean smooth service. The operating costs are low, about forty cents worth of fuel oil per hour is consumed in running them. The smoke and coal nuisance will be eliminated and tedious roundhouse servicing will be out of the question for diesel electric trains, as they pertain to the Island.

Air Traffic

Air traffic requires a good deal of discussion. The Island is fortunate in having three major airports. However, questions have been raised as to whether the runways are long enough or substantial enough to entice the large aircraft flying by after the war.

One must consider not only the length of the runway but also the stability or ability to take the impact or landing loads of the big planes on the way.

The impact wheel load of the largest aircraft flying today is 30 tons and the wheel load of the largest locomotive in America is 17 1-2 tons. Well, imagine the loads that runways will have to take if those large post-war planes are to land on these runways.

Needless to say, most of the new large airports being built today are being built with all concrete runways. These are projects that should be included in the public works plan for after the war.

Seaplane bases are also worth considering on the program too. The "Time" magazine mentioned lately that the three sea planes that Henry Kaiser is building for completion next year will carry seven hundred passengers each. If any of these or other big seaplanes are expected to land on the Island bays, some seaplane base facilities will have to be built for them.

While on the subject of air traffic, helicopters should be included as well. Recent developments have shown a good possibility of there being a good deal of helicopter travel after the war, both air bus service and privately owned helicopters. Some consideration will have to be given to this method of travel, both for facilities required and co-ordination with other means of travel.

In connection with communications, thought will have to be given to facilities for the Frequency Modulation system of radio transmission and the Facsimile method of transmission of printed matter together with a possible future coming of television.

Roads And Bridges

There has been a lot of discussion about roads. This subject is much akin to the railroads and requires much straightening out. It is quite possible to build a straight through fairly level boulevard highway across the Island with fewer roads to different localities. Great Britain plans to build a good many of what they call high speed or super highways transversely across their country after the war in order to accommodate the higher speed automobiles. These highways increase travelling pleasure and reduce traffic accidents as well.

The Brighton Bridge and direct road from Charlottetown to Borden is one of many similar improvements that can be included in the program.

This discussion of possible projects has dealt chiefly with communications between the Island and the rest of the world and between the people themselves on the Island. Let us now consider the people themselves, their living accommodations, facilities, etc. Some of this would be classed as private construction work as it pertains to their own homes or public as it pertains to their collection in a municipality.

Most people would be anxious to rebuild their homes after the war and a good many will be building for the first time. It is unnecessary to mention the post-war projected homes other than to say that if a large reconstruction movement was started, private home building will be a big factor.

Industrial and agricultural building or construction falls in the same class as home building and it is quite logical that if definite discussions or moves were made, that there would be no worries about keeping any men idle on the Island for a long time after the war.

The last point, an important one, is how will these projects be paid for if built? Some, such as roads, railways, radio facilities, waterworks and sanitation works, etc., will be self liquidating by taxes and revenues. Others are paid by the general public in taxes over a number of years and a good many repay for themselves in the way of the increasing prosperity of people collaborating together to pay for better living facilities. Some are private projects, others are municipal provincial or federally financed.

Capital construction of this kind is the major motivating force of money circulation anywhere in the world.

I am, Sir, etc
INTERESTED.

Labor Draft For Gold

(Ottawa Citizen)

The Dominion director of national selective service, Arthur MacNamara, is reported to have announced that labor is to be drafted to some Canadian gold mines soon. No large scale movement of workers is anticipated, but where gold-mining interests can persuade the government that they need the additional labor, it is to be allotted to them.

Nothing is contributed to the war effort by gold-mining. It is officially classed as non-essential in the United States. But the government in Canada is more attached to the gold mining business. Nothing has been done by selective service to divert labor from mining gold to the more essential industries where productive labor is needed.

This negative position of the government at Ottawa has been far from inspiring, but it would surely be the limit of adherence to the gold fetish to draft Canadian workers into gold mining. They would be employed in digging a superfluity of ore out of deep holes in the ground only to bury the metal again—after much labor has been expended upon it—in the cemeteries of the gold standard, where the gold in caskets is as dead as before it came out of the ground originally.

The excuse is, of course, that employment is provided by gold-mining. It is an uncertain form of employment, however, never permanent. When the mines are exhausted, the countryside is left with dead towns as the last evidence of the dead hand of Midas whose touch turned everything to gold . . . . and starvation threatened.

The government would be fastening a new responsibility on the people of this country by drafting workers to the gold mines. When it is no longer profitable to work the mines, the miners will become unemployed. They could properly look to the government to provide other work.

Gold mines are short of labor because far-seeing workers have availed themselves of recent opportunities to move into more essential occupations. Surely this government should show as much foresight in the public interest before ordering that workers shall be drafted back to the gold mines.

BOURNEMOUTH, England —(CP)—A tank crashed into a public house here and injured one of the four persons in the pub at the time.

Keep Minard's in the home

Life Insurance—Property

Buying on the instalment plan often proves to be a risky business—when the buyer dies and his widow must finish up the payments, unless protected by Life Insurance. These continuing payments—added to the other expenses of the widow—can be an overpowering burden for her. Life Insurance, however, is a property that a man can buy, the payments for which stop immediately upon his death, and the full benefits of which will then be received. What other form of property—purchased on the instalment plan—automatically cancels the balance of instalments at the owner's death?

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The Poet's Corner

SONNET

From "By Stubborn Stars"

The silver herring throbbed thick in my seine,
silver of life, life's silver sheen of glory;
my hands, out with the cold, hurt with the pain
of hauling the net, pulled the heavy dory,
heavy with life, low in the water, deep
plunged to the gunwale's lips in the stress of rowing,
the pulse of rowing that puts the world to sleep,
world within world endlessly ebbing, flowing.
At length you stood on the landing and you cried,
with quick low cries you timed me stroke on stroke
as I steadily won my way with the pulling tide
and crossed the threshold where the last wave broke
and coasted over the step of water and threw
straight through the air my mooring line to you.

—Kenneth Leslie.

26 N. S. SCHOOLS CLOSED

HALIFAX, Jan. 10 —(CP) —Provincial department of education officials said here tonight that 26 rural schools throughout Nova Scotia are closed due to a lack of teachers. Teacher vacancies increased over the Christmas holidays, they said, because of further teacher resignations becoming effective.

Dr. Evan's Stomach Mixture

Every person who is troubled with gas in the stomach and bowels should get a bottle of Dr. Evans' Stomach Mixture and see how quickly it will relieve all distressing symptoms.

Dr. Evans Stomach Mixture taken at meal times, not only prevents all bad effects from gas but it promotes the functional activity of the stomach and improves the appetite.

Don't delay, order your bottle today. Price 85c.

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An ideal remedy particularly adapted for persistent and irritating coughs and bronchial affections.

It quickly relieves the congestion and thereby allows its tonic and flesh producing properties to become immediately effective. It is a valuable remedy in Chronic Bronchitis, in deep seated coughs, also acts as a general tonic. Price $1.00 a Bottle.

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— Notes By The Way —

A fool and his money are soon parted, but sometimes the fool seems to be having more fun than the fellow who gets his money. —Kiwanis Magazine

To transport just a single division of 20,000 men 1,000 miles overseas with supplies, and to keep them supplied, occupies 100,000 tons of shipping a year. This gives some idea of the shipping problem with which the Allies are confronted. —Kitchener Record

If there are any German's who disapprove of Hitler and his militaristic associates, now is the time for them to express their thoughts. It will be too late for them to declare and show their hostility to Hitler after the Fuehrer is in Allied hands —Chatham News.

A flier crossing the Atlantic saw an iceberg in the convoy lane and dropped down to investigate, thinking to report it. The iceberg fired at the plane, whose pilot escaped to report a new kind of enemy camouflage. In a lagoon at Venice they spotted a new island complete with a villa, a garden and three cows. Escaping Italians told them that underneath this painted canvas island was the liner Conte di Savoia. —New York Herald Tribune.

Marie Corelli's estate at Stratford-on-Avon may go under the auctioneer's hammer because royalties from her books are not sufficient to maintain it in perpetuity. To paraphrase another author of that Avon town her fame was for an age, not for all time. —Hamilton Spectator.

Dominion Bureau of Statistics reports considerable decrease in the number of school teachers in Canada, and puts it down to poor pay. Undoubtedly so. Ministers of the Gospel and school teachers are the classes in Canada who get least to live on for what they do —and what they do is terribly important. The condition in both cases is a shame to us all. —Ottawa Journal.

The essence of the case for the admission of these refugees is that they are human beings who are in peril of their lives where they are: the foundation of their existence has been destroyed and it is doubtful even if it can ever be rebuilt. Their admission to some country — Canada among others for no one has ever suggested that Canada alone should shoulder all this humanitarian task —is vital to the idea of the value of human personality — Winnipeg Free Press.

Just before the Spring racing in Sydney two bookmakers were discussing prospects. One fancied a horse called Main Topic the other pooh-poohed its chances. What will you lay me? asked the first. A pound a week for life all to nothing said the other. Main Topic won and the winner is collecting. His only regret is that he is 70 and won't enjoy it long. Incidentally, he claims to be the biggest bookmakes in the world —19 stone, including the red, white and blue hat band he wears when fielding. —Australian News-Letter.

Little faith can be placed in the sincerity of the Nazis' official action in granting permission to the German people to go back to the churches. The about-face is certainly not due to any change of heart on the part of Hitler and his henchmen. There is, however, a deep significance in this new attitude. It is actuated by shaky morale in Germany. The overlords had to find a way to bolster the spirit of the people. They have come to a belated realization that religion offers solace and spiritual strength in time of crisis. They undoubtedly still hold to their hateful pagan ideology, but unconsciously they are paying tribute to the great power of Christianity. The doctrine of the Prince of Peace thus begins to score another victory over the forces of evil, quietly, as is its wont, but nonetheless powerfully and effectively— Windsor Star.