Before you insure... CONSULT
Confederation Life Association

Up a rocky ridge files a contingent of Navy men bearing crosses for the graves of comrades who died while on duty at this Aleutian outpost.

Lieut. Gen. Mark W. Clark, left, commander of the U. S. Fifth Army and Admiral H. K. Hewitt, head of the U. S. Mediterranean naval forces are pictured checking maps aboard the flagship of the fleet which landed Allied invasion forces on the Salerno beachhead. Later Gen. Clark went ashore under heavy enemy fire and personally checked progress of what developed into one of the fiercest battle of the war. Photo taken by NEA photographer Charles Corte for the War Picture Pool.

Typical reaction of New York's "Little Italy" to news of the Allied invasion was this delighted grin of Santo Salamone, for more than 30 years a butcher on teeming Mott Street. He has two sons in the Army, one in Africa and one in California.

BROCK-FLOWER NUPTIALS

(St John Telegraph-Journal)

The First Baptist Church in Fairville was the scene of a wedding of interest on Saturday, Sept 4, at 3:30 o'clock when Miss Dorothy Lowell Flower, daughter of Mrs Pauline Flower, 112 Manawagonish Road, became the bride of David Sherman Urch, son of Mr. and Mrs. Edward Urch of Wollaston, Mass. Rev. E. M. B. Wheelock officiated.

The church was decorated with baskets of gladioli against a background of palms and the guest pews were marked with rosettes of net in the pastel shades and rose and mauve sweetpeas. Mrs. Murray Ryde presided at the organ and played the special nuptial music. The processional was The Bridal Chorus from Lohengrin and the recessional Mendelssohn's Wedding March. During the signing of the register Miss Agnes Forbes sang "O Perfect Love."

The bride, given in marriage by her uncle, Harry B. Tippett, was attended by Miss Shirley E. Fulton as bridesmaid. John G. Johnston of Toronto was groomsman and usher were James L. Tippett, cousin of the bride, and Norman J. Sparks. The bride wore a dress of delphinium blue crepe, the bodice having a yoke of matching lace and long sleeves ending in points over the hands. The bodice was closed in the back with a row of tiny buttons. Her hat was of blue feather, trimmed with a matching face framing veil, and she carried a bouquet of Happy Day roses. Her only ornament was a solitaire pearl ring, the gift of the groom.

Miss Fulton was wearing a Chinese gold crepe dress having a yoke and trimming of matching lace and long gold colored gloves. Her halo hat matched her gown and was trimmed in the front with black feathes and a veil. Her bouquet was of Talisman roses. Her only ornament was a Staffordshire pendant, the gift of the bride.

The bride's mother wore a gown of black French crepe, draped at the sides, the skirt trimmed with a double flounce of knotted fringe Her hat of fuchsia velvet was trimmed with delft blue wings and a matching veil. Her corsage was of fuchsia and blue flowers. The grooms' mother was wearing a gown of amethyst crepe and a matching hat. Her corsage was of American Beauty roses. Following the ceremony a reception was held at the home of the bride's mother, Manawagonish Road. Mrs. George Waite, Summerside, sister of the groom, presided and those serving were Misses Rhoda Woodworth Doris Denniston, Vida Robinson and Dorthy Broom. Mrs. George Currie replenished. The table had a cloth of Alencon lace and was centred with a bowl of mauve and pink sweetpeas flanked by ivory candles in silver candelabra. The bride's table had a Madeira cloth and was centred with a bridal cake placed under silver bells suspended from the electrolier. The cake was topped with miniature doves. The toast to the bride was proposed by H. B. Tippett, and the groom responded. The groom presented the best man with a billfold and the usher collar and tie sets.

Later Mr. and Mrs. Urch left on wedding trip to points of interest in the Maritimes. For traveling the bride wore a two-piece mandarin blue wool broadcloth suit and a pink sheer blouse. Her accessories were black. With her costume she donned a Llama topcoat. Her corsage was of Better Times roses.

Out-of-town guest at the wedding were, Mrs. Urch, mother of the groom, Waltham, (Mass.; Mrs. George Waite, sister of the groom, Summerside, P.E.I.; Miss Dorothy Lefurge, Newton, Mass.; John G. Johnston, Toronto, and Mrs Harry Cousins, Halifax.

MONTAGUE

Miss Florine Campbell, daughter of Mr. and Mrs. A.F. Campbell of Montague left last week for Moncton, N.B. to attend Mt. Allison University.

Miss Margaret MacDonald, daughter of Mrs. Minnie MacDonald of Montague left on Monday to resume her studies at Union Commercial College, Charlottetown.

Miss Helen Annear of the Merchant Seaman's Club, Halifax, spent the week-end with her parents, Mr. and Mrs. Geo. Annear, Lower Montague.

Pte. Oliver MacLean, M. T. of Halifax, spent the weekend at the home of Mr. and Mrs. Geo. Annear Lower Montague.

Mrs. Laura Hubley and son Arnold who spent the summer at their old home in Lower Montague, left on Monday on return to Brighton, Mass.

Miss Elizabeth Schirmer of Boston, Mass., is visiting her mother, Mrs. V.O. Schirmer, of Lower Montague.

The Ladies Aid Society of the Montague United Church, held their regular monthly meeting at the home of Mrs. G.A. Thompson. A goodly number of ladies were present and after the usual routine of business, a very dainty lunch was served by the hostess, assisted by Mrs. A. M. Wright and Mrs. H.J. Mabon.

It is pleasing to report that Mrs. Bert Taylor of Lower Montague, who recently underwent a serious operation in the Prince Edward Island Hospital is making a good recovery.

Mrs. Lloyd Lockerby of Montague entertained delightfully at two tables of bridge recently. Mrs. H. Davison carried off the first prize, the second prize being won by Mrs. A. M. Wright.

Mr. Montague Annear recently of Lower Montague, on the occasion of his moving to Montague, was presented by the teachers and pupils of the Lower Montague School with an address and a beautifully bound Bible, in appreciation of his many long years of faithful service as secretary-treasurer of the school, which office he held for over forty-five years.

Mr. Wallace Campbell of Nova Scotia who is visiting friends and relatives at Montague and vicinity, and who was a former resident of Montague, is being warmly welcomed by his many friends. He is the guest of his sister, Mrs. J. N. MacDonald of Whim Road.

Mrs. J. Leslie Poole of Lower Montague, who recently celebrated her 82nd birthday, is receiving the hearty congratulations of her many friends. Mrs. Tom Jackson entertained in Mrs. Poole's honor, at a birthday party, inviting neighbors and friends in for a delightful supper and social evening. A most enjoyable evening was spent. C. was served.

Included in the recent announcement by Defence Minister Ralston of the disbandment of two Canadian Army Divisions and part of a third division was the Seventh Division of which Major-General P. E. LeClerc, M. M., E. D., 50, of Montreal was General Officer Commanding. The Seventh Division was located in the Atlantic Command and engaged in providing defences on Canada's eastern coast.

Acadian Teachers Convention

The annual convention of the French teachers of the Province was held at Egmont Bay on Thursday and Friday, Sept 9 and 10. This was the fifty-first meeting of the association since the founding of the society in 1893. The fact that these annual conventions have been held every year without interruption since that date is quite noteworthy and reflects a great deal of credit on the French teachers. Again this year the attendance of members was almost one hundred per cent.

This year's meeting was one of the most interesting and instructive yet held. There were two sessions on Thursday, with a public and open session in the Parish Hall on the same evening. At the morning sitting Rev. Father Gaudet pastor at Egmont Bay, in a very interesting address extended a hearty welcome to the visiting teachers and others. He expressed the hope that their visit to his parish would be a pleasant and profitable one.

At the second and afternoon session a paper was read by Miss Clothilde Arsenault. Miss Arsenault in her paper outlined the duties and responsibilities of a teacher. This address was discussed fully by the teachers present. This was followed by reports of the parent-teacher meetings held at the different French centres during the year.

Miss Verna Darrach then gave a very interesting address on the work of the Junior Red Cross. She reviewed the work of the past year and outlined the work of the coming year.

The Red Cross banner was then presented by Suprevisor F. E. Doiron to Miss Eulalie Chiasson, teacher at Nail Pond.

An address by Miss Dorothy Cullen on school libraries brought this second session to a close. Miss Cullen's address, which was delivered in French, contained valuable suggestions to teachers on the selection of suitable books for their pupils.

Evening Session

The evening session proved to be the highlight of the convention. The large parish hall was filled to capacity with the people of the parish as well as visitors. The following distinguished guests occupied seats on the stage: Mgr. Albert Le Menager D. P. Rector Assumption Cathedral Moncton, N. B.; Rev. Hector Bellineau, Pastor at Lewisville, N. B.; Rev Philip Robichaud, Pastor at Shemogue N. B.; Rev. Philip Hebert of Scoudouc, N. B.; Rev. Father Gallien, Pastor at Neguac, N. B., Rev. Father Bridreau Grand Digue; and Miss Michaud Director of teaching of French at the Normal School Fredericton, N. B., Rev. Father Poirier of Mont Carmel presided at this meeting. Able and inspiring address were given by all these outside visitors. Miss Michaud's address was an inspiration to all. She stressed the importance of parent-teacher meeting and encouraged the teachers to carry on in their noble work of training the youth of our country.

Addresses were also made by Messrs. Edmund Arsenault, Charles M. Arsenault, John F. Arsenault and Hon Marin Gallant. A pleasing program of musical and dance numbers was interspersed with the speeches making a delightful and instructive evening.

On Friday, two sessions were held. Papers on educational topics were read by Reverand Sister St. Hombeline, Mr. Edgar Gallant, and Miss Yvonne Gallant. Addresses were also given by Prof. J. H. Blanchard and Supervisor F. E Doiron.

The question-box conducted by Supervisor Doiron at the morning session brought out many questions pertaining to the teaching profession. These questions were well discussed and many good suggestions and valuable hints resulted from this very important part of the program.

Among those taking an active part in the convention were Mr. Peter Gallant of Egmont Bay a former teacher and ex-supervisor, and Mr. John F. Arsenault, a veteran teacher who has served many years in the French schools of this Province Rev Clarence Pitre of Rustico and Rev. John F. Buote of Magdaline Islands were also in attendance.

The next meeting will be held next summer at Rustico.

CENTRAL ROYALTY W. I.

The regular monthly meeting of the Central Royalty Women's Institute was held at the home of Mrs. Gordon Warren on Tuesday, Aug. 31st with 15 members and two visitors present. The meeting opened with the creed in unison. Roll call was responded to with a collection. The minutes of the last meeting were read and approved. The different committees brought in their reports and new ones for the coming month were appointed. Sick, Mrs. James Roper, Mrs. Foster and Mrs. H. Stead. Red Cross, Mrs. Archibald. School, Mrs. MacAusland and Mrs. Ward. Lunch Mrs. W. Stead, Mrs. Foster and Mrs. Warren. Next meeting to be held at the home of Mrs. Frank McKay. Roll call—Suggestions for improving the programme at the annual convention. $10.00—was voted for Chinese Relief. 23 handkerchiefs and one child's dress were passed in for Red Cross. The treasurer's report showed $68.62 on hand. The meeting adjourned after which lunch was served.

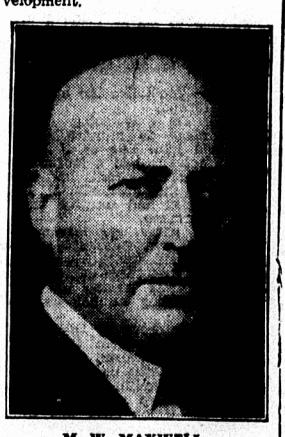
C. N. R. Research

MONTREAL, Que., Sept. 20 — S. W. Fairweather, Vice-President of Research and Development, Canadian National Railways, today announced the division of his department into two separate branches with J. E. Gibault, a former Assistant General Manager of the Atlantic Region of the railway at Moncton, New Brunswick, in charge of research, and M. W. Maxwell, a native of St. David, N.B., heading development These changes are effective immediately. Mr. Gibault was heretofore Assistant Chief of Research and Development and Mr. Maxwell was Chief Commissioner of Development and Natural Resources for the National System.

The work of Mr. Fairweather's department, which was established in 1923 as the Bureau of Economics, is chiefly concerned with economic and research studies of the many and varied activities of the Canadian National System. The furthering of industrial development in Canada is one of its major functions.

J. E. GILBAULT

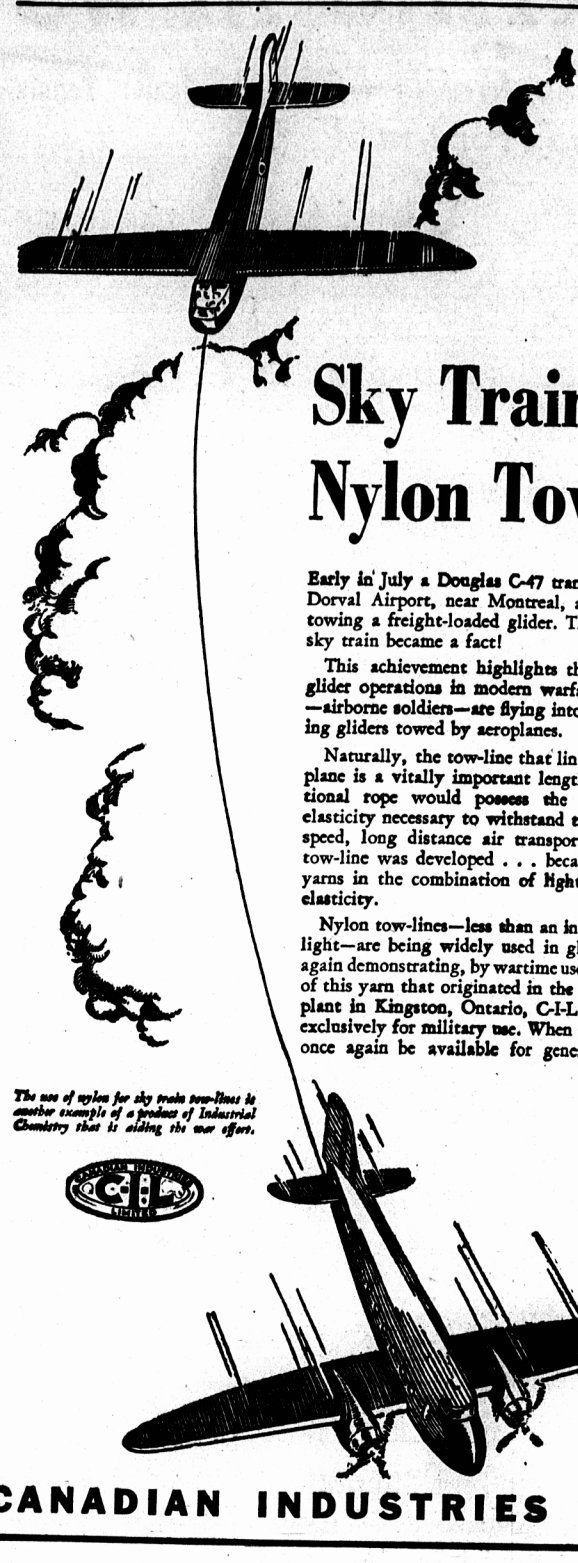
Joseph Emile Arthur Gibault, born at St. Jerome, Que., is a graduate in civil and mining engineering of the University of Montreal. During his railway career, which dates back to June 1909, he served successively as Tapeman, Draughtsman. Instrumental man, and Resident Engineer with the National Transcontinental Railway and with the Canadian Government Railways, at Cochrane, Ont., and at Quebec City. In 1920 he became Division Engineer of the Canadian National Railways at Quebec and Levis. Four years later he was appointed to the Bureau of Economics in Montreal as Assistant Engineer and in September 1927 returned to the Operating Department as Superintendent of the Levis Division, later serving in a similar capacity at Montreal and Campbellton, N. B. In August 1940 he was appointed Assistant General Manager of the Atlantic Region, with office at Moncton, and last December he was recalled to Montreal as Assistant Chief of Research and Development.



M. W. MAXWELL

Marven Wilbur Maxwell, a native of St. David, N.B., is a graduate of the University of New Brunswick in civil engineering, class of 1912. He gained his first engineering experience on the construction of the railway tunnel under Mount Royal at Montreal and in 1915 was appointed to the Forest Products Laboratories, McGill University, as Timber Test Engineer. In the same year he was commissioned a Lieutenant and proceeded overseas with the First Canadian Tunnelling Company, Royal Engineers, serving in England, France, Belgium and Germany. He gained his Captaincy the following year and was awarded the Military Cross in 1917. Mr. Maxwell was promoted Major in 1918, commanding D Company, 4th Battalion, Canadian Engineers. In the summer of 1919 he returned to Canada and held various positions in mining and lumbering industries before entering the Massachusetts Institute of Technology at Cambridge in 1921 for post-graduate work in economics and industrial engineering. In August 1923 Mr. Maxwell became Assistant Engineer in the Bureau of Economics, Canadian National Railways, Montreal. Nine years later he went to New York as Industrial Commissioner for the railway and in August 1939 was recalled to Montreal to the position of Commissioner of Development and Natural Resources. In January of this year he was appointed Chief Commissioner of Development and Natural Resources.

CHEMISTRY HELPS TO WIN THE WAR



Sky Trains use Nylon Tow-lines

Early in July a Douglas C-47 transport plane took off from Dorval Airport, near Montreal, and crossed the Atlantic—towing a freight-loaded glider. Thus the first trans-Atlantic sky train became a fact!

This achievement highlights the increasing importance of glider operations in modern warfare. Today, winged armies—airborne soldiers—are flying into action in big troop-carrying gliders towed by aeroplanes.

Naturally, the tow-line that links the glider and its towing plane is a vitally important length of rope. Only an exceptional rope would possess the tremendous strength and elasticity necessary to withstand the pull and strain of high speed, long distance air transport. That's why the nylon tow-line was developed . . . because nylon excels all other yarns in the combination of lightness, tensile strength and elasticity.

Nylon tow-lines—less than an inch thick and exceptionally light—are being widely used in glider operations . . . once again demonstrating, by wartime use, the outstanding qualities of this yarn that originated in the chemists' test tube. At its plant in Kingston, Ontario, C-I-L is now producing nylon exclusively for military use. When the war is won, nylon will once again be available for general consumer production.

The use of nylon for sky train tow-lines is another example of a product of Industrial Chemistry that is aiding the war effort.

CANADIAN INDUSTRIES LIMITED

BALTIC WOMEN'S INSTITUTE

The September meeting of the Baltic Women's Institute met at the school house on September 7th.

The meeting opened with the ode and repeating the Creed in unison. Roll call was responded to by eight members.

Minutes of last meeting were read approved and signed.

Reports for committee were heard. Mrs. James Cousins, Convenor of Red Cross work gave a report of a dance at her home for which the snug sum of $20.00 was realized. A vote of thanks were extended to Mrs. Cousins for her untiring efforts in this work and for her generosity in opening her house for a dance for this worthy cause.

It was moved and seconded that $20.00 be sent to Red Cross work.

It was moved and seconded that Marion Holmes, Eunice Clark and Mrs. Bruce Riley make a canvass of the district for the benefit of the Salvation Army and Chinese fund. Correspondence were read and discussed. Red Cross knitting were also discussed. Collection was then taken and the meting closed with the National Anthem.

"Grooming" Locomotives for Wartime Work

"Grooming" is one of the highly important jobs accomplished daily in Canadian National Railways roundhouses throughout the System. The term applies to the servicing of locomotives before they leave the stalls to start on a long journey hauling a troop train; or one of those big fast freights made up of carloads of war supplies and materials. Grooming is usually unseen by the public but it is one of the multiplicity of daily tasks each essential to the Railway's war effort.

This grooming consists of filling the engine tender with coal and water; cleaning, greasing and oiling; making necessary adjustments and light running repairs; testing air brakes, electrical and water pump systems; and a thorough inspection of the locomotive to ensure perfect operation. This requires an average of one and a-half to two hours for a turnabout job; and three to four hours for a general servicing.

At Canada's largest and busiest roundhouse, Turcot, in Montreal, operating on a 24-hour basis, Canadian National motive power is turned out at the average rate of one locomotive in less than every eleven minutes. Accommodation is available for 62 engines; five of the 52 pits each being capable of servicing two iron horses at the same time. The activity is at its highest point between four and eight p.m., with the five to nine a.m. period a close second. For a single day, the record turnout was 147 groomed and despatched ocomotives. Turcot maintains a daily average of 135 despatches, which the staff of 480 workers consider something for other roundhouses to shoot at.

The photograph shows a fleet of locomotives awaiting attention with one of the giant 6200-type; Canadian National's latest design; embarking on the turntable under the guidance of a hostler to go on a track for fueling