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PLUS: CARTOON

SHOWS — 2.30 — 7 — 9.00

CAPITOL: TODAY AND TUES.
CHRISTMAS WEEK SHOWS 2.30-7-8.45

TAKE A FUN-PACKED TRIP WITH THE MOST LOVABLE KIDS IN THE LAND!

OUT WEST WITH THE PEPPERS

With **EDITH FELLOWS**
DOROTHY PETERSON
RONALD SINCLAIR
and **THE LITTLE PEPPERS**

Plus—A Musical—A Sport Reel—A Cartoon And Novelty Reel

FIVE LITTLE PEPPERS RETURN TO CAPITOL IN "OUT WEST WITH THE PEPPERS"

A pair of fun... with the most lovable kids who ever took a tug at your heart-strings! The five little Peppers have been the beloved juvenile classics; generations of readers thrilled to their outrageous, laughter-loving antics. More recently, the five little Peppers have been brought to screen life by Columbia in "Five Little Peppers and How They Grew" and in "Five Little Peppers at Home." Now, at the Capitol Theatre, the likable brood are returned in "Out West With the Peppers," newest and best of the splendid series.

Play Former Roles

Edith Fellows again is seen as the appealing, helpful "little mother," Polly Pepper, who aids her widowed mother in caring for the Pepper brood; and Dorothy Peterson continues as the sweet, hard-working parent. Other familiar faces are cuddly, winsome little four-year-old Dorothy Ann Sesse, as the delectable Phronzie; Tommy Bond, Charles Peck and Bobby Larson as the rest of the Peppers. Ronald Sinclair is cast as Polly's "boy friend." New members of the cast are Pierre Watkin, who is seen as Mr. King, the rich man who lives on top of the hill, and Victor Killan, as a surly, disagreeable logger in the red-woods country of the great Northwest.

Scenery of West

It is there where "Out West With the Peppers" has its major action. Mrs. Pepper's health is failing, and she and the kids are sent to Oregon to recuperate. The five little Peppers discover new excitement in the scenic beauties of the big redwoods country, the wild animals and tame ones, in addition to their usual custom of creating for themselves a wealth of harmless difficulties. But their talent for adventure gets the best of them and, as a result, "Out West With the Peppers" reaches its most suspenseful moments when four of the kids find themselves adrift on a raft, rushing madly down a raging torrent, surrounded by newly-felled logs!

TIRED FEET
FIND INSTANT EASE WHEN YOU RUB IN

MINARD'S GREAT CANADIAN RUBBING LINIMENT

Training Pedestrians To Save Their Lives

By J. V. McAREE IN GLOBE and Mail.

Although there has been in recent months a startling increase in the number of airplane accidents, which can be almost wholly accounted for by the fact that there are more young men flying in Canada than ever before, the motorist continues to be the chief engine of accidents, fatal and otherwise. In fact, we suppose it is the cause of more sudden deaths than any disease except heart failure. Now and then, in consequence of a determined campaign of publicity, there is a slight drop, as there was a couple of years ago when drivers were urged not to drive cars after they had been celebrating on Christmas and New Year's. But soon the regular tempo was resumed. More people each year come to the age or state of affluence in which they can fulfill an ambition by driving or owning a car. There are more cars on the road, and therefore more inebriate drivers and more accidents.

Unfair to Pedestrians.

But what about the incapable pedestrians? Is the percentage among them lower than it is among car drivers? We have no statistics on the point. In at least one respect our present laws create an injustice to pedestrians. We have in view the great number of people who through age or infirmity cannot move at the average rate of speed. We have in mind those who eyesight, the halt and the maimed; those convalescing from illness who are yet required to use the streets. In many cases they start to cross when the light is green and before they have got to the other side the red light is against them, and cars are moving and honking. We do not think there is any motorist who would run one of them down deliberately, but the nervous strain upon them must be severe. When they get safely across they are apt to feel that they have just narrowly saved their lives. If they are inclined to curse impatient motorists, who can blame them? But today we wish to say a few words about pedestrians who are presumably in full possession of all their bodily faculties, who know the dangers that must always lurk in busy city streets, who continue to contribute to the growing toll of dead and injured through motor-car accidents.

Children Are Wiser.

We suppose that, roughly speaking, conditions which exist in the United States correspond to those in Canada, and that the causes which are mostly responsible for accidents across the line are the operative causes here. In the United States it has been noted that in large cities nearly three-quarters of all traffic fatalities were pedestrians. About two-thirds of the victims were middle-aged or over. School children, it appears, have profited by safety first campaigns. It is their elders who are in need of instruction. Sixty-five American cities have passed laws compelling pedestrians to obey the traffic laws, and so successful have they been that today in Seattle if a pedestrian tried to beat the light he would in all probability be jerked back to the curb by another pedestrian. In five large American cities like Milwaukee and Dallas, pedestrian accidents were reduced by 45 per cent in a year. The director of public safety in Dallas arrested pedestrians violating the traffic laws and convicted a majority of them. The two who were hurt the most were the most heavily fined. It was expected that the public would revolt. This did not happen, and in five months pedestrian accidents dropped 25 per cent. Dallas gives pedestrians tickets

for reckless walking, and cut down fatalities by 58 per cent. In Cleveland every drunk found wandering alone in the streets is arrested, a kind of protective custody, for he is regarded as an accident about to happen. Three out of five pedestrian deaths are caused by the pedestrian crossing the street in the middle of a block, which he must be flitting with death. The point is that pedestrians have the idea that their right to cross a street anywhere is a prior right to that of the motorist to drive his car at all. Investigations in several cities showed that three out of four pedestrians ignore signals entirely, while 98 per cent of motorists obey them. Despite injunctions to pedestrians on country roads to walk on the side of the road facing oncoming traffic, few of them do so, though the death rate among them is seven times greater than if they walked on the left side of the road. And because of the greater speed by driving or owning a car, the rate of fatalities is seven times greater. Another curious set of statistics compiled by the study of 1,070 pedestrian deaths in Connecticut and 900 in the District of Columbia showed that respectively 95 per cent and 89 per cent of those killed had never learned to drive, though old enough to be eligible. In other words, they had no experience of the speed of vehicles and the natural reaction of drivers.

Life-Saving Rules.

We find in the Reader's Digest, condensed from the Washington Post, some rules for pedestrians. The most important is that a pedestrian should never try to cross a street except at the crossing. That is where the motorist expects to see him. That is where the motorist has most control over his car. When crossing a street the pedestrian must be wary of cars attempting to turn in behind him. Nineteen-tenths of accidents to pedestrians, when they are crossing with the lights, is from this cause. The first steps of the curb are the most dangerous. Walk briskly. Don't run or hesitate or turn back. Many a confusing situation can be solved simply by holding up a hat as a signal for a motorist to slow down or stop. When an approaching car seems to be four lengths away wait till it passes. It is too close even at a speed of twenty-five miles an hour to risk getting across in front of it. Finally, remember that every rule for safe driving is matched by a rule for safe walking.

Famous Prophecy Fulfilled by Huns

The news that Holland House, one of the few survivors of the group of great private houses which once adorned London, has been, except for its east wing, transformed into a blackened shell by incendiary bombs dropped by German raiders has been recalling memories of what was probably the most famous of English salons. Its owner from about 1820 until his death in 1840 was Henry Richard, third Lord Holland, and he and his equally celebrated wife made their magnificent home a centre of lavish hospitality and generous culture and the chief rallying point of the Whig Party. In his day there was no more liberal-minded member of the peerage than this Lord Holland; he was known as "the Protestant Peer" because whenever a bill which he felt to be unjust or ungenerous passed the House of Lords he entered his protest on the records and did so on forty-seven occasions. There were few more influential members of the Whig Party, but his gent and the dominating personality of his consort combined to keep him out of high political office; for his exclusion from it Lord John

Russel once gave the excuse: "No man will act in a Cabinet with a man whose wife opens all his letters."

Rich Conversational Fare.

Charles Greville, the celebrated diarist, said that "the world has never seen and will never see anything like Holland House" and few houses have welcomed within its doors such an illustrious company. Apart from a long list of Whig statesmen headed by Earl Grey of Reform Bill fame and Lord Brougham, its habitués included such famous personalities as Byron, Tom Moore, Talleyrand, Samuel Rogers, Sydney Smith and Lord Macaulay, and for more than thirty years Lord Holland's table was renowned for the richness of its conversational fare. Macaulay loved both the pace and the swiftness and after Lord Holland's death he wrote a description of Holland House containing a prophecy which has now come through the ruthless vandalism of the Nazi Air Force. "The time is coming," he wrote in 1841 "when perhaps a few old men, the last survivors of our generation, will in vain seek amid new streets and squares and railway stations for the site of that dwelling, which was in their youth the favourite resort of wits and beauties, of painters and poets, of scholars, philosophers and statesmen," and he predicted that the growing city might soon displace "those turrets and gardens which were associated with the names of Cromwell and the death of Addison." Holland House, which at the time Macaulay wrote was still in the country, was gradually surrounded by the well-known London suburb of Kensington as it grew, but the public spirit of Lord Holland's successors in the ownership, of whom the present one is Lord Leicester, had kept the famous house and a large part of its original grounds as a spacious residential oasis, with green lawns and trees, amid the grey streets of London. The grounds still remain, but the great house has been virtually demolished, and the changes are that it will never be rebuilt on its original massive scale.

Are Reprisals Called For?

But the wanted destruction of such celebrated houses as well as of churches, hospitals and other buildings which could not possibly be used for military purposes and the indiscriminate bombing of English provincial cities like Bristol, Coventry and Southampton raise in every acute form the issue whether the time has not come for a reconsideration of British policy in aerial warfare, which has hitherto frowned upon the indiscriminate bombing of German towns and cities, and concentrated upon purely military or strategic objectives. Moreover broadcasts emanating from Berlin indicate that the Nazis have now openly abandoned the pretense which they have long maintained that they were still reserving their aerial assault for military objectives. The obvious aim of their ruthless tactics, which will never succeed, is to terrorize the people of Britain into a submissive mood in which they would welcome any alternative to continued devastations; and the effects might be very salutary if the morale of the civilian population of German cities were subjected on a wide scale to the same test of their fortitude as the people of Britain have undergone since August. They might not emerge so successfully from the test.

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Just What To Wear And Be Right at Weddings

My dear, I haven't a thing to wear! How often have husbands heard this comment from their wives to women friends, in shops or even in the foyer of a theatre. "What if they say wearily, 'Where?' 'Why Joe Roe, you know very well we're invited to Millie Middle Able's wedding this weekend and even you should start worrying about what you'll wear. It's very confusing and I times have certainly changed' says an exchange.

The scramble starts. Just what does one wear to a wedding—at noon, in the early afternoon, the late afternoon, at night? "They" have definite ideas but then, not many really know, less care, who "they" are, until it's almost too late. Ah, fashion!

A woman should, and usually does, wear her prettiest clothes to a wedding, and by pretty we mean smart, too. Black, before not considered suitable, is being worn more and more. At an afternoon wedding recently these quarters of the guests swept down the aisle to their places wearing black street clothes with furs and white gloves and looked very chic.

Older women are more apt to dress formally, clinging, (and quite rightly, too, said one) to the older regime. A few years ago, even the smart young set wore elaborate floor-length dresses, not only to weddings, but to tea parties as well. These were worn with dressy hats, flowers, a discreet amount of jewelry and if sleeves were not to the wrist, gloves.

No one can deny that short dresses are more practical these busy days when women rush from meetings to luncheons, to teas and then on to more formal events without so much as a glance in the direction of their own boudoir and not always driving in taxis or their husband's cars.

Dress after six o'clock they say and even they are sometimes ignored. It must be admitted that it's really sensible and refreshing to step out of one's street clothes after a crowded day and to don a light, feminine gown. In any case, at a formal wedding in the evening, women guests wear full ball costume, a perfect foil for the family jewels. Evening wraps and a head covering are worn to the church. Most women are heard to wail: "What will I wear as a hat?" They can be soothed easily by the assurance that if they haven't a hat, a twist of matching material, created into a simple halo, a bit of veiling or, for the very young and beautiful, a flower pinned on the coiffure will do very nicely.

While the bridegroom is literally being supported by his best man and the organist ripples through the Bridal Chorus from Lohengrin, the gentlemen guests relax for the first time after struggling into correct, beautifully tailored clothes for the occasion. Charles Dickens once wrote: "Any man may be in good spirits and good temper when he is well dressed. There ain't much credit away in the first place doesn'ters, grey tie, wing collar and 'wastaway' is worn with striped trousers and if one has never heard of it in that."

At a formal afternoon wedding a cut" (but anyone knowing what a such an attire they wouldn't be wearing it anyway.)

At a formal evening wedding male members of the bridal party and the guests wear formal evening clothes; tail coat, white tuxedo jacket and tie of plain white lawn or pique. Other accessories are patent leather pumps or ties, plain black silk socks, white handkerchiefs and a muffler and light grey gloves. A silk top hat or collapsible opera hat is worn with formal evening clothes and an overcoat of black or dark blue.

We shudder to think of the people who inquire as to whether or not they can wear a dinner coat (tuxedo) to a formal evening wedding. Even though formally taken a back seat in recent years and the dinner coat is worn by a man to the theatre, to all informal parties, or when dining at home or in a restaurant, it is never, never worn to weddings.

In the summer, formal attire for both afternoon and evening weddings is white flannels and blue jacket or the all-white suit and to any informal wedding where the bride wears a street-length costume, a navy blue business suit worn by the bridegroom, his attendants and gentlemen guests.

Yellowknife Going Ahead

Gold production in the Yellowknife district, Northwest Territories continues to increase according to the Department of Mines and Resources, which reports the output of this northern mining field reached a value of \$1,314,375 in the first nine months of 1940 as against \$1,219,505 in the corresponding period of 1939. Since the first brick was poured at the Con mine in September, 1938, gold to the value of \$3,332,440 has been produced at Yellowknife.

At present three mines—Con, Negus, and Ryan—are in steady production, and development work is proceeding at a number of others. Small quantities of high grade ore have been shipped by Giant, Yellowknife for treatment, Ptarmigan, Thompson Lundmark, and Slave Lake Gold mines are expected to reach the production stage in the next year. During the past summer field parties carried out surface development work on properties at Desperation Lake, Beauveuve River, and Upper Yellowknife River. Although the staking of new claims did not reach the level of 1938, prospectors were active, and new finds were reported at Shane River, Siemow Lake, Heden Lake, Gilmour Lake, Emile River and Desperation Lake. An important advance in the Yellowknife district this year was the construction of the first hydro-electric development in the Northwest Territories, a 4,200-horse-power plant at Prosperous Lake, about 18 miles north of Yellowknife, in development. Work on this project, which involves an expenditure of more than a half-million dollars, is nearing completion and it is expected that hydro-electric power will be available for mining operations early next year. Up to the present power for mining operations at Yellowknife has been developed by Diesel

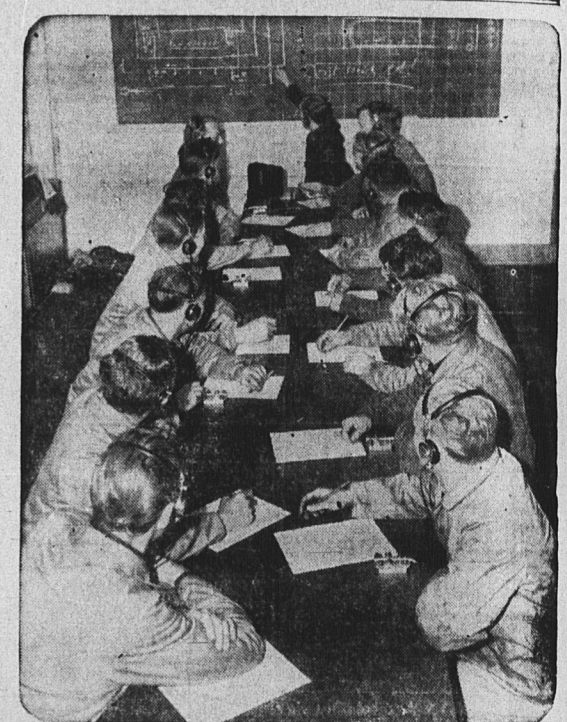
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units, and it is expected that this will permit the profitable working provision of hydro-electric power of lower-grade ore properties.



Radio operators of the R.N.A.F. training in one of their Toronto class-rooms. They are all sworn to the liberation of their unfortunate homeland.



Alone in a third-floor room of a Toronto boarding house sits the bride of L.A.C. L. C. Hopton, awaiting word that her husband has been found. Her secret marriage to the young Sagkat-hewan airman was revealed only after his disappearance, Dec. 12, during formation flight in a snowstorm over Camp Borden. They're shown above. It was the second time in a week that tragedy struck in that room. For Mrs. Hopton's room-mate was her girlhood chum, the young wife of L.A.C. Stewart Ogilvie, who was killed, Dec. 7, when his plane crashed near Schomberg. Both marriages were secret, because of R.C.A.F. rules that an airman may wed only with the permission of his commanding officer.

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