

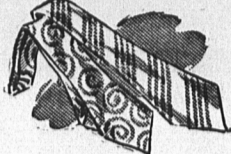


# For Fathers on the Home Front FATHER'S JUNE 21st. DAY

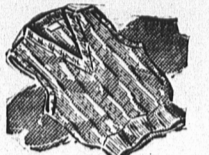
SHIRTS will do wonders for Dad. We have them in solid colors, bright patterns, subdued stripes—there's plenty choice. \$1.65, \$2.00, \$2.50, to \$3.50.



Long or short sock for dress or sports wear. 50c, 75c, \$1.00 to \$2.00



SUMMER TIES Dad just can't have too many of these. 55c, 75c, \$1. to \$2



Sweaters—always handy to have with or without sleeves. \$1.25 to \$4.95



SHIRT 'N SHORTS Cool cotton for Dad's com fort. Get him several sets at 59c, 65c 89c for each garment

## CHECK ON THESE

- Swim Trunks ----- \$1.25 to \$3.95
- Belts ----- 50c to \$2.00
- Sport Skirts ----- \$2.00
- Felt Hat ----- \$2.95 to \$6.50
- Flannel Pants ----- \$4.50 to \$10.75
- Gabardine Jackets ----- \$3.95 to \$7.50

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THE MEN'S STORE CHARLOTTETOWN

E. Cheney, I. Newton Farley, H.H. Collins and H. C. Ricker.



### A Morning Smile

"Now, Robert," said the teacher, "can you tell me what human nature is?" "Yes, ma'am," replied Robert. "It's people fore they get into society."

### Happy Holidays at White Point Beach

Canada's Most Charming Ocean Resort. Beautiful 300 acre country estate overlooking Nova Scotia's scenic South Shore. Marvelous panoramas of wide, blue sea and mile-long sandy beach. A rare find for rest and recreation with the utmost in comfortable living. Cozy cabins amidst sheltering pine spruce and fir—each with twin beds, spring mattresses, bath, fireplace and birch logs. Main Lodge with single and double rooms, (all with bath) and excellent cuisine. Surf-bathing and clam-bakes. Warm fresh-water bathing in a lovely lake. Canoeing, sailing, tennis, golf, archery, dancing. World-famous tuna and salmon fishing. All church services. Select clientele.

Open June 29th. Wire or write for reservations NOW. Send for illustrated booklet giving all inclusive rates.

WHITE POINT BEACH LODGE WHITE POINT BEACH—NOVA SCOTIA

COLGATES TALC. 2 tins Special 25c

PETAL - TONE Face Powder and Cologne 90c Value. Special 69c

LIFEBUOY SOAP - 3 for 20c

APPLE BLOSSOM SOAP - 6 for 20c

WOODBURY SOAP 4 for 25c

GIANT COLGATES TOOTH PASTE 15c HALO SHAMPOO 60c Value—Special 45c

CEDARIZED MOTH FLAKES Large Package 25c

PREP Prepares you for Shaving 23c Special

SAVE 15c NOXZEMA SKIN CREAM NOXZEMA COLD CREAM 56c Value—Special 40c

Just Arrived From England CHINA CUPS & SAUCERS FANCY PLATES

See Our Window Display of CANADIAN SILVERWARE and the NEW SILVERED Glassware.

REDDIN BROS. L. M. DOUCETTE R. M. SMALLMAN

## Scored Hits On 2 Italian Battleships

WASHINGTON, June 18—(AP)—The War Department reported today that United States army heavy bombers scored a number of direct hits on the Italian battleships Littorio and Cavour in Monday's air and sea fighting in the Mediterranean. The department issued this communique: "1. Mediterranean theatre:—The War Department has received preliminary report from Col. Harry A. Halverson relative to operations of the United States army heavy bombers in the recent attack on the Italian fleet in the Mediterranean Sea. "In close co-operation with the British fleet and the Royal Air Force, a formation of United States army B-24 heavy bombers from Col. Halverson's command attacked capital ships of the Italian fleet in the Mediterranean. The attack began about 6:00 a.m. on June 15, when the Italian fleet consisting of the battleships Littorio and Cavour, accompanied by several cruisers and a screen of destroyers was encountered. The fleet was apparently en route to attack a large and important British convoy. Our bombers concentrated their attack on the two Italian battleships, scoring a considerable number of direct hits. "As a result of this air attack by American and British planes, the Italian warships were put to flight without attacking the British vessels. Our planes encountered a heavy amount of anti-aircraft fire, which was ineffectual. "On the return to their North African base, our bombers were intercepted by German Messerschmitt fighter planes. One enemy plane was shot down and was seen to explode in the sea. All of our planes returned to their base without being seriously damaged. There were no casualties among our personnel. "2. There is nothing to report from other areas."

## "Blitz" Scouts Describe Work

SAINT JOHN, June 17. Their official visit to Saint John ended their big meeting in the Saint John High School last evening, the four British "Blitz" Scouts are leaving this morning at 8 o'clock for Fredericton. They will be passing through the city on their way to the coast. They arrived on Thursday at noon from Fredericton en route to Digby and when they return here in the first week in July on their return trip in the motor boat. They have won the admiration of Saint John citizens and given a new inspiration to Scouts and A. R. P. and First Aid workers of the city. "Yesterday afternoon they were guests of the Royal Canadian Navy and with Lieut. I. L. Johnson, assistant provincial scout commissioner, as guide made a tour of the city in the motor boat. The High School meeting was under the auspices of the Saint John District Boy Scout Association with the district commissioner, George H. Scott, presiding. Scouts, Guides, R. P. workers, and the St. John Ambulance Brigade were largely represented in the greatly interested audience and a Doire Rankine, municipal A. R. P. officer was present. Stanley Newton of London, leader of the "Blitz" Scouts, introduced the other three and each in turn spoke of his special job in the "Blitz". Motion pictures shown depicted the first fighting in London in 1940 and other London blitz rescue work in a film. "The Men of Tomorrow" showing Scout Stanley Newton in action, Hugh Bright of Glasgow took the floor and work in hospitals, John Bethell of Blenheim, holder of the bronze Cross for conspicuous bravery and the rescue of 12 people from demolished buildings and he described that work. Roy Davis of Southampton related his experiences. Fire watching, fire fighting, stretcher work, first aid work and all the duties of a Scout in his credit services. Scouts can render were described and the "Blitz" Scouts had this recommendation for the Scouts in Saint John to have more of their number qualified as King Scouts and to live up to the Scout motto—"Be Prepared." A pleasing incident of the meeting was the presentation of badges to the chief forester G. L. O'Brien, warden of New Brunswick to the four visiting Scouts. These had been obtained through the courtesy of the chief forester G. L. O'Brien, and the certificates bore the signature of Hon. F. W. Pirie, minister of lands and mines. stepping stones. These crumblers have been advising the War Department to spare no effort in driving the Japanese from their foothold, not only from Canada, Alaska and continental United States but for Russia in the event of hostilities this year between the Soviets and the Japanese. Stinson said that fog and heavy weather made aerial reconnaissance in the North Pacific particularly difficult at this time of year and, in fact, almost obscured developments in Aleutians. He promised to publish "every bit of information" as quickly as it was confirmed.

## Body of Missing Airman Found

MONCTON, N. B., June 18—(CP)—The body of Cpl. Harold Stuart McKinnon, native of New Zealand, was found today on the beach at Caisse Cape, Kent County. He was one of three men in a plane which disappeared last April on a routine flight from an air observers school on the north shore of New Brunswick. No plane wreckage has been found. David Brun, a farmer, discovered the body while he was leading cattle to pasture. Burial will be made tomorrow at Chatham, N.B. The other two lost airmen were L. F. R. McFarlane, also from New Zealand, and Lawrence Beriman, a civilian instructor from Placerville, Calif.

## Jap Threat To No. America Is Reduced

By J. F. Sanderson Canadian Press Staff Writer WASHINGTON, June 18—(CP)—The threat of a Japanese attack on the west coast of North America has been temporarily but substantially reduced by air and sea victories of United States forces off Midway Island and the Aleutians. War Secretary Henry Stimson said today. He admitted the military situation at Attu and the Rat Islands, on the extreme western tip of the Aleutians where the Japanese accomplished "a small landing" almost a week ago, was obscure and indefinite but his whole attitude was one of confidence over the first occupation of North American soil by the enemy. This attitude, however, was in sharp contrast to some American military commentators who for days have been stressing the strategic importance of the Aleutian islands which run three quarters of the way between Alaska and the Siberian mainland like giant



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## Search In Wreckage For Three Bodies

MALONE, N. Y., June 18—(AP)—Auricles poked through the wreckage of four Royal Canadian Air Force training planes today as the bodies of three flyers killed in two of the crashes in the Adirondacks were en route to Canada. A rescue party toiled from the rugged woodlands of "W" mountain at noon with the last two bodies. The plane was one of three wrecked on rugged Lake Mountain 15 miles southeast of Malone. Sgt. Edward Schum and LAC J. Deslozes remained in hospital. Schum with a broken leg and Deslozes with cuts and bruises. Three other flyers were treated and discharged. R.C.A.F. detail will return to Canada with salvagable instruments, orders and other material. The planes, each carrying two men, were downed in their course early yesterday. They were in a flight of nine which left a Canadian air field Tuesday night.

## Railways Handling Largest Traffic In Their History

TORONTO, Ont., June 18—(AP)—Although the Canadian Railways are taking more traffic than ever in their history, they can handle more freight business without difficulty. This statement was made by R. G. Vaughan, president, Canadian National Railways, in Toronto today to attend business meetings of the Canadian Manufacturers Association and the Canadian Chamber of Commerce. Using the yardstick of the Canadian National increase in business Mr. Vaughan stated that general increase in the volume of business now being handled is approximately 20 per cent more than in the peak year of 1928, and more than 75 per cent greater than that handled by the railways during the peak year of the last world war. "Not only can we take more traffic and move it quickly and efficiently today," he added, "but we can do it with proportionately less expense than we did in 1928." Mr. Vaughan pointed out that never before had the railways been so effectively organized to move large volumes of traffic. "We are doing a tremendous thing as Canada's biggest war industry," he said, "and we are geared to the highest speed." Passenger traffic, Mr. Vaughan stated, was proportionately heavy. He said that not only were there more demands made upon the railways for troop movements of the various services, but apart from that there were "industrial" chartered trains, operated daily, to carry millions of workers to plants located outside cities and towns. There was a tremendous increase in general passenger traffic, he said, and the Canadian National would shortly introduce an innovation in dining car service on certain main line passenger trains by the operation of a new "Cafe" car, which was in reality a cafe shop on wheels. This would augment in many cases the Dining cars and offer a new facility for quick service. These cars were so designed that they could be shifted to passenger runs as the occasion demanded. He stated that the new "Cafe" cars were in reality rebuilt pullman cars, acquired by the railway. Three old-type dining cars are being converted in the Moncton shops into commissary cars for troop movements. Mr. Vaughan added that new locomotives were on order, as well as several thousand freight cars. He paid tribute to the war effort of the Canadian Manufacturer and stated the Canada's war production was magnificent. Mr. Vaughan added that the Canadian National Railways, like were doing a fine work in the production of war materials, as well as in the moving of them. He pointed out that Canadian National shops were making Naval guns and other war devices of which he could not speak. Several mine-sweepers had been built, as well as a number of 10,000-ton cargo boats. The company also had charge of operations for the Government of a fleet of merchant ships, which had been acquired from time to time from other powers, both neutral and otherwise. Many key men have been loaned to various Government services and more than 7,000 railwaymen were on active service with the Canadian forces.

353,000 COPIES OTTAWA, June 18—(CP)—Publication of the book "Canada's Battle of the Atlantic" and "The Royal Canadian Navy" totalled 353,000 copies, 100,000 in French and cost a total of \$13,698. It was reported in a return made to the House of Commons today by H. H. Hatfield (Con. Victoria-Carleton).

Model School

The closing exercises were presided over by Prof. J. H. Blanchard and the following program was given:

Opening Chorus, O Canada. Tribute to Mr. Churchill by Grades III and IV. Senior Chorus, Massa's in the Cold Cold Ground and Some Folks Do. Flag Drill by Grade I. Junior Chorus, Three Short Song. Dialogue, "War Savings" Bobby White and Dorothy Simmonds. Senior Chorus, Cheery Song and The Keeper. Dialogue, "Safety First Train", Grade II. Junior Chorus, Nursery Rhymes. Flag of Peace, Grades III and IV. Senior Chorus, British Grenadiers and Here's a Health unto His Majesty. Dramatization, Three Billy Goats Gruff, Grade I. Junior Chorus, Marching Song. Presentation of Certificates. Dialogue, "Nations of Canada", Senior Class. God Save the King. CERTIFICATE LIST

(Alphabetical order)

Grade I—Richard Carson, Douglas Clark, Arlene Guindon, Jane Fraught, Lloyd Seaman, Mary Worthy.

Grade II—Shirley Carroll, Wm. McCanell, Dorothy Simmonds.

Grade III (Junior)—Earle Jewell, Ruth Collins.

Grade III (Senior)—Marleen Warren, Wilmer Blanchard, Barry Beer, Ronald Atkinson.

Grade IV—Winifred Hill, Joyce Procter, Ann Worthy.

Grade V—Betty Beers, Jackie Howatt, Keir Matheson.

Grade VIII—Betty Lou Howatt, Jimmie Korrey, Ivan Mitchell, Marcel Plourde, Ivan Younker, Donald McLean.

"Honorary Mention"

The following pupils did the work of 4 grades in 2 years, V to VIII: Ivan Mitchell, Donald McLean, Jimmie Korrey, Marcel Plourde, Marion Andrew, Earl Jewell did the work of grades 2 and 3 this year.

## In Memoriam

MRS. LUCY MACQUARRIE

The death occurred at Moncton, N.B., on Sunday June 14th of Mrs. Lucy MacQuarrie, a beloved and highly esteemed resident of that place at the age of 81 years. Although the deceased had been ailing for some time she had only been confined to her room for about five weeks when God called her home.

The late Mrs. MacQuarrie was formerly Lucy Bears, daughter of the late Mr. and Mrs. Thomas Bears of Brooklyn, P. E. I. Her early life was spent in Brooklyn. In 1885 she married Donald MacQuarrie and came with her husband to live at Carleton Pt. as Borden was then called, where they made their home until twelve years ago when they went to Moncton to reside.

A lifelong member of the Church of Scotland she will be fondly remembered for her many Christian virtues. Her quiet, gentle ways, and her sincerity and loyalty along with her deep religious faith made her beloved by all who knew her.

Her husband the late Donald MacQuarrie passed away five years ago. One daughter, Annie Isabel, also predeceased her some years ago. Left to mourn her kindly presence are one son John F. MacQuarrie and his wife of Moncton N. B., who tenderly cared for her during her illness and with whom she resided, also four grandchildren and one great grandchild to all of whom the sincere sympathy of many friends is extended.

Funeral services were held at their home in Moncton on Tuesday morning by Rev. Stedman Smith, pastor of the Baptist church. Many beautiful floral tributes bore silent testimony of love and esteem. Pallbearers were G. O. Thompson, Harley Lutz, Cecil Langille, Wallace Cameron, Cecil Rooney and Frank Balser. The remains were then forwarded from Moncton to Borden P. E. I. and taken to Cape Traverse where funeral service was held on Wednesday afternoon in the Church of Scotland there by Rev. Harvey Bishop. Interment was in the Church of Scotland cemetery at Cape Traverse. The island pallbearers were George Doull, Charles Doull, Hazen Gardiner, Irving Muttart, Wilbur Wright and Horace Sobey.

—A.

WEEK-END SPECIAL

1 Rack of SUMMER DRESSES

At Greatly Reduced Prices.

Stock Up For SUMMER

—AT—

THE FASHION SHOPPE

While tulips are classified into two groups early flowering and late flowering, they do not normally divide themselves into the classes as most of the B.C. varieties open during April. Only the earliest come into bloom in March, and relatively few in spring such as has been experienced this year are delayed in coming out the same time. For quantity of bloom May is the equal of any other month having in mind the value of a succession of flowers the following list includes those varieties which include the full bloom stage between April 19 and April 25. The kind listed represent a good range of Grenadier, Marcelline, Van Solitaire, Swanenburg, Zulu, Wm. Pitt Wm. Copeland The Blue hop, Susan, Rose Copland, Adonia, Plutarchus, Van Trompe, U.S.A., Lovellness, Marceline, Rynland, Prof. Kuenen, Dorothy Beston, Jordan, Brahm, Van Jehnings, Allard, Person, Clara Butt, Erguste, Geof's Farncombe Sanders, King Harold, Lovellness, Marceline, Prida of Haarlem, Prof. Bauer, Petrus Hondius, Antony Rowen, Blue Amiable.

An additional list will be given in another article, noting late flowering kinds and will include May flowering varieties which, by consensus of opinion, are outstanding in the collection grown at Saanichton Experimental Station.

REAP THE WILD WIND

Monsoon winds from the southwest from April to October and from the northeast from October to April.

## HOW RUBBER SCRAP WILL BE REJUVENATED TO SERVE IN WAR

GRINDER—In goes your old tire (steel wire beads removed), to be ground into rubber "hamburger". Next, caustics in a devulcanizer eat away cotton fibres. Caustics are washed out, "hamburger" is dried, heated, then sent to the...

MIXER—Here it is kneaded by steam-heated roll until the "hamburger" looks like dark bread dough. Reclaimed rubber must have some crude rubber recompounded with it. After mixing mill, dirt and foreign matter are removed in a...

STRAINER—which forces the rubber "dough" through fine mesh screens, from which it emerges lower roller in the photo. It is estimated that present rubber-reclaiming facilities of the country have an annual capacity of 350,000 tons.

REFINER—a succession of heated rollers. Here the "spaghetti" is rolled into the solid sheet seen on the right. The nation's expected response to President Roosevelt's call for "a short, quick, snappy" pickup-the-rubber campaign will give our rubber-hungry war industries hundreds of thousands of pounds of scrap rubber, contributed by John Q. Citizen and family. The photographs above, taken at one of the B. F. Goodrich reclamation plants, show some of the steps in converting discarded rubber articles into Jap-slapping goods.