

THE CHARLOTTETOWN GUARDIAN

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"The Strongest Memory is Weaker than the Weakest Ink."

SATURDAY, OCTOBER 26, 1940.

Revising Their Verdict

Toronto Saturday Night, which was among the chief critics of Mr. Hanson for his reference in Charlottetown to the training of British airmen, now finds much to condemn in the partisan attitude adopted by the King Government. Evidently, however, it is loath to believe that the Government could have acted as it did. It expresses the hope that parliamentary discussion will elicit "facts sufficient to scotch a rather widely circulated rumor" that the censorship at first ordered the suppression in the next day's newspapers of Mr. Hanson's statement, and then withdrew the order. "Such a succession of events, if it actually happened," it says, "could hardly be interpreted as anything else than a decision to let a prohibited news item, made public to a very narrow audience by Mr. Hanson, be further promulgated to all four corners of the earth, for no other reason than in order to score off a political opponent. Assuming that the news could do harm if it came into the hands of the enemy (and that is the basic assumption upon which it was prohibited), there was a very good chance that it would never do such harm if its promulgation was confined to the Charlottetown audience; to publish it to the world when it could have been confined to the Charlottetown audience would be at least as near to aiding and abetting the enemy as the original intention."

That the government controlled censorship did act in this unaccountable way is a fact, not a "rumor," as Saturday Night could verify from any morning newspaper associated with the Canadian Press, through which Mr. Hanson's statement was at once forwarded to Ottawa. The censor unquestionably did request the statement to be suppressed "due to very serious consideration," and forty minutes later issued the all-clear signal, "Passed by Censor." Then the text of the story had to be wired to Ottawa for the Censor's approval, which was duly given. The fact that the news had already been given to the public by a Toronto financial paper should, in the first place, have exonerated Mr. Hanson from any charge of giving confidential information to the enemy. Saturday Night dismisses this as unimportant, on the ground that "nobody had noticed it at the time." Which is scarcely complimentary, either to the circulation claims of the Financial Post, or to the Censor whose duty it was to have noticed it. In any case it is amusing to watch the backing and filling which Mr. Hanson's newspaper critics in Ontario are doing, now that the part played by the Government through the Censor, in promulgating the news throughout Canada, has come to light.

Britain Needs Our Trade

Britain's export trade with Canada, and the importance of developing it to a greater extent, was the subject of an interesting address at a recent meeting of the Institute of Export, London, Eng., by Mr. Nugent M. Clougher, a native of Canada, where he had his early education. Mr. Clougher has spent most of his life in England. He is a recognized authority on Anglo-Canadian affairs, and now spends most of his time in the study of exports of British firms to Canada and marketing in the Dominion in connection with the Clougher Corporation, Ltd., of which he is governing director. After reviewing the history of trade relations with British North America from the formation of the Hudson Bay Company in 1607, Mr. Clougher devoted the major part of his address to present conditions and future prospects. Canada he describes as "the land of opportunity tomorrow," in which the building up of British trade connections is of the greatest significance. The fact that the British Government is standing behind its policy of placing export trade as one of the vital sinews of war, has changed the condition in the United Kingdom and given British manufacturers an unusual opportunity of extending their fields and taking over markets formerly held by foreign countries. It should now be possible, Mr. Clougher believes, to place Britain's export trade to Canada on such a solid basis that a very large percentage of the increased revenues may be retained after the cessation of hostilities.

While the British Preferential Tariff places the United Kingdom at a decided advantage when sending goods to the Dominion, there is one wartime obstacle to which attention is drawn. Tariffs are based on the normal home selling price in the country of origin, and not relative to Canadian selling prices. With the increased selling prices in the United Kingdom, it has become necessary to pay higher duties. This in addition to manufacturing charges, has hampered export and, in some cases, made it necessary to cancel export trade to the Dominion. "This situation," says Mr. Clougher, "is extremely serious, and one cannot but feel that if the position were clearly understood at Ottawa, the Canadian Government would make the very splendid gesture of assenting to pre-war selling prices in the United Kingdom, and not on the inflated values brought about by the present war in which we, as an Empire, are so deeply involved. Such an action on the part of

the Canadian Government would be of real help in expanding trade within the Empire and, in consequence, in increasing credits available abroad for the British treasury."

Trade prospects in every Province were reviewed by the speaker, who noted, with respect to Prince Edward Island: "It is one hundred per cent under cultivation and development and, although go-ahead, it retains much of the life of older times. The population is not large, but I firmly believe that, unwisely, this Province has been neglected by the British manufacturer, much to his loss."

There is no doubt that Prince Edward Islanders, as well as Canadians in general, would gladly co-operate in any movement to further Britain's trade interests, and would support any measure on the part of the Dominion Government in this direction.

EDITORIAL NOTES

A Hollywood cinemactress recently celebrated her silver wedding—all four husbands being still alive and—kicking.

The change for the better in the weather is appreciated by everybody, especially the farmers who have their Fall plowing to do.

Georges Danton, who did most to bring about French Revolution and Reign of Terror, under which he fell, born this date, 1759: "It were better to be a poor fisherman, than to meddle with the government of men!"

News from overseas indicates that preparations are well advanced for putting the Canadians into winter quarters. Island boys are going strong, liking the country, its people, and even not minding its bombs—when not too handy their quarters.

Congratulations are in order for the Hon. Dr. MacMillan and his energetic Red Cross organization in "going over the top" so magnificently in their Red Cross drive. Similarly the Carry on Corps are entitled to hearty commendation for raising voluntarily \$1,750 to provide an ambulance for the Red Cross. Dogged does it.

Tomorrow is a date of sad memories for France, the capitulation of Metz in 1870. Then as now the Germans were in possession of Lorraine and besieged a French army under Bazaine in Metz, the capital of the province, and eventually captured the town. By the treaty of 1871 Lorraine remained a German possession until restored to France by the Peace Treaty of 1919.

Our Chinese fellow citizens "did themselves proud" this week in welcoming and honoring their fellow countryman, the Hon. Dr. Shih, Chinese Consul General to Canada. The Chans of Summerside who took a leading part in the movement are a highly educated and distinguished family, one of the brothers being an ordained minister of the Presbyterian Church in Canada with a charge in Montreal.

It is quite apparent things are going from bad to worse internally with the MacKenzie King Partizan government. The latest trouble to darken the Prime Minister's strenuous days is the resignation of Mr. Alan B. Plaunt, a member of the Board of Directors of C.B.C., on the ground that he "has long ceased to have confidence in the corporation." So have many others, including the publisher of the Globe and Mail.

The present Australian Federal Government is a coalition Government of two predominantly Scottish parties, the one being led by the Rt. Hon. Robert Gordon Menzies, and the other by the Hon. Archibald Cameron; it is to be succeeded by a Union Government including the Labour Party headed by Mr. Joseph H. Scullin.

It is a great pity this Province could not have followed the example of Nova Scotia and avoided a contested election in the West River District. The decision not to comply with the Conservatives' offer of a 50-50 representation does not reflect to the credit of the Premier and his colleagues. He may attempt to throw the blame on the delegates at the recent convention but a wise, trusted leader seeking to accomplish a worthy object can usually persuade his followers to follow his advice and not head off in the opposite direction.

Amendments to Quebec liquor laws, unappreciably altered since first drafted 20 years ago, may be expected at the coming session of the Legislature, Attorney-General Wilfrid Girouard has forecast. No drastic changes were contemplated, he stated, merely alterations that would bring the law more closely in line with present conditions. Perhaps this includes selling rum and whisky to tourists duty free. The Minister also intimated that there was little likelihood of any general law being introduced to allow minors entry to moving picture houses. The Government, he admitted, had considered legislation along these lines but there had been various objections that could not be ignored.

A not inappropriate maxim for Churches of all denominations to follow at the present juncture is: "When everybody is running, walk; when everybody is walking, run." All kinds of organizations are patriotically and praiseworthy running to give aid and comfort to our armed forces, and running at such a speed that it is hardly to be expected they will be able to maintain the pace for any length of time. The Church is not a temporary organization but an institution that will be with us until the end of the world. She must needs meantime "walk softly before the Lord," but keep on keeping on till such time as the ephemeral enthusiasm of the secular organizations cools off somewhat, and they set back to walking pace. Then the Church will have to do some running on its own account to make up for lost time, personnel and revenues.

NOTES BY THE WAY

Twins in a Pennsylvania city have been named Franklin Wilkie and Wendell Delano. In future years when they get on a government payroll they can name Franklin W. and W. Delano or else F. Wilkie and Wendell D. The situation may require.

We cannot vouch for the entire accuracy of this report. A Connecticut farmer protected his early potatoes against frost by laying electric wires along the rows to keep the ground warm at night. Several hundred crows were attracted to the heat from the wires baked the potatoes and the crows dug them up and ate them for breakfast.

Welcome arrival of the first Australian pilots, with thousands more to come, for advanced air training in Canada, recalls to us that a new name is needed for this gigantic enterprise. It has been variously called British Commonwealth Air Training Program, Empire Air Training Scheme, and other such titles. But all those names are too cumbersome. What is more, they are already obsolete.

On the B.C.-Alaska Highway question a great change has come over in Vancouver and this province generally. A year or two ago a virtuous objection concerned the possible use of the highway as a military road. It is welcome news to be officially informed that the board is not only discussing coastal defenses, but is studying western and high ways in both Canada and the United States which might be used for joint troop movements. United States army officials recently sent out a higher school to Prince George, to White Horse and Fairbanks. Roughly, this is the route being considered for a new highway. It is of vast interest to this city and province and is in the office.

A group of freakish women, living in Los Angeles, have formed a "Tax the Bachelors League," whose objective is a law to impose a tax on bachelors. The bachelors over thirty-six are to be taxed at the rate of one dollar for every "bachelor woman" over that age. This would, of course, be class legislation with a vengeance. These women are to believe, however, that it is the moral duty of every man to marry some woman, and that if a man does not do this in a particular year he should be punished for it. Russell is of the same opinion, though not quite for the same reason.

The recruiting of women for the Auxiliary Territorial Service has been discussed recently, writes our Parliamentary correspondent, and the Government hope that changes in the organization announced by Mr. Eden will have the effect of attracting more women to this service. Eight thousand more recruits are needed. This would bring the strength of the A.T.S. to 100,000. The military authorities place a high value on the work of the A.T.S., and every effort will be made to obtain the big inflow of recruits needed. There has been a steady stream of outgoing of senior officers of the A.T.S., whose qualifications were unsuitable under war conditions. Of the 100,000 women in the A.T.S. list, 66 were officers, appointed by the new Selection Board is expected to make for a more efficient system of promoting women to be officers.

News reports are conflicting as to whether the Dame de Sark and her New Jersey-born husband are still on their tiny privately owned and operated Channel Island. The Germans have seized the island and later reports have had its rulers first in London and then firmly planted on the world map as an East Orange, N. J. boy who made good. On the island they have had no taxation, no crime, no unemployment, no automobiles, no lawyers and an empty jail. The Dame de Sark is a descendant of the Seigneur Heller de Carteret to whom the island was given as a fief by Queen Elizabeth in 1556.

One of the best selling jobs ever put over is the Magnetic Hill near Moncton. The folks in the Intercolonial City have sold the world the idea that the motor cars on uphill, providing they try the stunt on the Magnetic Hill about six miles out of Moncton. It looks that way too, because the optical illusion creates the notion that the hill is a downhill is an uphill. There is a steep decline and then the slope tapers off in a gradual descent. So the cars go up the hill, and the steep slope becomes a gradual decline and the eye makes it look as though the decline were an ascent. So, when you turn off the engine of a motor car at the top of the hill, the car starts to do what looks like coast uphill. Next time you are down there, try pouring a pail of water in the middle of the "ascent" and see how the water runs "uphill." A similar optical illusion has made another magnetic hill at Pownal on Prince Edward Island. But the Islanders have not done the swell job with their hill that Moncton has done with its. —Clark in Windsor Star.

For that lady who's never been on time for any appointment in her life, buy a watch with a sparkling lapel pin modeled after the face of a clock (and outlined in rhinestones and rubies) with two hands on it, to be set for the precise time of the next appointment. It was undoubtedly designed by a man. May he didn't ever expect the lady to look down at the pin and remember that she had to hurry along to an appointment. But at least he thought he could count on the responsibility of whatever person in society he was in contact with, to remind her to be up and on her way when the time came. Of course, if the designer had really wanted the pin to be effective, he would have equipped it with a bell, or perhaps even a sound device which would bawl out at the set time. "Cut it out!" Give us waiting. Cut it out! Give us waiting. —Business Week

Aerodrome Construction Commonwealth Air Training Plan

By J. A. WILSON, M.E.I.C. Controller of Civil Aviation

THE EFFECT OF THE PROGRAMME ON CIVIL AVIATION

A cataclysm of the magnitude of the present war affects all civil activities. Aviation has been no exception. Every phase of flying has been gravely affected by the change-over from peace to war. While it is true that the programme of the Department of Transport has been to ensure that when the time comes to return to normal peace conditions, as much as possible of the war effort and expenditure may be returned to increasing the facilities for civil air transport in the Dominion.

The aerodrome situation at any rate will be vastly improved. The size of all the main aerodromes on the trans-Canada airway and its principal feeder lines has been increased. New hard surfaces have been added on many busy hangars and other buildings have been built on the aerodromes. Some of these are to be required by the R. C. A. F. when the war is over but much may be surplus to their requirements and can be made available for the expansion of our civil transport services. In addition aerodromes have been built to serve many new districts.

It is convenient to a Montreal audience one naturally takes the local situation as an illustration of what is happening in all parts of the country. St. Hubert, the old civil airport, will next Summer be turned over to the R. C. A. F. and a new airport designed on modern lines and complete with all facilities will be ready for use by the civil air transport services. The new airport will, at the same time, accommodate an Air Officers' Club, a new school, and a club for the duration of the war. The site at Dorval is particularly favourable.

It is convenient to the city, as near Mount Royal as possible, taking into consideration the obstructions caused by large buildings and the poor visibility, being on high ground and to the leeward of the city in the prevailing wind. The new aerodrome approaches are much superior to those of St. Hubert where both Mount Royal and Mount Bruno cause obstructions to a blind landing. The lines of flight South, East and West will be on the Mount Royal and the centre of the city. When it is completed it is said to be superior to the aerodromes of other more convenient terminals facilities than will be provided at Dorval for the city of Montreal.

The success of this programme has been due in the first place to the vision and initiative of the Honourable C. D. Howe, formerly Minister of Transport and now Minister of Munitions and Supply. In both capacities he has been head of services intimately connected with the war effort. As Minister of Transport he was responsible for the organization of the trans-Canada system, which has been the result of this programme and without which the rapid progress made would not have been possible. To his energetic support and sympathetic interest, all credit is due. Under his leadership the Deputy Minister of Transport, V. I. Stewart, and the Director of Air Services, J. A. Wilson, have given their daily support and attention to the multitude of questions arising out of its organization and execution.

Mutual confidence between the Air Training Command of the R. C. A. F. and the Civil Aviation Division of the Department of Transport has already been made to the wholehearted co-operation of other Departments and Services—Dominion, Provincial and Commercial. Without their assistance the rapid progress which has been made during the past year could not have been made. The Department of Transport owes all such services a debt of gratitude. The results already achieved are proof of the strenuous work of every member of the Civil Aviation Division to ensure the successful completion of their part in one phase of Canada's War Effort. (Concluded)

The Poet's Corner

WEE HUGHIE

He's gone to school, wee Hughie, An' him not four, An' him not eight was in him When he left the door.

But he took a hand o' Denny, An' a banking Dan, An' Wi' Joe's owd coat upon him— Och, the poor wee man!

He cut the quarest figure, More stout nor him, An' 'trottin' right an' steady, Wi' his toes turned in.

I watched him to the corner O' the big turf stack, An' the more his feet went forrit, Still his head turned back.

He was lookin', would I call him— Sure 'is lost I am without him, But he to be to go.

I followed to the turnin' When they passed by, God help him, he was cryin', An', maybe, so was I.

—Elizabeth Shahan.

LINGO OF WAR

MANCHESTER.—(CP)—War coins and new words and phrases and kills others, comments the Manchester Guardian. "Londonsers say that anything is 'as safe as a house,'" the Guardian explains.

PUBLIC FORUM

This column is open for the discussion of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

WHAT SHALL WE DO WITH OUR SURPLUS

Sir:—Under the above heading there appeared in today's Guardian a letter from Hon. W. H. Dennis, the contents of which are of such vital moment to the farmers of this Province, that it is doubtful if any document issued by the present Government has been of equal importance. Mr. Dennis, of course, knows whereof he speaks, and his statements can therefore be accepted as accurate, while his conclusions are logical and his advice to the farmers in every respect commendable. Mr. Dennis not only states that present farming conditions are "deplorable," but he goes on to say "the farmers of this Province are becoming poorer and poorer, year after year, as time goes on." The accuracy of this latter statement is admitted by all who have in recent years discussed the matter, and yet, no really concerted effort has been made to find a solution of the trouble.

That the problem can be solved, there need be no mistaking for, from an agricultural producing standpoint, it is generally admitted that no other part of North America is equally blessed with this Island from a farming standpoint. Most people shrink their individual responsibility in this matter by blaming the government for inaction, forgetting that governments all over the world follow public opinion rather than lead it.

What have our leading business people to say? I am, Sir, etc. H.K.S. HEMMING

Bagpipes South Of The Border

(New York Times) The Scots of the Cape Fear Valley, have been holding their annual jubilation. There are some 15,000 of them, divided into forty-three clans, of which the MacNeils are the greatest. They have been parades, and the MacNeil of Barra was there to review them.

Fayetteville, where the celebration has been taking place, is the town to which Flora MacDonald, who helped Prince Charles Edward to escape after the Battle of Culloden, came in 1773. Married to another MacDonald, a British officer, she was then 51. But heroines have immortal youth and no year later than 1746 is counted against her. Her husband was a prisoner and she went home before him in 1779. The Scots who emigrated in such numbers to North Carolina after the battle of Culloden, there already. It is easy to believe that some of these were among the seventeenth-century settlers, an independent lot, habitually quarrelling with the royal Governors and firing some of them. Their practicalities have been preserved. It is good for the sociologist to know that the Fayetteville High School band is the only one in the United States that sports the kilts. One hopes that there is a piper among its artists.

Inheritance and refashioning of the kilts and a Scottish ballad is one of the glories of North Carolina. This Scots colony of Americans pleasantly recalling old feats and fights is another reminder of the diversity of origin and history that underlies the essential unity of the United States.

NOSE IS SOURCE OF FLUENT TO CONTROL INFLUENZA

PALO ALTO, Calif., Oct. 24.—A discovery by three Australian researchers that the human nose secretes a substance which will make certain diseases, viruses harmless may open the way to effective medical control of influenza, says Dr. D. W. Manwaring of Stanford University.

About a year ago F. M. Burnett, Dora Lush and A. V. Jackson of Melbourne found that a chemically purified secretion of the normal human nose inactivated every kind of influenza obtainable there for testing. The substance also demonstrated a limited ability to kill the viruses of parrot fever, infantile paralysis and a type found in a certain kind of tumor.

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What China Needs! (Lin Yutang, well-known Chinese-American writer in the New York Times.) By the law of common sense, China, which has sought a just class war power to a stalemate in the last three years, automatically becomes a first class world power herself. We are fighting a curious war in China, without an adequate air force, artillery, and tanks, but we are fighting successfully against an enemy who has all those things, and that is the thing that counts. Aiding China will yet prove the cheapest way of obtaining the Pacific for America. For the price of three modern battleships, given the aid of China a per cent of our bombing planes, China could wage a war against Japan on a 2,000-mile front, for years and eventually defeat her, until a war between the United States and Japan became impossible because unnecessary. Spend on aid to China a per cent of what America is spending on the naval building program and you will have the mere phantom of that which we have in the Pacific with in that Pacific struggle. What China needs to defeat Japan is very little. Fighting Japan in China is ridiculously cheap. China wants only 20 million dollars, in my estimate, for the entire duration of the war and for equipping the purpose of crippling Japan. That is no more than the price of three modern battleships. China does not need food. After three years of blockade on the sea-coast, we never hear of rations in free China, except in regard to gasoline and alcohol mixed with gasoline for motor transportation. Remember, China blockaded herself for 3,000 years and fed herself with rations for 3,000 years before the Japanese started blockading her. China does not need small-arm ammunition, which she can manufacture from raw material to finished products. China does not need man power or American soldiers to fight for her. Conspicuous peace offers and its preparedness to fight until every Japanese soldier leaves Chinese soil. China needs only airplanes, oil and medicine. The sum of 250 million dollars will give us 1,500 bombers or 750 bombers and 2,500 fighting planes, and we will train the pilots, with a re-education in fighting until every Japanese soldier leaves Chinese soil. China needs only airplanes, oil and medicine. The sum of 250 million dollars will give us 1,500 bombers or 750 bombers and 2,500 fighting planes, and we will train the pilots, with a re-education in fighting until every Japanese soldier leaves Chinese soil. China needs only airplanes, oil and medicine. The sum of 250 million dollars will give us 1,500 bombers or 750 bombers and 2,500 fighting planes, and we will train the pilots, with a re-education in fighting until every Japanese soldier leaves Chinese soil.

EARLIER RACE THAN INDIANS HANLEY, Sask., Oct. 25.—(CP)—Traces of prehistoric man of the "Yuma culture," believed to have inhabited the western prairie many years before the Indians, have been found near this town, 40 miles southwest of Saskatoon, by a party of archaeologists from the University of Saskatchewan. Flint heads for arrows used in shooting birds, pieces of pottery made of baked clay, and several sharp-edged stones believed to have been used for skinning game and cleaning hides, were all found in the locality. Professor J. W. T. Sells said he could not estimate how long ago the early dwellers were in the area, but believed they had a common origin with those who are believed to have inhabited Arizona and Mexico. The arrowheads found were made of a type of flint not usually found in Saskatchewan and must have been brought here by the natives who trekked north from the United States, he said.

Fifteen 'iron lung' regulators, gifts of the British philanthropist, Lord Nuffield, have been delivered to Alberta hospitals in the face of the war dangers which marred their transportation from Great Britain. An automobile plant in Italy was reported recently to be operating 24 hours every day and was similar on aviation equipment and other war materials.

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