

Seven Savings in the House Furnishings Department

Second Floor

Overdrap material in Rayon and Cotton. Colors of Rust, Green, Turquoise, Blue or Natural. 50 inch wide. Reg. \$3.00 per yard for \$1.98 yd.

Heavy cretonne Drapery. Rose ground with Blue damask pattern. 48" wide. Reg. \$2.50 for \$1.98 yd.

Chatham Blankets. 5 per cent wool, 95 per cent cotton. Size 72x82. White with pink over plaid. Reg. \$6.95 pair—now \$5.95 pr.

Overdrap material in cotton brocade. Rose shade only. 50" wide. Reg. \$2.00 yd. for \$1.00 yd.

Cotton Comforters. Size 66 x 72. Covered in gay floral prints. Reg. \$5.50 each, now \$4.25 each

Rayon self-stripe Drapery. 50 inches wide. Choice of Blue or Green. \$2.00 yd. for \$1.00 yd.

Drapery Velour in Rose or Blue, single sided. 50 inch wide. Reg. \$2.75 yd. for \$1.75 yd.

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Will Fall Short of Export Objective in Great Britain

By John Dauphinae
Canadian Press Staff Writer

LONDON, May 21 — (CP) — Because of the winter fuel crisis the government has given up hope of reaching its 1947 export target: 140 percent of 1938 volume by December.

Sir Stafford Cripps, president of the Board of Trade, says the best Britain can expect is to "get near the target."

Regardless of what the year-end monthly rate of exports is, total 1947 shipments abroad will be far below the planned figure.

Britain has lost \$8,000,000,000 worth of exports as a result of the fuel crisis," Sir Stafford told a Bristol meeting. "That means that we have lost the capacity to import \$200,000,000 worth of urgently needed food, raw materials and machinery."

Treasury experts now are going through the import list to see where savings can be made. Machinery to increase the productivity of British factories has an overall priority but food and material imports likely will be cut.

Downing street spokesmen report that "internally things look a bit better," primarily because coal output has been higher than expected. Industry generally is receiving the same amount of coal as last summer. It is estimated this means that manufacturing will be about 9-10 of present factory capacity.

But despite this apparent rapid recovery, business experts predict that the fuel crisis still will be reflected in Britain's export figures next spring, particularly in the heavy engineering and shipbuilding industries.

Many exhibitors at the British industries fair here and in Birmingham were forced to refuse many orders from overseas buyers because of shortages of fuel, raw materials, bottles and containers.

During February, month of the fuel-caused industrial stoppage, the Financial Times index of production reported a drop in output of all commodities from 110.9 in January to 86.0. This does not indicate the full extent of the loss since British industry is so lightly integrated that a drop in output in one section may take weeks, even months, to be reflected elsewhere.

One of the most serious effects of the fuel shortage was a drop in steel production. Compared with anticipated demand for 15,000,000 tons during 1947, output at one stage dropped to a rate of 10,000,000 tons a year and there is little hope of importing enough to fill the gap.

SNOW GEESSE RETURN TO MANITOBA WATERS

WINNIPEG, May 20 — (CP) — Blue and lesser snow geese paused on Manitoba lakes and rivers this spring on their flights northward—the first time they have done so since R.C.A.F. gunnery and bombing schools became active four years ago.

After the establishment of the R.C.A.F. schools, particularly at Macdonald, the geese rested in the Dakotas and Iowa and then flew non-stop to Hudson Bay. Last year there was a small flight through Alberta, the first such recorded.

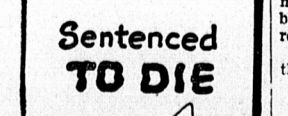
With war-time flying activities ceased, naturalists are hoping the geese will resume their normal route. But B.W. Cartwright, chief naturalist for Ducks Unlimited, is cautious. "The geese are showing extreme restlessness and a divergence from their normal habits. Their whole behavior is in a state of flux and it's difficult to make predictions," he says.

Fight MM

POSTURE AT WORK

Working positions not only have important relationship to health, but have direct bearing on output. National Health officers at Ottawa emphasize that comfortable working positions help prevent fatigue. Adjustable seats facilitate good posture and desks and work-tables with tops which can be slanted, encourage keeping the head up, rather than bent over the job.

Sentenced TO DIE



Naugatuck 2,4-D Concentrate kills noxious weeds without harm to grass. Now at your retailer's. Insist on the green liquid with the Naugatuck name and trade mark.

Naugatuck Chemicals

"We feel that at present, need for revenues has pushed the Corporation into accepting too many commercials in some parts of the schedules in the interests of good broadcasting. If we have the funds we should like to replace some commercials with good Canadian non-commercial programs."

The costs to the CBC had steadily risen in recent years while revenues remained stable.

Mr. Vaughan Queried Re Provision For Potato Warehouse

The following is from the official report of the proceedings before the sessional committee of the House of Commons on railways and shipping, April 29, with Mr. R. C. Vaughan, C.M.G., president of the Canadian National Railways, being examined as a witness:

Mr. Hatfield (Victoria-Carleton, N.B.): Has any consideration been given to the building of a frost-proof potato house on the mainland across from Borden?

Mr. Vaughan: The matter has been talked about on different occasions. We did not feel that it was an obligation of the railway.

Mr. Hatfield: It should be an obligation of the railway. You save a lot of time in your refrigerator cars. These refrigerator cars cross to the island and probably half the cars you take over there are full of ice. They are set out on some siding and can't be used while the ice is in them. They have to be shipped to some division point and have the ice taken out of them, and it very often takes as much as ten days to get the car back into service, before it can be returned to the mainland.

Mr. Vaughan: That matter has been up on different occasions. Mr. Hatfield, and the position we have always taken is that it was not an obligation of the railway but rather an obligation of the potato growers.

Mr. Hatfield: Well, I think it is an obligation of the railway, myself. In the state of Maine practically all, at least half of the potato warehouses are owned either by the C.P.R. or the B. & A. Railway.

Mr. Vaughan: We made an investigation of that not so very long ago, and we found out that most railways over there did not own the potato warehouses.

Mr. Hatfield: Well, there must have been a change lately.

Mr. Vaughan: That is just recently. We sent people to investigate that.

Mr. Hatfield: I think it would save the railways a lot of money and they would be rendering a useful public service, particularly to island shippers; and then if you could get a lot of cars across in the fall of the year and have storage on the mainland you would save a great many delays.

Mr. Vaughan: Mr. Walton, do you know the average time a refrigerator is over there after it leaves the mainland until it returns.

Mr. Walton: There is considerable delay, just as you say. I haven't the figures with me, but I know that to be the case.

Mr. Hatfield: Most of these refrigerator cars come back full of ice, and that is one of the great difficulties in the winter shipping season. It applies to New Brunswick as well as to the island. Half the cars are placed on the siding and when you go to load them you will find there is so much ice in them that they cannot be used until they have been taken away to a division point and thawed out, and that, of course, involves demurrage charges as well as delay. Sometimes they wait at the division point for weeks before they can get a crew to take the ice out.

Mr. Vaughan: Well, if any superintendent allows a thing like that to happen he should not be there very long. We will certainly look into the matter of the operation of refrigerator cars on the island. I know that the Montreal officials give very close attention to that matter. We certainly want to keep the refrigerator cars moving on the line and keep them loaded.

Mr. Hatfield: They go over to the island full of ice or something else, and then they come back to be loaded with potatoes or turnips or some kinds of vegetables and the ice has to be taken out.

Mr. Vaughan: A great many empty refrigerators go over there too.

Mr. Hatfield: I know, a great many; but there is a lot of trouble with this ice to which I have referred.

Mr. Vaughan: We will look into that being situation certainly.

Germans Warned To Stop Grumbling

By RICHARD KAISCHKE, BERLIN, May 20 — (AP) — The American and British military governors warned the German people today to stop striking and grumbling against the Allies and face the present food crisis with "hard work and courage."

In a special proclamation, Gen. Lucius D. Clay and Air Marshal Sir Sholto Douglas sharply told German political and trade union leaders they "should face realities and shoulder squarely their obligations to their country and fellow citizens."

An even sharper warning was issued by Sumner Sewall, American military government director in Wuertemberg-Baden, who said that protest strikes against the Germans relief supplies from the United States.

Demonstrations by Germans are causing "increased resistance" by American taxpayers to further allocation of American food to Germany, Sewall said in a broadcast speech.

Smart Women

Won't Miss These 2nd Floor SPECIALS

Friday and Saturday

PLAIN CREPE DRESSES	Worth to \$11.95	\$5.00
PLAIN CREPE AND WASH DRESSES	Special	\$3.00
RAINCOATS	Clearing at	\$8.95
DRESSMAKER SUITS	From	\$10.95 & \$12.95
BLOUSES, Worth up to \$4.95.	Soiled	\$2.00
BATHING SUITS, \$4.50 to \$5.50	Clearing at	\$2.00

JUST ARRIVED

CHILDREN'S SWEATERS	Coat and Pullover	\$1.45 to \$3.50
CHILDREN'S COTTON	COL DRESSES All Sizes	\$1.59 to \$6.25
SMALL BOY'S KNITTED AND COTTON SUITS	from	\$1.25 to \$2.25

S. A. McDonald

PEGASUS ROSS ROBERTSON STREET

Sewall demanded that the Germans stamp out the black market, which he said is dissipating much of their food rations, and declared that the "military government will not be a party to asking the American taxpayer to make up these black market deficits."

A senior British military government official, who asked that his name not be used, said German farmers in Westphalia had resisted "with sticks and stones" when German authorities had seized illegally hoarded food and cattle.

The official said that flying squadrons of British specialists, now touring the British zone to ferret out such hoards, had ordered the seizure of 1,800 cattle in Westphalia alone.

Clay and Sir Sholto said in their statement that the reason food import quotas had not always been met was "due solely to the universal shortage which is the direct consequence of the war and which has put all western Europe on rations not very much better than those of Germany."

"At the present time shipments from America have been allocated and upon their arrival improvement with more regular distribution can be expected," the officials said.

FIGHT MALARIA

SUVA, Fiji — (CP) — Britain's recent grant of \$40,000 to Fiji for malaria control brings the total Britain has spent to date on this vital service to more than \$360,000 and is another step in the preventive battle against malaria-carrying mosquito in those southwest Pacific islands so far free from the scourge.



SINCE 1847

100 YEARS AGO in Canada, mail was delivered by couriers who collected the postage in cash. The first sewing machine resulted in a riot among employees of master tailors. There were only a few struggling newspapers, and only the beginning of a railway.

Under such conditions and during a period of acute national instability, the

THE CANADA LIFE ASSURANCE COMPANY

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SOOTHING DISCOVERY FOR UPSET STOMACH



Pepto-Besmal Relieves

- UPSET STOMACH
- AFTER-EATING DISTRESSES
- HEARTBURN

Every day more people are learning with happy surprise how Pepto-Besmal gently soothes a stomach upset from over-eating and other excesses.

NEVER UPSET AN UPSET STOMACH

Never add to the distress of an upset stomach with harsh treatment. An upset stomach should be treated gently. Use gentle, soothing Pepto-Besmal.



HOW YOU SHOULD TREAT AN UPSET STOMACH

A sick stomach should be soothed. Treat it gently with soothing PEPTO-BESMAL.

WHAT PEPTO-BESMAL DOES

Pepto-Besmal spreads a soothing coating over stomach and intestinal walls to relieve indigestion, nausea, heartburn, simple diarrhoea, retards gas formation, sweetens sour stomach.

WHAT CAUSES UPSET STOMACH?

Upset stomach is caused by irregular living... over-eating and other excesses.

WHO ARE THE MAKERS OF PEPTO-BESMAL?

Pepto-Besmal has been made by the Norwich Pharmaceutical Company for more than forty years. The Norwich Company has been a leader in the field of pharmaceutical development.

PEPTO-BESMAL FOR UPSET STOMACH

CBC Says More Money Needed

(By The Canadian Press)

OTTAWA, May 19—The Commons committee on radio broadcasting was told today that the Canadian Broadcasting Corporation will have to cut down its service by next year unless more money is made available.

A. D. Dunton, chairman of the CBC board of governors, and Dr. Augustin Frigon, CBC general manager, told the committee that the Corporation, faced with steadily mounting deficits, already had cut some of its program costs and would have to make further curtailments if more revenue was not forthcoming.

Dr. Frigon, presenting a financial report, after Mr. Dunton testified that finances were the CBC's biggest worry, said 1946-47 had ended with a deficit of \$70,000 and a deficit of \$265,000 was expected for 1947-48.

Both Mr. Dunton and Dr. Frigon repeated a request of last year that the CBC be allowed full returns from the \$2.50 annual licence fee. The Corporation now has to pay the cost of collections and administration and receives an average of \$2.15 per licence.

Mr. Dunton said that because the CBC was a national broadcasting service it felt that an excess of time should not be taken up by commercial programs.

"We feel that at present, need for revenues has pushed the Corporation into accepting too many commercials in some parts of the schedules in the interests of good broadcasting. If we have the funds we should like to replace some commercials with good Canadian non-commercial programs."