

What a Life!



If you are always left alone, It's not the time to mope and moan. You must persevere, but don't offend. And, quick, your solitude will end!

Both tonight with LIFEBOUY FROM HEAD TO TOE - IT STOPS B.O.

In Memoriam

MISS ISABELLA FRIZZELL

There passed away at the home of her sister Mrs. John T. Godfrey, New Wiltshire, on Thursday, February 19th, 1942, Miss Isabella Frizzell in her eighty-second year, Miss Frizzell visited friends in West Roxbury, Mass., in June, returning home and enjoying fair health until early fall. Her death was a great shock to her family and friends and she will be greatly missed by all who knew her for to know Bella was to love her. She was of a kind disposition and sterling character and all through her life did many deeds of kindness in a quiet way. She was a member of the West Roxbury Congregational Church having resided in West Roxbury for over twenty years and while there made many friends who will regret to learn of her passing. Miss Frizzell was the daughter of the late Thomas and Mary Bell Frizzell, North St. She was one of a family of fifteen all having predeceased her but one sister Mrs. John T. Godfrey. The funeral was held on Sunday afternoon, Rev. Lewis M. Murray, pastor of New Wiltshire Church officiating. The hymns sung were the twenty-third Psalm and Abide With Me. The pallbearers at Wiltshire were: Cecil Campbell, Miller Henderson, Robert Smith, Bruce Noye, William Younk, George MacLean. The remains were then taken to Charlottetown resting at Cutcliffe's funeral home till Monday then forwarded to Summerfield Church where service was held by Rev. Mr. A. D. Sterling. She was laid to rest in the family plot at Summerfield. The pall bearers at Summerfield were: Hugh Frizzell, Health Frizzell, Lemuel Frizzell, Robert Reeves, George Mayne, John Sharpe.

Floral tributes were: Pillow, Mr. and Mrs. H. R. Morse, West Roxbury, Mass. Wreath, Mr. and Mrs. Beecher Campbell and Mary Wolaston, Mass. Spray, Mr. and Mrs. J. W. Godfrey and family.

Provincial Tax Losses Discussed In Parliament

OTTAWA, May 25—(CP)—Provincial taxation losses due to reduced use of automobiles will be largely eased through agreements made between the Dominion and the provinces, Finance Minister Ilsley told the House of Commons today.

Holding a full length session in spite of the Victoria Day holiday, the House debated a bill to allow the Dominion to enter into agreements whereby the provinces will vacate the income and corporation tax fields for the duration of the war in return for grants from the Federal Government. The bill received second reading.

The agreements include a provision by which the Dominion will pay the provinces an amount equal to their net receipts from their gasoline taxes in the fiscal year ended nearest to Dec. 31, 1940.

Mr. Ilsley mentioned the increasingly severe restrictions on the use of gasoline and the shortage of rubber for tires as factors cutting down the use of automobiles.

He added: "I am convinced that were it not for these tax agreements, this particular industry (covering gasoline taxes), with all provinces except Quebec,

several at least of the provinces would inevitably have to face acute financial problems which presumably would have had to be solved otherwise by solutions of a less fundamentally sound character."

The agreements for which House approval is sought mean that British Columbia, Alberta, Manitoba, Ontario and Quebec will be paid an amount equivalent to the total revenue obtained by each province and its municipalities from personal income and corporation taxes during the fiscal year ending nearest Dec. 31, 1940, which will cease to be levied by terms of the agreement.

Nova Scotia, New Brunswick, Prince Edward Island and Saskatchewan will receive payments equivalent to the net debt service paid by the province during the fiscal year ended nearest Dec. 30, 1940, less revenues obtained from succession duties. Agreements have been signed with all provinces except Quebec.

Kerch seen Stepping stone to Caucasus

(Canadian Press)

Hitler's capture of the city and peninsula of Kerch, on the eastern extremity of the Crimean peninsula, gave the German army an important stepping stone to the oil-rich Caucasus.

The Russians announced Sunday they had withdrawn their forces from Kerch, after 15 days of stubborn resistance, but that fighting was still going on at other Crimean points.

The next German move on the

Crimea was not immediately clear possibly they will now attempt the reduction of the fortress of Sevastopol which, supported by the Russian Black Sea fleet stands menacingly at the rear of the German positions there.

At the same time an assembling of a large airborne force on the eastern Crimea which in effect could become a stationary aircraft carrier for an attack on the Caucasus, was seen as a probability.

Five Miles of Water

Five miles of water, at the narrow point, separate the Germans from the Caucasus. On the opposite shore the Russians are massing land, air and sea forces to defend the Kerch strait while farther south Britain's 9th army in Iran and Iraq is ready to aid in fighting to defend the Caucasian

oilfields. These fields would still be some 200 miles out of Hitler's grasp in the event that he achieved a landing on the eastern side of Kerch Strait.

While Kerch offers the Germans a jumping-off place toward the Caucasus, many military observers believe it could not be exploited with any degree of success so long as the Kharkov battle raged and the Germans are kept from Rostov.

Real Land Key

That city, at the northeast tip of the Sea of Azov, is the real land key to the Caucasus. It marked the high-water mark of the German drive for oil last autumn, a mark which also engulfed Kerch. The Germans were driven from Kerch by Russian naval-army forces landed from warships. Rec-

occupation of the city was announced last Dec. 31. Nazi forces had taken it Nov. 17. Kerch, believed to be badly battered in the three waves of fighting which have swept over it since last autumn, has a normal population of 10,000.

It contains a navy yard and an important iron industry and its geographical position gives it domination over shipping seeking to enter the Sea of Azov, through which the Russians normally moved considerable supplies.

LIKE FATHER, LIKE SON

LONDON—(CP)—Lieut. B.H. Turton, Essex Regiment, was gazetted captain on his 22nd birthday. During the First Great War his father was promoted to captain also on his 22nd birthday.

Crew Of Torpedoed Ship Reach Canada

AN EAST COAST CANADIAN PORT, May 25—(CP)—Forty crew members from an Allied merchant ship, torpedoed off the West Indies some time ago, told on their arrival here how the enemy submarine launched three torpedoes at their vessel and finished it off with five shells, then surfaced while the general commander handed out cigarettes and wished them a pleasant voyage.

One man lost his life in the sinking, and the others were picked up after 48 hours in the lifeboats, taken first to an island in the British West Indies, then to the Dutch West Indies and Cuba, and finally 40 were brought to this port. Most of those taken here were Nova Scotians.

Permit 150,000 Bicycles In '42

OTTAWA, May 25—(CP)—Canada's "back-to-the-bicycle" movement drew official blessing tonight from the Munitions and Supply department.

Taking heed of the demand for non-gasoline consuming transportation facilities, Supplies Controller Alan H. Williamson announced an order permitting national output by manufacturers of 150,000 machines in 1942, representing 150 per cent of 1941 production.

The same order prohibits manufacture of children's bicycles, limits adult machines to three sizes and eliminates "all unnecessary parts and trimmings" in new adult bicycles.

BEGINNING AT ONCE

TEA AND COFFEE ARE RATIONED



Ships and lives must be conserved

To bring tea from Ceylon and India, to bring coffee from South America, ships must cross oceans infested with submarines. Today those ships and their naval escorts are required for more essential services. Every ship, every foot of cargo space, is needed to carry war materials, and to bring essential goods to Canada.

So Canadians must now reduce their consumption of tea and coffee. You must reduce your normal consumption of tea by at least a half. You must reduce your normal consumption of coffee by at least one fourth. These reductions are absolutely necessary.

TEA CONSUMPTION MUST BE CUT AT LEAST IN HALF



COFFEE CONSUMPTION MUST BE CUT AT LEAST ONE FOURTH



THIS IS THE LAW

You must not buy more than 2 weeks' supply of tea or coffee for yourself and household in any one week.

You must not make further purchases of tea or coffee at any time when you have two weeks' supply on hand at the reduced ration. (Exception: those in areas remote from supply.)

Retailers have the right to limit or refuse customers' orders if they suspect the law is not being kept.

Retailers must not have on hand more than one month's supply of tea and coffee, whether packaged or bulk.

There are heavy penalties for violations of this law.

SUGAR RATION Now 1/2 LB. PER WEEK PER PERSON

Since sugar rationing was first introduced, the shipping situation has become more serious. The danger to ships and lives has increased. Consequently it has now become necessary to reduce the sugar ration from 3/4 lb. to 1/2 lb. per week per person. Only persons in areas remote from source of supply are permitted to have more than two weeks' supply on hand at any time.

SUGAR FOR PRESERVING

Special provision is made for additional quantities of sugar for home preserving and canning.

In addition to your ration, you may purchase 1/2 lb. of sugar for every pound of fruit that you preserve or can, and 3/4 lb. of sugar for every pound of fruit made into jam or jelly.

Every person who buys sugar for canning or preserving is required to keep an accurate record of the sugar purchased for this purpose. If any sugar remains after canning and preserving, it shall form part of the regular ration of 1/2 lb. per person per week.

Loyal Canadians will be glad of this new opportunity to do their part to ensure Victory.

THE WARTIME PRICES AND TRADE BOARD

THINK! BEFORE YOU USE SO MUCH

THE WARTIME PRICES AND TRADE BOARD