

PRINCE EDWARD : TWO : Today & Thurs

YOUR FAVORITE BLONDE IS IN TROUBLE AGAIN!

Sure, it's Maisie, folks! She's stranded in a ghost town and the only man around is a woman-hater!



A FRESH NEW ADVENTURE ...It's her rowdiest, man-wise escapade!

GOLD RUSH MAISIE

starring ANN SOTHERN • LEE BOWMAN SLIM SUMMERVILLE • VIRGINIA WEIDLER

Maisie says: "Gold! We got it! Brother, I can feel a milk coat snapping and snarling around my ankles right now!"

DAILY 3.15 — 7.00. — 9.00. P.M.

Ann "Maisie" Sothern Back At The Prince Edward

Ann Sothern and Lee Bowman, aided and abetted by Slim Summerville and Virginia Weidler, provide some of the season's most hilarious and heart-warming comedy in "Gold Rush Maisie," third in the popular series dealing with the adventures of the stranded show girl, which opens today at the Prince Edward Theatre.

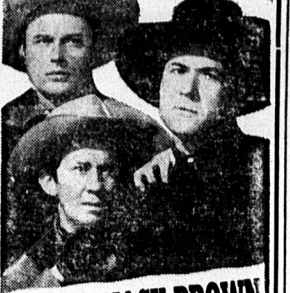
Weidler turns in another fine performance as the daughter of this family who insists on "adopting" Maisie. When the gold strike proves a fluke, all their troubles start anew, of course, and once again, Maisie must figure out a solution.

C.C.F. Leader Scores Economic Monopolies

OTTAWA, Nov. 18.—(CP)—Under the policies being applied by the Munitions and Supply Department, Canada is being "delivered more completely into the hands of those who already monopolize our economic life," M. J. Colewell, C.C.F. (Rostown-Biggar) said tonight as he opened his speech in the Throne

CAPITOL • John Garfield • Ann Sheridan • Pat O'Brien • LAST TIMES TODAY • CASTLE ON THE HUDSON • Shows — Acquitted By Sea — Bowling For Strikers — Comedy

CAPITOL Thurs. — Fri. — Sat.



JOHNNY MACK BROWN in "DESPERATE TRAILS" with BOB BAKER, FUZZY KNIGHT, BILL CODY JR., FRANCES ROBINSON

6TH THRILLING CHAP. OF ADVENTURE OF RED RYDER

"TATTLE TELEVISION" WOMEN HADN'T OUGHTA DRIVE 3 Shows Daily — 3.15—7—8.45

Pays Tribute To Pioneer Bush Flyers

MONCTON, N. B., Nov. 18.—Outlining his experiences when flying north of '53' as a wireless operator attached to the Royal Canadian Signal Corps, Jack Ross, Station Manager of the Trans-Canada Air Lines here, gave a very interesting address before the Moncton Rotary Club at their regular weekly meeting recently.

Mr. Ross joined the Canadian Signal Corps in 1927 and his first assignment was at Norway House in Northern Manitoba. While radio at that time was rather crude compared to modern apparatus, yet it was very efficient, Mr. Ross stated. "Long wave" was used as at that time "short wave" was only in its infancy.

He also referred to the great part that the airplane has played in opening up otherwise inaccessible places in the north country and stated that the airplane united distant communities and kept them in touch with civilization, the pilot acting as a communication channel for messages from one community to another. Mr. Ross stated that there was no weather reports and a pilot flew "by the seat of his pants." He recounted several instances of some remarkable resourcefulness and courage. Contrasting conditions then with operations by the Trans-Canada Air Lines he stated that pilots now have knowledge of the weather they are likely to encounter on a trip between Moncton, Montreal, Ottawa and Toronto ten hours in advance. A radio "beam" enables a pilot to follow his course with unerring accuracy and, in addition, planes have advanced tremendously in speed, airworthiness and comfort.

Prior to his coming to Moncton as Station Manager for the T.C.A., Mr. Ross was located at St. Hubert, (Que.) airport.

by the government, but operated by private corporations," he said. He cited the case of a plant being located in Winnipeg being switched from a location near the Canadian National Railway tracks, where there were other facilities, to a location where the Canadian Pacific Railway might serve it, although the change meant a new water main costing more than \$250,000. There were doubtless other examples, he said, where large companies were being "encouraged to dig in now, so that when the war ends, Canada will be thoroughly controlled by monopolistic finance and industry."

"I say it is the duty of this parliament to change the trends and to relieve those who are responsible from any further control of our war effort. Otherwise the Canadian people will have lost the war on the home front."

Keep Minard's In the Home.

Tams Coming In Kilt Going Out In Modern Army

By Frank F. Herby Canadian Press Staff Writer OTTAWA, Nov. 18.—(CP)—The major contributions of the Second Great War to Canadian military dress are the introduction of the battle dress uniform and revival of the wedge cap, officially known as the field service cap.

Both spring from a desire to adapt military attire to the needs of the times, to give the fighting men a garb which will be most convenient under conditions of modern war, with its emphasis on mechanization, rapid movement and concealment.

In both, Canada is following the road marked out by the British army. The battle dress was adopted in the United Kingdom after a series of experiments prior to the outbreak of the present war. The wedge cap is an old army cap which was generally worn before the adoption of khaki about the time of the South African War. It was worn when soldiers wore scarlet tunics and blue trousers into battle.

KILTS AND TAMMS

With the present war the kilts of Canada's highland regiments and one Irish kilned regiment vanished as a service garb in the Canadian Army. The kilts were still worn only by the Scottish units. These units when on active service wear the battle dress of ski-pants with canvas gaiters. They are permitted to identify themselves as highland and Irish units, however, by their head gear. The Scottish units wear khaki tam o'shanter for field service and the regimental glengarry bonnet for off-duty occasions. The Scottish units wear khaki tam o'shanter for field service and the regimental glengarry bonnet for off-duty occasions.

Both pay sheets are on the blue-lined paper commonly used for financial records in the old days. The paper has maintained color and texture and remains stout despite the march of time. The older paper is watermarked "T. H. Saunders, 1856" and also has a watermark representation of the Canadian flag.

Legion Chief Urges Improved Measures For Rehabilitation

OTTAWA, Nov. 19.—Adequate measures for the rehabilitation of men returning to Canada following discharge from the overseas forces should be adopted at once to prevent aggravation of an acute situation, it is urged by Alex Walker, of Calgary, Dominion President of the Canadian Legion, in a letter submitted last week to Prime Minister W. L. Mackenzie King. Describing the matter as one that "is giving the Canadian Legion a great deal of concern," Mr. Walker said although discussions between the Legion and the Minister of Pensions and National Health have resulted in assurances that a satisfactory plan will be formulated, the great problem is provision for the men immediately upon their discharge.

Tourist Traffic Figures Released

OTTAWA, Nov. 18 (CP)—Fear of non-existent border barriers by United States tourists after the outbreak of war slowed the pace of tourist traffic to Canada and only 11,205,986 tourists came in the first nine months of 1940, compared with 13,588,855 in the first nine months of 1939 and 13,757,486 in the period of 1938, according to figures released today by the Dominion Travel Bureau.

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Italy's Heavy Ship Strength Greatly Reduced

LONDON, Nov. 18.—(CP)—British naval circles estimated today that Italy is starting her sixth month of war with most of her cruiser force intact, but with a major portion of her heavy battle-fleet at least temporarily out of action.

Mussolini entered the conflict with two new battleships of 35,000 tons and four of the 23,222-ton Cavour class, the latter for the most part reconditioned in the past seven years. Two more battleships of 35,000 tons were understood to be building in mid-summer and may have been completed—but the British Mediterranean fleet hasn't seen them.

In a raid on the Italian naval base at Taranto the night of Nov. 11-12 the British command reported its planes badly damaged one battleship of the Cavour class and one of the 35,000-ton Littorio class; that a third battleship "probably" was damaged severely and two cruisers and two auxiliary warships were wrecked—a blow which Prime Minister Churchill declared decisively altered the balance of Mediterranean naval power. (Premier Mussolini in his Rome speech acknowledged Monday that three Italian ships were hit in the Taranto raid, but claimed that none was sunk and that only one was damaged seriously; repairs to the latter, he said, "will require a long time.")

Italy's second line of defence, naval experts here say, includes seven heavy and 14 light cruisers. Of the second category, the Australian cruiser Sydney sent one of the fastest and most modern, the 5,000-ton Bartolomeo Coleoni, to the bottom of the Mediterranean in battle with British forces. Italy has lost 10 of her 61 destroyers, including the 1,620-ton Artigliere, sunk by the cruisers Ajax and York in the Mediterranean Oct. 25; and the 1,050-ton Francesco Nullo, driven ashore and blown up after a Red Sea pursuit by the destroyer Kimberley.

Old Railway Pay Sheets Recall Transport Story

MONCTON, Nov. 18.—Railway pay sheets dating back 79 and 84 years and recalling something of the story of early rail transport in Canada were recently uncovered by G. L. Moncton, who has forwarded the documents to the historical collection of old-time material in possession of the Canadian National Railways. One pay roll was issued by the Nova Scotia Railway for August 29, 1866, and the other for the European and North American Railway for December 31, 1861, pioneer roads later acquired during the organization of the Intercolonial Railway and now included in the Atlantic Region of the National System. The Nova Scotia Railway ran from Halifax to Truro, while the European and North American originally operated between Saint John and Shediac.

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Carry-On Canada Corps 2nd MAMMOTH DANCE! GALA OPENING OF Eastern Hay & Feed Co. New Warehouse Pownal Street, Charlottetown THREE ENTIRE FLOORS Wednesday, Nov. 27 2 ORCHESTRAS 2 Square Dances — With — DON MESSER'S ORCHESTRA Modern Dancing — With — NEW DOME ORCHESTRA Food Exhibits, Free Samples, Refreshment Booth NUMEROUS and VALUABLE DOOR PRIZES All Proceeds in Aid of the Carry-on-Canada Corps War Work Everybody Will Be There — Everybody Welcome Admission 35c — Special Features — BINGO - - - GAMES Refer to Carry-on-Canada Corps News and Views Column in this paper daily for additional details. — SWING AND SWAY AT EASTERN HAY —

John L. Lewis Steps From C.I.O. Leadership By Tom Cosman Associated Press Staff Writer ATLANTIC CITY, N. J., Nov. 18.—(AP)—John L. Lewis solemnly told the congress of industrial organizations today that he is stepping down as leader and bids to carry on with unified leadership of the militant organization he founded five years ago.

ENJOY TRUE HAVANA QUALITY Test the rich, mild flavour of this finer Havana Cigar today! PUNCH CIGAR

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15,072 DEALERS ARE READY TO SERVE YOU WITH... GUARANTEED ALL-WINTER ANTI-FREEZE ● How long are you going to drive your present car? This year, safeguard its efficiency and well-being by choosing the anti-freeze proven by fourteen years of successful service. "Prestone" brand Anti-Freeze is guaranteed to protect against freezing all winter long. On the mildest day, it will not boil away—on the coldest day, it will not freeze. Special ingredients safeguard against rust and corrosion. NO INCREASE IN PRICE CANADIAN NATIONAL CARBON COMPANY, LIMITED Halifax Montreal TORONTO Winnipeg Vancouver PRESTONE ANTI-FREEZE