Five Nfld. Seamen escape Flaming tanker

AN EAST COAST CANADIAN PORT, Dec. 3—(CP)—Five Newfoundland seamen, who escaped from the flaming British tanker La Brea after it had been torpedoed off Scotland Aug. 24, waited in this port tonight for transportation to their homes in the old colony.

The sailors, brought here from England, said their 6,665-ton vessel, owned in the United States before the war, had been sunk by an Italian submarine in a daylight attack. The men rowed more than 24 hours in two lifeboats, reaching South Uist island in the Hebrides.

Two men on the ship were killed—the British captain and an Australian fireman. The others left with the tanker's oil cargo ablaze.

"The attack came without warning," said Leonard Brown of Burin, who was on watch when the torpedo struck at 11.30 a.m. "After we managed to get clear, the submarine came to the surface and got a look at us."

"She wasn't far away," he recounted, "and we could read the markings on her conning tower. She was an Italian."

Heavy seas were running at the time, the seamen said. One of the boats took 36 hours to reach land, but the other made it in about 24 hours.

From the Hebrides, they went to London, where they were paid off. They had signed on the ship at New York.

The others with Brown were James Hobin, Burin; Patrick Hayden, Petit Port; Jonathan Morgan and Michael Whalen, St. John's.

Hanson asks Why Fraser's Cmdr. demoted

OTTAWA, Dec. 3—(CP)—Conservative House Leader Hanson, speaking today in the House of Commons, asked why Cmdr. W. B. Creery of the Canadian destroyer Fraser was "demoted and recalled to Canada," after his craft sank in a collision off Bordeaux, France, last June, with 45 officers and men.

Expressing regret for the loss of the destroyers Fraser and Margaree Mr. Hanson said "I was wondering, and I ask the Minister, why the captain of the Fraser, after she was lost, was not given command of the Margaree which took her place but, according to press reports, was really demoted and recalled to Canada.

"There must have been an official investigation. Of course we have had no report on the matter. It was unfortunate also that the Margaree was lost by collision but I am not insinuating for one moment that loss of these vessels was due to other than fortuitous circumstances."

Navy Minister Macdonald made the following reply: "In order that there might be no misapprehension in the House or country, might I say that the captain of the Margaree, Captain Roy, had 24 year's service in the navy and served in 11 or 12 ships before taking command of the Margaree.

"And Cmdr. Creery of the Fraser had served in 14 ships and had 26 years naval service behind him. Both men unquestionably were well qualified to command ships.

"I have not suggested anything else but an unfortunate circumstance whereby these ships were lost," Mr. Hanson repeated.

Vanderbilt Romance ends In separation

NEW YORK, Dec. 3—(AP)—The romance of young Alfred Gwynne Vanderbilt and his auburn-haired wife, the former Manuela Hudson, has ended in a separation of mutual agreement, 2 1-2 years after it began on the sidelines of race tracks where his colors and white racing silks fluttered.

"It is true—beyond that I have nothing to say," Vanderbilt, one of the wealthiest young men in the United States, said today through a spokesman at his hotel suite several blocks from the Park Avenue Tower Hotel suite where his wife is staying.

The rift in the marriage of the boyish-looking millionaire who, at 23, is president of the Pimlico and Belmont Racing Associations, and the 23-year-old girl who shares his enthusiasm for racing, follows by seven months the collapse of another romance of the turf world —"Tuz" Whitney's marriage to John Hay (Jock) Whitney, amateur steeplechase rider. This ended in a Nevada divorce.

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FUNERAL AT NORTH RIVER.—The funeral of John Walker was held yesterday from the residence of his son, Hugh Walker, North River Road. The Rev. T. W. Goodwill conducted the services, assisted by the Rev. G. Carlyle Webster and the Rev. E. R. Woodside. The pallbearers were: Hazen Howard, Wellington McNeill, Robert Rattray, John McKinley, Stewart MacKinnon, John Moreside. Burial was in the Highfield cemetery.

FAREWELL PARTY — A most pleasant evening was spent at Meadowbank, West River, on the night of November 28th last when members of the Young People's Union and the Women's Institute met at the home of Mr. and Mrs. Lem Drake to pay a parting tribute of respect to their son Vernon, who is with the C.R.N. The address for the Y.P.U. was read by Miss Florence McRae at the conclusion of which a valuable set consisting of pen and pencil was presented to seaman Drake. The address on behalf of the W.I. was read by Miss Laura Shaw and this organization presented Mr. Drake with a ring emblematic of the service of which he is a member.

ZERO WEATHER YESTERDAY—The temperature touched zero in Charlottetown yesterday for the first time this season, bringing unusually cold weather for early December, it was learned from Mr. Warren Burns, weather observer at the Charlottetown Experimental station. The temperature was up to 22 above early last evening with the possibility of wind. Monday night's zero temperature was accompanied by an almost flat calm. Five to six inches of snow fell yesterday, making more than a foot in the past week. Motorists were not venturing far last night. They feared an increasing wind would start the light snow drifting and block paved roads within a few hours. Snow plows operated on city streets yesterday.

HEAVY MAIL.—Post office employees are quite busy these days, handling the first rush of Christmas mail which is pouring into the wickets in large quantities daily. Most of it is destined for soldiers on duty elsewhere in Canada, the bulk of which is parcels. Very few Christmas cards have been sent yet. The outgoing mail as well as the incoming mail is heavier than usual this year, Mr. E. J. Gallant, Postal Inspector said last night. To assure delivery before Christmas he advises the early mailing of parcels and cards. The staff of the local post office will be augmented by several extra men on Friday of next week. These extra men will be employed for the Christmas rush only. The mail was an hour and a half later arriving in the city last night due to train connections with the mainland.

Beaverbrook's Paper discusses Canada's effort

LONDON, Dec. 4—(Wednesday) —(CP Cable)—The Daily Express, newspaper of Lord Beaverbrook, Canadian-born Minister for Aircraft Production, today cited Canada's tariff changes and ban on certain luxury imports as an example of the Empire's contribution to the war effort.

The editorial said that compared with the present struggle the war of 1914-18 was much more than a Franco-British effort.

"Look at what Canada is doing this time as an example," the Daily Express said. "She is the home of the Empire air training scheme. One group of her factories alone produces 1,000,000,000 rounds of ammunition a year.

"She builds warplanes, tanks, lorries; her airmen and soldiers have crossed the Atlantic in thousands.

"And now Canada tightens her belt further in our cause. She bans the imports of luxuries and abolishes customs duties on goods Britain can send her.

"When Britain's resources seem strained to you, cheer yourself with a look at the Empire. Its resources are limitless; its will to win inflexible."

International At A Glance

(By The Canadian Press)

LONDON—Murky weather ends night's raids early; Midlands town assaulted; Bristol suffers heavily in overnight bombing; 60 freighters ordered in United States, government discloses; many ship purchases in America envisaged.

ATHENS — Greek troops within 1 1-4 miles of Albanian Port Edda, southernmost Italian base, with Fascists retreating rapidly.

VATICAN CITY — Pope asks for Christmas truce.

BIG BOMBER TAKES OFF

SAN DIEGO, Calif., Dec. 3.—(AP) —With Douglas Kelley, veteran San Diego flier, again at the controls as one of the two pilots, the second consolidated two-engined patrol bomber in a large British order took off today for an East Coast Canadian Port via Fort Worth, Texas, and Port Washington, N.Y. Kelley just has returned from New York after flying the first airboat across the continent last Friday and Saturday.

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LOST—GLASSES IN CASE IN Prince Edward or Brighton vicinity. Phone 189-L. L-65.

MODISH MASQERADE

A mask is usually worn as a disguise, but her friends had no trouble recognizing Mrs. Orson Munn, New York socialite, above, when she recently appeared in a popular night club wearing this transparent domino. Those who recognize Mrs. Munn's style leadership say the harem-like accessory is likely to start a new fad in evening wear.

Girl Guide News

1st, 2nd and 3rd Companies

The 3rd Company is meeting with the Anglican Company (1st and 2nd) for a few weeks at St. Peter's hall. Marks are given to each patrol for games and inspection. Marks will be given next week for shiny pins. Help your patrol, Guides and have your full uniform on and pins shining. Be on time, 7 p.m. Eight Guides from the 2nd Company are selling candy at the concert. A few of the Guides are dressing dolls for the Boy Scouts toy shop. Be prepared Guides.

The regular monthly meeting of the Charlottetown Guiders' Club will be held on Wednesday, December 4th, at 7:00 o'clock, p.m., at Guide Headquarters, Legion Building. All Guiders are urged to be present at this meeting.

TCA PERSONNEL PRAISED FOR EFFICIENT OPERATION

WINNIPEG, Man. Dec. 4 —A major factor in developing the confidence of the travelling public in the safety of travel by air has been the efficiency of the flight officers and the ground personnel of the Trans-Canada Air Lines, D. B. Colyer, vice-president, states in a memorandum addressed to all employees of the TCA.

"The third year of Trans-Canada Air Lines operations is nearing its close," he reminds the staff. "A review of the record of that past year reveals an accomplishment that is a credit to the personnel of the organization; the service has been practically doubled; the volume of business, passenger, mail and express, is twice that of a year ago; and the efficient conduct and control of flight operations by flight officers and ground personnel has been a major factor in developing the confidence of the travelling public in the safety of travel by air. This accomplishment is due to the wholehearted effort, initiative and loyalty of all personnel. The management sincerely appreciates the team work and the individual effort that has given this result."

Mr. Colyer also pays tribute to the maintenance department for its handling of equipment.

BELGIAN CONGO A LIVE MARKET

CAPETOWN, Dec. 3, (CP) — The Belgian Congo offers a productive market for everything from pins to mining machinery, J.C. Bilton, Assistant Canadian Trade Commissioner in South Africa, reported after a tour of the area.

Deprived of markets and source of supply for manufactured goods by the Nazi invasion of Belgium, the Congo's whole economic structure was upset because 80 per cent of its exports went to Belgium and half the country's imports came from there. Now, however, the Congo has found new outlets and new sources of supply—principally Britain, the United States and the Union of South Africa.

Briton reported the 30,000 Europeans and 10,000,000 natives were working for the allied cause. The Congo's defences have been strengthened and native troops are being trained by Belgian officers for active service.

-RUSS TUSSLE

Intensified manoeuvring for control of the mouth of the Danube is foreseen in Sofia as the next likely development in the struggle of Germany and Russia over their spheres of influence. The river mouth is shown here.

Uncertain of Effect from Coal Duty changes

TORONTO, Dec. 3.—(CP) —Herbert Milnes, Toronto coal importer, said today he could not judge yet what effect lifting of the duty on English bituminous coal would have on the Ontario coal industry. Raising of the duty was announced by Finance Minister Ilsley yesterday.

Mr. Milnes said that no English soft coal has been brought here because it costs too much to transship it from ocean colliers or to bring it here by rail from ocean ports. He favored a special rail rate being put into effect from Montreal.

Canada imports approximately 20,000,000 tons of soft coal annually, principally from the United States, he said.

If England Die!

(The following poem, written by Mr. Harold Gaze, a New Zealander, now resident in Pasadena, was attached to an application for employment which he addressed to Dr. H. M. Tory, Director of the Technical Section of the Voluntary Service Registration Bureau.)

If England die? Our thought refuses it,
As something gross, impossible to hear!
For at her death dies honest justice, too;
The strength that held and made the world more fair;
A breed of men earth's womb may no more bear,
To bless a callous world that let her die.

Should England die, the world will feel a void!
A something will be missed from heart and mind
That not all creeds nor culture can replace—
Finding none other fit to play her role;
The sum and substance of this earth's fair scroll
Shall crumble to decay—if England die.

Should England die—dread anarchy may rule—
Snatching the sceptre from her failing hand—
Lighting a ghastly pyre whose flames consume
The soul's strong edifice on which we stand,
Till freedom, hope and all we nobly planned—
All we have won from barbarism—goes!—if England die.

If England die—the noble stream that feeds
The lovely delta where our fate is cast
Dries!—and we wither, as the seeds
Meant to renew the world from out her past;
Her laws, her wisdom and her soul, at last,
We shall revere and prize—too late!—if England die.

If England die—we plunge into the night,
Where tyranny and hate—twin bandits—stand,
Knowing no urge but greed, no right but might,
No culture but a sword in blood-drenched hand;
And all the sapling framework of this land—
Robbed of its promised fruitage—fades!—if England die.

If England die? But this may never be,
While there is red blood in the veins of men!
While there are hearts and minds of noble build!
Whilst God—within His Heaven—cares! For then
None can mistake the road! None wonder when
To Strike!—for freedom and the heritage of men!—ere England die.

MONEY IN SWEDEN

STOCKHOLM —(CP) —The Swedish defence bond loan closed Nov. 1, brought 760,000,000 kroner (about $199,360,000) more than 50 per cent oversubscribed.

EYES ACROSS BALTIC

STOCKHOLM —(CP) —In Sweden's efforts to regain trade lost by war in the North Sea "much hope is placed in Soviet "Union" said G. Hagglof of the Swedish Foreign Office.

HANSON URGES

(Continued from page 1)

continent," Mr. King replied. "They could not be made public without consent of the government of the United States as well as the consent of our own government.

"Speaking for Canada, I would say that as they relate to the defence of Canada and disclose information which would be of service to the enemy, they will not be made public."

The Bacon Agreement

Turning to the Bacon Agreement with the United Kingdom, Mr. Hanson declared that with present millfeed prices and freight rates, farmers in eastern Canada could not produce hogs for the prices offered, certainly as far as New Brunswick farmers were concerned. He was not suggesting England should offer higher prices, but something should be done by the Government for eastern farmers.

Mr. Hanson criticized the agreement and claimed something should be done to assist the farmers so they will not be required to produce at a loss.

"Nevertheless, I am among those who do not think we should exact the last cent from Britain," he added. "I say we should not haggle with England over the price of foodstuffs—and bacon is fourth on their list of necessities.

"I am bound to tell this House that from information which I have had from the other side of the water there is a feeling in England that Canada is seeking to make money out of the war," Mr. Hanson went on.

"Nonsense." exclaimed the Prime Minister.

"That is the feeling in England, and we should at once endeavor to dissipate that feeling," Mr. Hanson insisted.

"That feeling is certainly not entertained by the government in England," Mr. King retorted, "nor by the people of England."

Mr. Hanson said the English people never would say anything offensive about Canada, even if they felt like it, but that the feeling was there as he had expressed it.

"How do you know?" asked a member.

"It is none of your business how I know," Mr. Hanson retorted. "I am not here for cross-examination."

At one stage of Mr. Pouliot's speech, Mr. Hanson, with hand to mouth, made some aside remarks to Finance Minister Ilsley across the floor.

"Will the honorable Leader of the Opposition please shut up and not groan when I speak?" said Mr. Pouliot amid some laughter.

When the House rose for dinner, Mr. Hanson asked to have Mr. Pouliot's remark expunged from the record. The Prime Minister agreed that should be done.

Tonight Mr. King strongly criticized Mr. Hanson for saying this afternoon that there was a feeling in England that Canada was trying to make money out of the war.

He was convinced that no Englishman worthy of the name held such a view. He was in as close touch with the people of Britain as anybody in Canada, and he had never heard of it. He ventured to believe no person in Canada had heard it until it was stated by Mr. Hanson.

Amendment Defeated

Mr. King was the last speaker in the sub-amendment stage of the debate on the Throne Speech. The sub-amendment moved by John Blackmore, leader of the New Democracy group, expressed lack of confidence in the government's monetary policies and was defeated by a vote of 174 to 18.

Debate was then continued on the Conservative amendment with J. F. Poulit (Lib. Temiscouata) speaking.

Mr. King said the government had been asked by the British government not to disclose facts on movements of war supplies or amounts available. For that reason he had been unable to accede to Mr. Hanson's earlier request for two committees, one on activities of forces and the other on supplies and deliveries.

"It must be remembered in this conflict that it is not a matter of days, weeks or months, but of years. Every bit of information that can be gathered is being stored up for future use."

Canada was comparatively free of fifth columnists, he said, but "I cannot believe there are not those here who are preparing and collecting information for the enemy."

"To tell in public what we are shipping in the way of supplies would be simply to hand over to the enemy the kind of information he desires above all else to have," he said.

As soon as parliament meets Feb. 17, after the Christmas adjournment Mr. King said he would move for appointment of a committee on war expenditures in exactly the same terms as the British committee was set up.

The British motion was as follows:—

"That a select committee be appointed to examine the current expenditure defrayed out of moneys provided by parliament for the defence services, for civil defence and for other services directly connected with the war, and to report what, if any, economies consistent with the execution of the policy decided by the government may be effected therein."

"In his speech this afternoon Mr. Hanson charged the government had failed to adopt and promote "a more realistic attitude toward the war."

Thanks Princess Alice

J. S. Roy (Con. Gaspe) spoke in English for the first time since his election last March, explaining that he did so in homage to the efforts of Princess Alice on behalf of the distressed people of the Magdalen Islands in his constituency.

These people were destitute because of their inability to sell their fish. He asked the Government why it should not set a minimum price for this fish, as it had done for wheat, or why it had not purchased the surplus, as it had done for apples.

The Government should provide relief or relief works to aid those people he suggested, but it would have to act rapidly before the freeze-up. He reminded the Government that no fuel was available on the island. The Red Cross had already made a survey of the situation there but could not meet the full requirements of the people.

Mr. King opened his address by saying time had come "when every man and woman should ask himself or herself how best they can serve the country, how best they can serve humanity itself," in this crisis.

Mr. King was speaking in reply to criticism by Conservative House Leader Hanson of the Prime Minister's statement on international affairs yesterday. Speaking this afternoon Mr. Hanson indicated his belief that the Prime Minister's situation

Lecture on Science by Prof. McKiel

Under the auspices of the Mount Allison Alumni Society, Prof. H. W. McKiel, Dean of the Faculty of Science, of Mount Allison University, delivered a most interesting and inspiring address on "Science Today and Tomorrow." Dr. G. D. Steele, Principal of Prince of Wales College, introduced the lecturer.

In his remarks, Professor McKiel reviewed the history of science, showing how in its early stages, development was very slow. It was only when universities had their origin that science really began to be of any import. He showed how Roger Bacon, de Vinci, Copernicus, Galileo, and Newton, were fundamentally important in their various fields of science, Newton really laying the foundation of modern science.

It was only when the Industrial Revolution became well advanced that money was available to any great extent for scientific research. Today's advances rely almost wholly on the work of the last 150 years.

After the historical review, Prof. McKiel indicated some of our modern applications of science, such as X-rays, radio-activity measurement of cosmic radiation, serums, antitoxins, insulin, agricultural research. Yes, we are actually living today in the cradle of science.

Has Unfortunate Offspring

Despite the beneficial applications, science has brought much misery to the world. War and unemployment are two of its unfortunate offspring, yet we cannot lay the blame altogether on science. Rather have these unfortunate developments been the abuse of science. Greed and cupidity have taken advantage of scientific knowledge. Many critics declare that science must be slowed down. Yet this is impossible, continued Prof. McKiel. Rather must science be guided into the social channels of life. The future can be faced with hope and assurance, when science becomes more socialized. He showed how the exploitation and development of our great Canadian Northlands must depend on science for a successful solution of the future problem of exhausted mineral resources. Then labor will have to be absorbed by some other industry. A thorough study should begin now that we may be ensured of a happy future in our land.

At the conclusion of the meeting, a vote of thanks, moved by Prof. Warren Duchemin, seconded by P. W. Turner, was extended to the speaker by Dr. Steele.

A very pleasant feature of the evening's entertainment was two piano duets by Rev. Donald Boothroyd, and John Inch, Mus. Bac., and two well-rendered solos by Miss Audrey Gillis.

The meeting adjourned with the singing of the National Anthem.

Live Stock Figures Increased In Canada

Increases in all the principal species of livestock on Canadian farms are noted in an official report issued November 1, 1940, on the 1940 June survey of farm animals. The greatest increase occurred in the number of hogs which reached a record of nearly 5.9 million head, a gain of 37 per cent, over the 1939 June estimate of 4,294,000. Cattle on farms, estimated a 8,560,000 head, showed a one per cent increase on 1939. This is the first increase in the numbers of cattle on farms at June sine 1934.

For the second year in succession, numbers of horses on farms at June 1 were higher than in the former year, namely, 2,858,000, an increase of 34,000 on the 2,824,000 estimated at June, 1939.

Sheep, estimated at 2,452,000, showed an increase of 85,000 over the number at June, 1939. Hens and chickens increased from 58.5 million to 60.2 million which is the largest number since 1931. Turkeys increased from 2,476,000 at June, 1939, to 2,508,300 at June, 1940. Ducks and geese also showed increases.

statement had indicated an "about turn" from the attitude he took last week when Mr. Hanson asked for the statement and said the war situation seemed more serious.

He said Mr. King at that time, had agreed with him.

Mr. King said his statement yesterday had attempted to show what was good about the war situation and what was bad about it, without emphasizing either. He had attempted to meet in every way the terms of Mr. Hanson's request for a statement on international affairs.

Mr. Hanson had referred earlier today to the Philadelphia speech of L. W. Brockington, a special assistant to the Prime Minister. Since the Conservative House Leader had quoted from an exchange of correspondence between himself (Mr. Hanson), and Mr. Brockington, Mr. King said he presumed Mr. Hanson did not regard it as confidential.

Mr. Hanson wrote that he assumed Mr. Brockington spoke in a personal capacity. Yet today, the Prime Minister said, Mr. Hanson had approached the subject from the point of Mr. Brockington's close association with the Prime Minister and would have the House believe the Philadelphia speech was a result of that close association. This was in spite of assurances both by Mr. Brockington and himself as to the significance of the Philadelphia speech.

Yet today Mr. Hanson had suggested Mr. Brockington's remarks about Canada and the United States agreeing to defend each other, were the result of having "dined too well."

Mr. Hanson said the Prime Minister, made this suggestion though he knew Mr. Brockington to be "one of the most abstemious of men."

Mr. King suggested that Mr. Hanson sometimes spoke without fully realizing the importance of his words.

Mr. Hanson had told the House he had information from overseas that there was a feeling in England that Canada was seeking to make money out of the war effort.

This was an attack on the people of Canada, not the Canadian Government—on Canada's producers and manufacturers.

"It was unfair to the people of England; it was doubly unfair to the people of Canada," Mr. King said.

"I will go further. It was a libel on Canada to either express or repeat words of that effect, for one who has any knowledge of the

Say to Your Grocer
I Want
BRAHMIN ORANGE PEKOE TEA
You will enjoy its superior quality

Bombs fail to Stop work in Southampton

By H. Taylor Henry
Associated Press Staff Writer

SOUTHAMPTON, Dec. 3—(AP)—This port, familiar to thousands of peacetime tourists as a terminus of the Atlantic run, worked under difficulties today to restore its essential war industries to normal production.

The cumulative effect of a three weeks' rain of bombs climaxed by the week-end's pounding from waves of German raiders, made the city look as battered as Coventry, but British officials estimated that war industries suffered less than a five per cent plant destruction.

Obviously this figure did not include the loss of production suffered as a result of the flight of workers from their razed homes.

The central and slum areas of the city were devastated, and many who worked in the war plants could stay no place near enough for them to report to their jobs.

Nevertheless, employers reported to city officials tonight that they had effected temporary repairs and are ready to resume mass production tomorrow if employees billeted in the surrounding countryside can report for duty.

On a short tour of the city's surrounding areas, a trip made without government supervision, I saw factories which had been bombed out of action. On the other side of the ledger there were many with steam up and workers already back on the job.

I was unable to visit the dock area because my way was blocked by debris from wrecked homes on either side of the highway from the centre of town to the waterfront.

War Effects On C. N. R. Transportation

MONTREAL, Dec. 3—"There has never been a more urgent need of all working together in a commons cause than exists in Canada today if we are to exert our maximum effort in assisting the Empire" said A. Gaffney special representative research and development department, Canadian National Railways speaking last night before the Carters' Association of Montreal. "The transportation facilities in this country are being called upon to bear an increasingly heavy burden," continued Mr. Gaffney "and we who are a part of this transportation system, the Carters, the highway truckers, and the railways alike, must see to it that nothing is left undone to facilitate the prompt and efficient movement of men and materials by the most economic methods available."

The magnitude of the traffic in wartime production was indicated by the speaker who said that during the first twelve months of the present war the Canadian National Railways dealt with an increase of 35 percent in freight traffic and an increase of 13 percent in passenger services, adding that it is anticipated that even larger burdens will be thrown on the railways as this country hits full stride in the production of war essentials. Mr. Gaffney spoke of some phases of highway transport and said that the different methods for the regulation and control of railways and their highway competitors led to confusion and conflict of interest in the conduct of Canadian land transportation. A co-ordination of federal and provincial control in transport matters as had been recommended in Sirois report was necessary, Mr. Gaffney said and continued "however it would seem that before any uniform control can be effected a broad basis must be determined. This could probably be best accomplished by a committee appointed to review and to develop lines along which regulation should be directed. Once such basic principles were established it would only remain for the provinces to direct their commissions to regulate accordingly. To insure uniformity some central appeal board, either set up by the provinces or by the Dominion would seem desirable. If this were done it would be possible to obtain sound economic regulation of all transport in the National interest with the highway and rail services conditions and rates so adjusted that the interplay of commerce will allocate to each facility that portion of the nations transport, which it is most fitted to perform."

Rescue Vessels to Aid Grounded Ship

HONG KONG, Dec. 3—(AP)—Rescue vessels went out today to aid the Panaman steamship Hellenic Trader, 2,052-ton freighter, which signaled that she had run aground and was breaking up in Hainan strait while en route to Hong Kong from Hongay, Indo-China, with a cargo of coal.

The Hellenic Trader is under charter of a Hong Kong firm. She carried five European officers and 25 men.

AIR LINES TO HELP CANADA SAVE OIL

MONTREAL, Que. Dec. 3 —In view of the request of the Oil Controller that oil be conserved wherever possible for the war, the hangar now being built for the Trans-Canada Air Lines at Montreal's new Dorval airport will be heated by domestic coal, John Schofield, TCA Architect, announces.

Would Secure

(Continued from page 1)

up by the recent statement of the Marquess of Lothian, British Ambassador, that Britain is running out of the means of buying United States products and needs financial as well as material aid.

The reported nature of the meeting also seemed to fit the news that came out here Saturday that Britain shortly would send an official mission to the United States to survey the financing problem. A possible explanation of today's gathering was that the United States was setting up a committee to join this British mission in the study—a study which is expected to develop vital information of the nature for which a number of Congressmen are demanding investigations.

The following were closeted in the treasury:—

Henry Morgenthau, Jr., Secretary of the treasury; Henry L. Stimson, Secretary of War; Frank Knox, Secretary of the Navy; Jesse H. Jones, Secretary of Commerce and Federal Loan Administrator; Sumner Welles, Undersecretary of State; James V. Forrestal, Undersecretary of the Navy; Gen. George Marshall, Chief of Staff of the Army; William S. Knudsen, production member of the National Defence Commission; Robert P. Patterson, Assistant Secretary of War; and Herbert Feis, economic adviser of the State Department.

The Lothian controversy, it was learned, has created a great demand among officials, Congressmen, manufacturers and bankers to know just what the British purchasing situation is now.

Manufacturers, particularly of airplanes, it was pointed out, want to know whether the millions of dollars they have spent to work on British orders will be repaid, or whether it is financially safe to accept more orders.

Officials know that the debts Britain owes the United States from the First Great War has prejudiced many persons against granting new loans. Also they worry about United States foreign trade if British finances run out.

TCA ASSISTS IN WAR EFFORT

WINNIPEG, Man. Dec. 3 —In one month, recently, a total of 71 air-craft instruments of various types were overhauled in the instrument shop of the Trans-Canada Air Lines at Winnipeg for the Royal Canadian Air Force. Four aircrafts purchased in the United States by the Department of Munitions and Supply were ferried to points in Canada by TCA pilots and one plane was flown from Winnipeg to Trenton.

TCA pilots gave 166 hours flying instruction to pilot applicants for ferry service in the United Kingdom and maintenance personnel at Vancouver from time to time gave instruction and assistance to a Royal Canadian Air Force bomber squadron.

BIRTHS

MCGUIRK —In the Charlottetown Hospital, November 30th, 1940, to Mr. and Mrs. Henry McGuirk of Dromore, a son.

SHEPARD — In the Charlottetown Hospital, November 29th, 1940, to Mr. and Mrs. Johnnie Shepard (nee Ruby Smith), a daughter.

MARRIAGES

MacPHEE-BROWN—At Wood Islands on Monday, Nov. 25, 1940, by the Rev. T. Owen Hughes, Miss Gladys Brown, Wood Islands to Mr. Leon MacPhee, Hopefield.

TRAINOR - MACWILLIAMS — At the Sacred Heart Church, Mt. Ryan, the Rev. Louis Callahan, officiating, on November 20th, 1940, James Frederick Trainor, son of William F. and the late Mrs. Trainor, Johnston's River, Prince Edward Island, to Mildred Ellen MacWilliams, daughter of Victor S. and Mrs. MacWilliams of East Royalty.

DEATHS

BELL—At Alberton, Dec. 3, 1940, T. C. Bell. Funeral notice later.

MacLEOD—At the P. E. Island Hospital, Tuesday, Dec. 3, 1940, Mrs. Eber MacLeod, in her 47th year. Remains forwarded from the MacLean Funeral Home yesterday afternoon to the residence of her father, B. J. Beck, Gurnsey Cove, where the funeral will be held on Thursday, service starting at 2 p.m. Interment at Murray Harbor cemetery.

In Memoriam

In loving memory of
MRS. ALLAN MacDOUGALL
Nine Mile Creek
who died December 4th, 1939.

She will never be forgotten
Never shall her memory fade
Sweetest thoughts shall always linger,
Around the place where she is laid.

Inserted by her Husband and Family.

L-50-12-4-11.

N. D. MacLean
UNDERTAKER
EMBALMER
Charlottetown and North Wiltshire
Phone 149