

THE CHARLOTTETOWN GUARDIAN

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WEDNESDAY, AUGUST 27, 1941

Recruiting Airwomen

The eagerly-awaited call for C. W. A. A. F. recruits has gone out from R. C. A. F. Headquarters. The first need is for 150 women who will have a strenuous and intensive five week's training to test their fitness to become officers and N. C. O.'s and to take charge of Sections of airwomen. Their work as such will be very responsible, and women with gifts of leadership and initiative are needed.

The next call will be for 2,000 airwomen for the different trades to be enlisted over a period of 5 or 6 months. They will also be given training in Service matters as well as in their trades. These women will be the pioneers of the new Force. It is probable that in the future they will have special opportunities for advancement and should be smart and efficient.

The training will be at Toronto under R. C. A. F., W. A. A. F. and C. W. A. A. F. instructors, and the individual abilities of officers, N. C. O.'s and airwomen will be carefully noted.

Concurrently with the announcement of the recruiting call, Headquarters issued details of qualifications, conditions of service and trades at which successful applicants will serve at the R. C. A. F. Stations scattered across Canada, relieving skilled airmen for service elsewhere.

Airwomen will live on the R. C. A. F. stations under the same conditions as airmen, and will work at their trades under R. C. A. F. officers, but their discipline and welfare will be the responsibility of the C. W. A. A. F. officers.

Abler Men Displaced

The Minister of Justice has appointed two committees of three in place of the one-man tribunals formerly charged with the duty and responsibility of hearing evidence and making recommendations in respect to persons interned on charges or suspicion that they were a menace to the safety of the State. But, notes an exchange, whereas the old tribunals were under the direction of outstanding jurists like Mr. Justice Hyndman and Mr. Justice Mitchell of the High Court of Alberta, the new committees are composed of men who have served chiefly in the lower courts or as civil servants. They include a former Deputy Minister of Labor, who was at one time private secretary to the Minister of Justice, and a police magistrate of Toronto. Nothing can be said against the honor and integrity of the new appointees, but it can scarcely be argued that they possess either the experience or the capacity of the jurists who have been displaced.

Canada's War Effort

Canada's war effort up to August 1, 1941, is summarized in a pamphlet recently issued by the Bureau of Information, Ottawa. Following are the highlights:

Canadian soldiers, sailors and airmen serving in British Isles, nearly 90,000. (This does not include the big convoy that arrived in Britain recently with major formations of the Third Canadian Division).

Canadian soldiers, sailors and airmen voluntarily enlisted for service anywhere for duration of war and at present in Canada, in Canadian waters or in North American outposts—about 210,000.

Total on active service 300,000
Men in Canadian navy 20,000
Men in active army 220,000
Men in R.C.A.F. 60,000
Reserve army for home defence (including men drafted for duration of war) 170,000
Total at home and abroad 470,000

Some hundreds of Canadians are attached to the Royal Navy, and many Canadians are serving around the British Isles and elsewhere overseas in the R. A. F. and in the British Army.

The Canadian Navy has more than 200 vessels of all types, many of which are serving around the British Isles and elsewhere overseas. By March, 1942, it will have about 400 ships.

The Canadian Navy has assisted in conveying ships carrying more than 27,000,000 deadweight tons, sunk enemy submarines, effected rescues, captured several enemy vessels, and caused others to be scuttled.

The British Commonwealth air training plan operates 68 schools out of 83 planned for September of this year. It has over 120 establishments of all kinds and operates about 100 air fields. Twice as many air fighters as originally planned for this time have been turned out, and a very large number have already arrived in Britain. One thousand radio technicians have arrived in Britain from Canada.

The estimated cost of the air training plan for three years is now \$824,000,000 of which amount Canada's share will be \$531,000,000. Canada provides about 80 per cent of the students. The remainder are from Australia and New Zealand.

British airmen also train in Canada.

About 1,500 Americans have enlisted in the R. C. A. F. and 600 Americans are acting as instructors. Seven thousand Americans have joined the Canadian army. Many of these are already overseas.

More than 1,230 Canadian sailors, soldiers and airmen are now listed as dead or missing. Of these 736 were killed, 285 died and 195 are missing. Three hundred and forty-five have been wounded. Many Canadians have been decorated or mentioned in despatches.

Between Sept. 10, 1939, and March 31, 1941, Canadians spent a total of about \$1,400,000,000 on their own war effort and on financial aid to Britain. In the present fiscal year they will spend considerably more than \$2,000,000,000—about 40 per cent of their total national income—for war. In terms of the relative populations and incomes of Canada and the United States, this sum would be equivalent to an expenditure in the United States for defence and Lend-Lease aid to Britain of about \$35,000,000,000.

In the present fiscal year Canada's purchases in the United States will approximate \$950,000,000—nearly twice as much as in the year 1939. Nearly half of this amount will purchase war supplies. Canada is not obtaining supplies under the Lend-Lease plan, but pays cash for her purchases on her own account in the United States.

EDITORIAL NOTES

Monday is Labour Day and a public holiday.

H. R. H. Duke of Connaught, as Prince Arthur, visited Charlottetown this date, 1869.

Wednesday, September 10, will mark the beginning of the third year of Canada's participation in the war. In acknowledgment of that fact the government, by proclamation, is setting aside the period September 10-17 as a week to "honor our men in uniform and re-dedicate ourselves to the service of our country and our cause." The provincial governments, Mayors, service and other clubs, churches and schools are all being asked to lend their assistance in making this week one of real national significance.

Sir Rowland Hill, British statesman, foremost exponent of cheap communication, died this date, 1879. It was he after years of agitation, who got the British Government to introduce uniform penny postage for the United Kingdom. Letters up to an ounce weight were allowed to be carried by His Majesty's mails and delivered to the addressee for the sum of a penny. This revolutionized business, and introduced a new era in inter-communication, followed by a reduction to two-pence half penny for letters for the British Colonies. Then business boomed.

Perhaps the Car Ferry may be salvaged after all though we have our doubts. The tug Busy Bee, which sank August 10 with a loss of two lives while assisting a freighter into the Quebec harbor is to be salvaged. A contract for the salvaging operations has been awarded to Eugene Valle of Lauzon, Que., by the Davies Shipbuilding and Repairing Company, owners of the tug. The tug lies on a muddy bottom in about 40 feet of water, according to a diver who went down to examine its position. In 1926 the Ocean King, another tug which sank in almost the same spot as the Busy Bee, was salvaged without too much difficulty and was put back into service.

The Federal Agriculture Department announces that the annual quota of 100,000 calves which may be exported to the United States from Canada and Mexico at a reduced rate of duty is rapidly becoming exhausted. The Department has been informed by the United States Treasury Department imports from Canada and Mexico totalled 84,904 head between January 1 and August 2 this year. "Since that time Canada has shipped over 3,000 head of calves, but no later information is available concerning importations from Mexico," the Department report. These figures indicate that the annual quota of 100,000 calves which may enter the United States at the reduced rate of duty is rapidly becoming exhausted. Last year the quota was not reached till mid-November.

What Adolf's moustache is to the goose-stepping legions of Nazidom, what Benito's massive chin is to the adoring Blackshirt, all this has Winston's upcocked stogy become to the Briton, (says a contemporary.) Take away his black Hornburg, destroy his tortoise-shell eye-glasses, forget his stout walking-stick—we can do without all these and still keep our courage up. We could even, with an effort, dispense with that bulldog scowl which official photographers prefer to the babyish beam which is our warlord's normal expression. But spare the cigar. Its every angle bespeaks a nation's cheerful pluck, an Empire's determination—a forest of upturned thumbs, a vista of V's are condensed in the defiant jut of that stogy.

Mr. Churchill, says the Montreal Gazette, knows full well that Canada's Prime Minister has certain strongly ingrained convictions, that he believes firmly in the voluntary system of enlistment and that he is under all normal conditions, a man of peace. But he knows also that William Lyon Mackenzie King is the last man in the world to tolerate tyranny, that hatred of oppression is in his blood and that he will fight it with all the force with which he is capable. In this instance that force is the whole strength of the Dominion of Canada, and it is a great power. Much of it is a natural creation but much of it also comes from the skill, the industry and the spirit of a people employing the resources that nature has given them. The Prime Minister of Canada therefore, can promise much to Mr. Churchill and to the people of Britain. He cannot go wrong in pledging the utmost that Canada can do, the most that we can give. He has set his feet upon the right road and his words find their echo in every part of Canada.

NOTES BY THE WAY

If the theorists of the dictatorship hadn't consistently boasted that war is natural and normal and that it might not be fair to judge them by the kind of life that war creates in their territories. But their reasoning makes it fair. This is the life they wanted and the life that they made. Lock at the picture of Despatch from Vicny: shortage of medicines, shortage of insulin, shortage of animal livers from which quinine can be made, shortage of quinine, shortage of cotton, shortage of food to make the bones and muscles of the growing generation. News from Norway: general shortage of food, special shortage of fish on which Norwegians live dependent. News from Denmark: dairy stock killed off for lack of imported feed; therefore, as in Holland, Belgium and Germany, not enough milk for the people. The most meagre health. From Spain, on the fringes of the Nazi system: children are dying for lack of proper food. From the Balkans little news, but a certain dreadfulness. From Western Russia: grain reaped under fire or not at all, burning farms and villages, shorter commons still for the normally short commons of the Soviet Union. From Japan: the cost of rice going up wages going down. From Japanese occupied sections of China: semi-starvation, in some fought-over northern provinces actual starvation, with possibly millions dying. This is the New Order. There is no peace possible in that order and therefore no end in it of misery and hunger.—New York Times.

It would be no great task for customs and immigration officers to inform incoming tourists of the gasoline regulations. They could do so during the course of their routine examination, without wasting any time. The Government, for the sake of maintaining cordial relations with our neighbors, would do well to instruct its officers to extend this courtesy.—Windsor Star.

None know what mercy it is to live under a good and wholesome law; that have not considered the sad condition of being subject to the will of an unlimited man. . . . These are circumstances which much men are prone to neglect. . . . His special favor that are of English birth, and call for a greater return of duty from them than from all other people of the world.—Seventeenth Century Memoirs.

A dispatch from the United Press correspondent in Tokyo reporting a move along to abolish baseball in Japan seems to be the latest in the growing insanity of a once sane people. This "imported Western sport" is to be replaced with boating with staves or wrestling in the ancient style of grunt and groan. Let us recently as 1940 the "Japan Year Book" reported that baseball is "the most popular and widely played game in the American pastime time is now recognized as the de facto national game of this country." So proficient have the Japanese become moreover at this modern game that their university teams toured the United States for years until the "incident" on Chinese terrain. They were tough babies to beat, too, because for the most part they were small and drew innumerable bases on balk. When an all-star from the American big leagues went to Japan crowds of 85,000 and 100,000 came to see the two big games. And if the warrior class now ruling the nation were to ban the millions of Japanese think they can toss baseball overboard like the snap of two fingers, let them read from "The Japan Times" yearbook: "This is the most interesting and important diet for children has had a remarkable effect on their appearance, and that Hollywood stars had nothing on Glasgow children when looks the concerned. Perhaps this was Sir Patrick at his most ingratiating, but however that may be, we are certainly not suffering from malnutrition. Nevertheless, like reformer rakes who sometimes think what they have when they were wicked, and how dull the paths of righteousness are compared with those of glided vice, some of us must often think about the carefree days when meat was meat, and when cheese meant Gilton or Dunlop, and not a mouthful of unclassifiable and not very appetising rubber.

There is certainly no evidence that any of us is the worse for the restriction range of feeding that the war has imposed. There are those who go so far as to maintain that some of us are much the better for it. Indeed, the Lord Provost of Glasgow even said that the absence of sweet and rich foods in the diet for children has had a remarkable effect on their appearance, and that Hollywood stars had nothing on Glasgow children when looks the concerned. Perhaps this was Sir Patrick at his most ingratiating, but however that may be, we are certainly not suffering from malnutrition. Nevertheless, like reformer rakes who sometimes think what they have when they were wicked, and how dull the paths of righteousness are compared with those of glided vice, some of us must often think about the carefree days when meat was meat, and when cheese meant Gilton or Dunlop, and not a mouthful of unclassifiable and not very appetising rubber.

There are indications that there is high admiration for this New Brunswicker who looms so large in the British war effort. The Daily Mirror of New York, a good example of the popular and sensational in journalism, stated editorially: "The Beaver" is in Washington to smash the log-jams that are strangling the full flow of lend-lease supplies to Britain. Comparison between British and U. S. war effort in the matter of production evidently is in favor of Britain in the opinion of this publication. There can be no doubt that the benefit of Lord Beaverbrook's experience will be given to the U. S. production chiefs.—Frederick Gleason.

As a result of the shortage of fuel in the upper provinces, on account of no supplies being available from this district and American supplies being scarce, there is a movement on foot to make up the deficiency from the western coal fields. If the mine workers are concerned about their industry and their livelihood, they will take early steps to co-operate with the government in putting an end to this disastrous situation.

The Emergency Conservation Committee of New York has recently published added proof of the crow's value as an insect and grub-eating friend of the farmer. At the same time the common story that crows eat the eggs of wild ducks has been shown by the United States Biological Survey to be exaggerated since the crow range and duck nesting area overlap but little. It did find that the lead shot from hunters' guns, embedded in the mud and eaten by ducks feeding in shallow water, caused many tragedies. Gradually the public is learning that the crow has a right to sit in a tall tree and send his "Caw-caw" over the fields he helps pro-

WORDS OF CHALLENGE

A THOUGHT A DAY FOR A PEOPLE AT WAR
"Of unity of purpose, devotion to justice, truth, democracy and the might of our arms rests our salvation. We must stand firm." Henry Wallace, Vice-President of the United States.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

FERRIES AND SEAMANSHIP

Sir,—In a letter of recent date Capt. John L. Read states that there is an uncharted and submerged object on the Nova Scotian coast.

In a press interview in June last, Captain Read is quoted as saying that "the ship struck an uncharted 'shoal' and continued on her course."

This is a very serious matter for shipping and should receive the immediate attention of the Marine authorities.

If the Charlottetown was on her proper course, the public has a right to know if this submerged and uncharted object or shoal, whichever the case may be, came there since the ship had her overhauling in the St. John drydock in 1940.

Captain Read's letter was entitled "Car Ferries and Seaman-ship". In view of this, it might be well to point out that for many years the Captains on the summer boats and winter steamers, navigated their ships without major accident or loss. It remained for this to happen while this Marine Wonder was in command of the Charlottetown.

Capt. Read refers to his "trips to Hudson Bay and Russia. It is only fair to point out that Prince Edward Island has produced many deep water master mariners who sailed from this province to every part of the globe in the years gone by, and that is precisely what a Master Mariner's ticket calls for. I am, sir, etc.

A.J.G. MURCHISON

CAR FERRIES AND SEAMANSHIP

Sir,—In your issue of the 14th instant you were good enough to publish a letter of mine in which I tried to explain to the many persons inconvenienced why it was that the 4th crossing of the "Prince Nova" on weekends had been cancelled on instructions from Ottawa.

Captain John L. Read, in a letter published in yours of the 25th instant, quotes correctly from my letter and brands as absolutely false the following sentence: "So far as the Northumberland Ferries Ltd. is concerned, we must, and will, be guided by the advice of our captain. Prince Edward Island has lost sufficient for one year in the sinking of the S. S. "Charlottetown" by carrying on without being sure of what was ahead, and we do not want to make the same mistake."

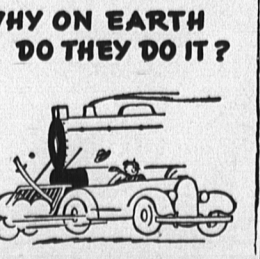
This sentence contains four statements and if its contention is correct and it is absolutely false, then Northumberland Ferries Ltd. will not be guided by the advice of their Captain.

2nd: Prince Edward Island has not lost sufficient for one year in the sinking of the S. S. "Charlottetown."

3rd: Those in charge knew what was ahead, and

4th: The management of Northumberland Ferries Ltd., want the same end for the "Prince Nova." I cannot understand a man of Captain Read's ability making such absurd statements. So that he may not have to use more of your valued space to tell the public that I know nothing

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about navigation, I will agree with him in this respect but I want to assure him that this makes me more determined to heed the advice of those who do know the danger they face and are not willing to trust to luck when the course ahead is not properly marked.

I am not fool enough to suggest that Captain Read does not

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know his work but I will not accept his statement that "fog is not considered a valid reason for a ship to remain in port," especially if proper aids to navigation are not available on the route she is to take. But whether it is considered by him a valid reason or not our orders are to cancel night sailings and the orders will be obeyed.

I might point out that a good ship sailing from Borden or Tormentine within the past ten days with a load of dynamite now lies at the bottom in the Wood Islands harbor, and I think we are justified in considering the sinking an accident, the result of night navigation, although some persons have been unkind enough to sug-

gest that the incident might be premeditation and ulterior signs on the part of some of our would-be friends.

The "Prince Nova" making round trips daily until the present is serving a much more useful purpose than would a broken wreck piled up on our shores.

Again, I might add to relieve his mind, that Captain Dickson apart from giving advice on the danger, had no part whatever in the preparation of the statement for your paper.

I am, Sir, etc. R. E. MITCHELL, President, Northumberland Ferries Ltd.

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Citizens of Charlottetown

There has been transmitted to me from His Worship Mayor Stanley Lewis of Ottawa, President of the Canadian Federation of Mayors and Municipalities the following appeal from Mr. Cotrelle:—

"As Oil Controller for Canada, I am asking you to take cognizance of a suddenly developed and serious shortage in the supplies of petroleum and petroleum distillates available to this Dominion by reason of the diversion of ocean tankers from Canadian and North American ports to overseas service to meet the loss of British tankers through enemy action and the vastly increased requirements of our fighting forces. I invite your co-operation in meeting this emergency."

May I as Mayor of your city urge upon each and every one of you the urgent necessity of restricting your use of gasoline etc. in accordance with Mr. Cotrelle's appeal.

This is not a matter to be taken haphazardly. The gravity of the situation is known to all.

Only by our individual sacrifice can the necessary end be accomplished.

Surely those of us, who are so far removed from the scene of Battle can make this slight sacrifice, when by so doing we will assist in giving to those who are holding the front line the fuel so necessary to keep our War Machines active.

B. R. HOLMAN, Mayor

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