

THE CHARLOTTETOWN GUARDIAN

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Vice President: J. H. Burnett, F.R.S.
Secretary: Lieut. Col. D. A. MacKinnon, D.S.O.

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

THURSDAY, JULY 22, 1943

More Discrimination

The utterly inadequate service provided by
the old Scotia between Borden and Tormentine
is the subject of complaint by practically every-
one who has had to use its facilities. Passengers
have had to wait several hours on both sides for
accommodation, and the number of extra trips
which the steamer has had to make daily means
a great deal of extra coal consumption as well
as delay and inconvenience.

Advertising

The vital part played by advertising in war-
time and in peace-time, says the Hamilton Spec-
tator, is imperfectly appreciated by many people,
even by those who gain most from its benefits—
and that includes all classes in the community.

Persuasion, which is the main object of adver-
tising, is described as "the oldest and still the
most valuable of all the weapons of statesmen."

As for the peace-time uses of publicity, mass
production, and all that it has meant in the revo-
lution of the lives of the people, could not have
come about without the advertising which created
the active desires that made possible the markets
for the huge volume of goods produced.

Canadian Food For Britain

One of the reasons, probably the main one,
why sundry staple foods are being rationed in
Canada is that huge supplies are being sent to
Britain in fulfillment of orders placed by the
British Food Ministry. The Canadian man or
woman with a ration book may be interested in
knowing how much is being done toward filling
the British bread basket, and here are some of
the figures: Last year's exports of agricultural
and vegetable food products to the United King-
dom reached a value of \$101,775,618; tobacco
and its products, \$3,203,198, and animal and fish
products \$158,047,000.

Britain took 90,086,714 bushels of wheat last
year at a value of \$77,518,820, and 4,666,718 bar-
rels of wheat flour valued at \$20,742,992, plus
a very considerable quantity of oatmeal and rolled
oats. Incidentally, the figures in regard to
wheat are of some special interest as indicating
a price per bushel slightly in excess of 86 cents—
the figure paid by the British Cereal Import
Committee has always been an official secret.

Canadian bacon and hams totalling 5,249,519
cwt. and valued at \$99,723,878 went to Brit-

ain last year, with 738,518 cwt. of canned
salmon valued at \$13,860,849 and 1,313,740
cwt. of cheese worth \$24,558,965. Ship-
ments of dried eggs reached 7,661,817 pounds,
and of eggs in the shell 4,374,640 dozen, the val-
ues being \$7,733,195 and \$1,367,900. More than
5,681,000 pounds of canned meats went also.

Even if Canadians have to go short on some
of these things they will not grudge them. Huge
as the commitments are, they still mean short
rations for the people of Britain, and it must not
be forgotten that agricultural production in the
United Kingdom itself has been stepped up to an
almost unbelievable rate. The very most Canadi-
ans can do will not be enough to make the lot of
the British consumer comparable with their own.

EDITORIAL NOTES

Giuseppe Garibaldi, Italian patriot, born this
date, 1807; he fought for Sardinia against Aus-
tria in 1859, and protested against Count Cas-
sino's cession of Nice and Savoy to France in
1860; in May of the same year he sailed with his
famous "Thousand" to aid the Sicilians revolt
against Francis of Naples, and by July had com-
pleted the conquest of that island; in the Franco-
Prussian war he raised a force to assist France
against the Prussians; no fewer than seven of
his grandsons fought in the Great War on the
side of the Allies.

Last year at this date Axis U-boats had already
sunk an impressive toll of shipping off the Cana-
dian east coast, in the Gulf and the lower reaches
of the St. Lawrence River but so far not a
sinking or for that matter, not a sign of a U-boat
has been officially reported. Sailors state that the
new-type aircraft carrier escort planes now
forming an "umbrella" for the ships has proved its
usefulness in convoy work and the deck berth-
ed planes had more than once kept lurking sub-
marines at a safe distance.

Transport Minister Michaud informed the
Commons that Canada will be manning 75 mer-
chant ships on the high seas by August, the sea-
men being provided by Canada and the officers,
masters and other specialists by the United King-
dom. Speaking on an item of \$9,867,000 for the
director of merchant seamen in his department's
war appropriation of \$3,824,973, Mr. Michaud
said the great difficulty was to obtain merchant
officers for such posts in the past. Britain had
assured that at least until September Canada
would be provided with sufficient officers to
command the ships. The crews would be Canadi-
ans.

On Saturday, at 5:30 p.m., EDT, a programme
will be presented by clansmen in Scotland for
clansmen overseas; songs and stories of Clan
Grant, with a message from the Clan at Home.
The upper Craighellachie is commonly believed to
have provided the crest of the Grant family—a
mountain in flames. When the chief wished to
assemble his clan, fires were kindled on both
Craighellachies, hence the name "Rock of Alarm."
The war cry of the clan was "Stand fast, Craighel-
lachie," and this was the legend of their armorial
motto. Like most families of Highland descent
the origin of the family of Grant is unknown.
Many origins have been ascribed to it including
a Danish, a Norwegian, an English, an Irish, a
Norman, and a Celtic one. As to its antiquity, a
member of the Clan, who could not read very
well, once claimed that it was of scriptural origin,
"for," said he, "do we not read, 'there were
giants (gigants) in those days.'"

During a foreign affairs debate in the House
of Commons Mr. Coldwell, C.C.L. expressed
sympathy for the Jews and referred to the "Jew-
ish child whom we today honor as the founder
of the great religion which most of us profess."
Apparently Mr. Norman Jaques, N.D., who sat
close to Mr. Coldwell murmured something not
loud enough to be heard in the gallery or by the
Hansard reporter. Mr. Coldwell replied: "I wish
my honorable friend from Wetaskiwin, every
time the Jews are mentioned, would not inter-
rupt with the hatred of the Jews which seems
to fill his heart and soul." Later, when the
House was about to rise for lunch, Mr. Jaques
got the floor. He referred to Mr. Coldwell's
statement that the founder of the Christian religion
was a Jew. "I have it on the authority of
the present Dean of St. Paul's, who ought to
know, that there was not a drop of Jewish blood
in His veins," said Mr. Jaques. "That is all
I said. I know that the honorable member for
Rosetown-Biggan (Mr. Coldwell) is very fond
of playing to the gallery for the benefit of the
financial press." "That is the funniest thing I
have heard in a long time," said Mr. Coldwell,
joining in the laughter that followed Mr. Jaques
comment.

This is clipped from the inimitable editorial
columns of the Eastern Chronicle: "Our blood
nearly froze when we were told that a MacGillivray
was secretary and a Schofield treasurer of
the newly-formed New Glasgow C.C.F. Club.
'Lord Harry! That's three-quarters of our me-
chanical staff! Happily it did not turn out that
way. Angus, our faithful veteran, is still at heart
with us—it was some other MacGillivray. But
Bill, our foreman, is the new treasurer, and will
look after the swag. As yet he is not quite lop-sided
carrying it, but has hopes. It is O.K. with us,
providing some wag does not add to our sign
'Financial Headquarters of the C.C.F.' Just at
a guess, we would say that our Bill Schofield is
a brand plucked from the Prog-Con. burning.
He is a worker, and if the new party was hunt-
ing for energy, they found it in considerable
quantity. We might go further, and suggest that
if they are looking for a candidate, don't over-
look our William. He has both qualifications and
ability to back it up! But we had better stop
choosing possible candidates for the third party.
That's their business and impertinent on our
part to butt into their business. We are quite con-
vinced they can look after themselves, and won't
thank us."

Notes By The Way

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—not because we are righteous, but
because we lack the moral backbone
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that the Americans fully understand
our problems, our policies, our diffi-
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are 200,000,000 people in the United
States, and it is essential to have
interchange of ideas, of capital, of
trade, of tourists between the two
countries than ever before. Cana-
dians will be the best propagandists
among the Americans and not
doing so now, but it should give
them all the facts they require in
order to help our nation. —Van-
couver Sun

The best system is to keep the
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to the rank of Colonel. He was
in command of the P. C. L. I. in
the field.
Gen. Keller was promoted to
command of a brigade within a
month and was elevated to Major-
General in September, 1942. In his
present position he succeeds
to the tasks of Maj.-Gen.
C. B. Price, the Canadian Red Cross.
His wife and two sons, Rodney
Alan, 10, and Michael, 5, live in
Ottawa. His hobbies are swim-
ming, shooting and fishing.

The Kind Of Planes We Produce

(Ottawa Journal)
In Parliament on Tuesday Minister
of Munitions Howe gave detailed
figures of the types of aircraft
produced in Canada since the war
began in 1939, and the types which
make up our total production of 8,014
planes.
To begin with there are 2,260 al-
ternate trainers, Fleets, Tiger,
Moths, Cornell trainers, etc. These
are small planes costing on the av-
erage of \$4,800.
Next there are 3,778 advanced
trainers, Harvards, Ansons, Lysan-
ders, costing from \$20,000 to \$40,000;
the sort of planes we see at training
fields such as Upland.
Finally, there is what Mr. Howe
called "service aircraft," these con-
sisting of Blantares, Lysanders,
Bolingbrookes, PBY boats, Hurric-
anes and Hampdens, and a few
others.
Now comes last, while they are
"service aircraft" but by no means
front-line combat planes; with the
possible exception of the Hurricanes
we turn out no Spitfires, no Beau-
tifuls, no Lancasters, no Blirtings,
no Wellingtons; no Blantares, no
single one of the planes—apart from
27 "accepted" Mosquitoes—that are
carrying the war over Germany.
There may be good reason for
this, one reason being that if we
take over construction of these "sec-
ond line" planes Britain and the
United States can concentrate on pro-
duction of the "first line" planes,
can keep their models up-to-the-
minute for us to imitate, and can
use Spitfires just for the glamor of
it would not be sound United Nations
policy.
But granting all this, Mr. Howe's
statement surely puts a different
complexion on our aircraft produc-
tion record from that which has been
put on it by the usual statistics.
A little humility about our
part in this war won't do us any
harm.

Front Line Generals

Action at last for Canada's in-
vasion army finds seven Canadian
generals in command of its two
corps and five divisions. The Divi-
sional Commanders include MAJ-
GEN. R. F. L. KELLER.

By Doug How
Canadian Press Staff Writer
When his parents named Roder-
ick Frederick Leopold Keller they
spared the kids in Kelowna, B. C.,
where he spent his boyhood, the
manufacture of a nickname.
"We would have dubbed him Rod
if they hadn't said a man who
grew up with him. 'He always has
straight as a stick—a born soldier.'
Roderick Keller is still the born
soldier," says the second youngest
major-general and divisional com-
mander of the First Canadian
Army.
As a businesslike, effective, skill-
ful officer, tough but understand-
ing in his handling of men, he has
disciplined the rank of major
when he came overseas with the
1st Division in 1939.
Little of the lore and color that
goes with a general's soldiering
English-born professional soldier,
in the face of the fact Keller is
comparatively obscure but those
who know him say: "He'll be as
good as we've got when the time
comes."
His labor with the troops in Brit-
ain has been entirely associated
with infantry formations but Gen.
Keller is known for his knowledge
of all arms. He is the type of sol-
dier who has lived army all his
military days.
DRESS AND DISCIPLINE
Apostle of the well-dressed sol-
dier, General Keller believes that
regimental smartness is essential
to good fighting when the men get
into action. Ceremonial parades are
a weekly order in his division.
Every unit must have one. He
impressed a Canadian correspond-
ent when he said:
"You saw those great desert sol-
diers in the newsreels, marching
through Tripoli, shaved, shined
and polished. Knowing their record
of discipline in the field, couldn't
have surprised any experienced sol-
dier. Close-order drill and move-
ment development, the pride in the
basis and backbone on which to
hang the necessary battle train-
ing."
Keller would like to stamp out
the term "brass hat." He says it
suggests "a guy who sits down and
drinks good wines and sleeps on a feather bed." He
feels the fact that everybody who
builds the Mosquito wing and what
advantages it has over metal construc-
tion. Well first of all, running re-
pairs are infinitely easier in the case
of wood. It is much simpler to repair
minor damage, shell holes, bullet-
holes and the like in the woodwork
skin, for practically all you need is
a small hand saw, some glue and
some strips of three-ply. In repair-
ing metal work, on the other hand,
you require an oxyacetylene flame
for opening up the damaged section
and then you have to re-rivet with
great accuracy. I saw a workman
with my own eyes hand sawing
through a Mosquito wing and he
showed me how quickly even major
emergency repairs could be effected.
But de Havilland chose wood in-
stead of metal for other reasons as
well. They were already specialists
in wooden planes for civil transport
and small aircraft, such as the Moth
for private owners. The design and
early experimental stages were got
through much more quickly in the
case of wood than metal, because
the necessary fits and tools were
more simple and more easily pro-
curable. The Mosquitoes were in
fact, operating as front-line machines
against the enemy 22 months before
the beginning of the design, as com-
pared with the normal four years or
more. It was an absolute record.
Again, we must not forget that in
selecting wood, the designers were
saving metals for which there was
an enormous demand in this
country. Finally, they enlisted the
services of an entirely fresh class of
labor—the wood-workers.
There are, of course, one or two
disadvantages in using woodwork.
It tends to warp gradually and get
out of shape when exposed to cli-
matic extremes, but this is not of any
great account in wartime when the
life of an airplane is measured only
by months. You might think per-
haps that an airplane made of wood
would be more liable to catch fire

Son Of A Comet

(Group Captain M. G. Christie, C.
M.G., D.S.O., M.C., in "London Call-
ing")
The Mosquito is the fastest mili-
tary airplane ever produced in any
country. How did de Havillands
achieve this remarkably high speed?
Well, one of the main problems was
to build a thin wing, but one which
could stand up to very great strain.
Rather unexpectedly, the designers
decided to use wood. And that's
what they chose was made up of two sheets
of plywood—each about one-six-
teenth of an inch thick, glued on the
opposite sides of an equal-sized
sheet of balsa wood about seven-
sixteenths of an inch thick—the spe-
cific weight of balsa wood, by the
way, is barely more than a quarter
of that of the plywood. Now, by this
union of the plywood and balsa the
two thin plywood sheets are firmly
held in position parallel to each other,
so that their combined strength
comes into play.
The smooth, oval tapering fusel-
age of the Mosquito is built up of
this strong, yet light, wood. Ply-
wood, balsa and glue. The special
glue used is made synthetically, and
when it has set, the joints are even
stronger than the wood itself. On
the other hand, the balsa core of
the skin is very light and porous, but
it merely serves to stabilize the wood
and takes up the strain. The special
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FOR SUMMER HEALTH
ENO IS THE ANSWER
It's the change of food and water
that often upsets you inwardly
and spoils your holidays. Wise
vacationists take Eno's 'Fruit Salt'
along for a regular dash in a glass
of water before breakfast. Eno
ensures inner cleanliness and helps
avoid stomach upset. Then, too,
Eno helps overcome an excess acid
condition that often causes those
throbbing headaches and a dull,
listless feeling. Always keep Eno
handy this summer.

EVANS STOMACH MIXTURE

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taining relief from dis-
orders of the digestive sys-
tem, which are attended by
gas, headache, heartburn,
pain and a sense of pressure
below the heart. Recommended
for indigestion, dys-
pepsia, Sour Stomach and all
stomach troubles.
Price 85c per bottle.

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Used in the treatment of
Rheumatic and Neuralgic
Pains, Sprains, Bruises, Head-
aches and inflammatory con-
ditions.
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For pale and thin people.
Especially valuable in the
treatment of those diseases
where their origin is trace-
able to an impoverished
condition of the blood. One of
the greatest remedies in the
treatment of Rheumatism.
Price 50c.

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New Location
Corner Kent and Queen Sts.
Opposite Rex's Grocery
Evenings by Appointment
Phone Residence 1013

BABY CHICKS

We can still take orders
for Baby Chicks hatched
from re-tested stock, for de-
livery July 20th and 27th.

Swifts Chick Hatcher
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are small planes costing on the av-
erage of \$4,800.
Next there are 3,778 advanced
trainers, Harvards, Ansons, Lysan-
ders, costing from \$20,000 to \$40,000;
the sort of planes we see at training
fields such as Upland.
Finally, there is what Mr. Howe
called "service aircraft," these con-
sisting of Blantares, Lysanders,
Bolingbrookes, PBY boats, Hurric-
anes and Hampdens, and a few
others.
Now comes last, while they are
"service aircraft" but by no means
front-line combat planes; with the
possible exception of the Hurricanes
we turn out no Spitfires, no Beau-
tifuls, no Lancasters, no Blirtings,
no Wellingtons; no Blantares, no
single one of the planes—apart from
27 "accepted" Mosquitoes—that are
carrying the war over Germany.
There may be good reason for
this, one reason being that if we
take over construction of these "sec-
ond line" planes Britain and the
United States can concentrate on pro-
duction of the "first line" planes,
can keep their models up-to-the-
minute for us to imitate, and can
use Spitfires just for the glamor of
it would not be sound United Nations
policy.
But granting all this, Mr. Howe's
statement surely puts a different
complexion on our aircraft produc-
tion record from that which has been
put on it by the usual statistics.
A little humility about our
part in this war won't do us any
harm.

Front Line Generals

Action at last for Canada's in-
vasion army finds seven Canadian
generals in command of its two
corps and five divisions. The Divi-
sional Commanders include MAJ-
GEN. R. F. L. KELLER.

By Doug How
Canadian Press Staff Writer
When his parents named Roder-
ick Frederick Leopold Keller they
spared the kids in Kelowna, B. C.,
where he spent his boyhood, the
manufacture of a nickname.
"We would have dubbed him Rod
if they hadn't said a man who
grew up with him. 'He always has
straight as a stick—a born soldier.'
Roderick Keller is still the born
soldier," says the second youngest
major-general and divisional com-
mander of the First Canadian
Army.
As a businesslike, effective, skill-
ful officer, tough but understand-
ing in his handling of men, he has
disciplined the rank of major
when he came overseas with the
1st Division in 1939.
Little of the lore and color that
goes with a general's soldiering
English-born professional soldier,
in the face of the fact Keller is
comparatively obscure but those
who know him say: "He'll be as
good as we've got when the time
comes."
His labor with the troops in Brit-
ain has been entirely associated
with infantry formations but Gen.
Keller is known for his knowledge
of all arms. He is the type of sol-
dier who has lived army all his
military days.
DRESS AND DISCIPLINE
Apostle of the well-dressed sol-
dier, General Keller believes that
regimental smartness is essential
to good fighting when the men get
into action. Ceremonial parades are
a weekly order in his division.
Every unit must have one. He
impressed a Canadian correspond-
ent when he said:
"You saw those great desert sol-
diers in the newsreels, marching
through Tripoli, shaved, shined
and polished. Knowing their record
of discipline in the field, couldn't
have surprised any experienced sol-
dier. Close-order drill and move-
ment development, the pride in the
basis and backbone on which to
hang the necessary battle train-
ing."
Keller would like to stamp out
the term "brass hat." He says it
suggests "a guy who sits down and
drinks good wines and sleeps on a feather bed." He
feels the fact that everybody who
builds the Mosquito wing and what
advantages it has over metal construc-
tion. Well first of all, running re-
pairs are infinitely easier in the case
of wood. It is much simpler to repair
minor damage, shell holes, bullet-
holes and the like in the woodwork
skin, for practically all you need is
a small hand saw, some glue and
some strips of three-ply. In repair-
ing metal work, on the other hand,
you require an oxyacetylene flame
for opening up the damaged section
and then you have to re-rivet with
great accuracy. I saw a workman
with my own eyes hand sawing
through a Mosquito wing and he
showed me how quickly even major
emergency repairs could be effected.
But de Havilland chose wood in-
stead of metal for other reasons as
well. They were already specialists
in wooden planes for civil transport
and small aircraft, such as the Moth
for private owners. The design and
early experimental stages were got
through much more quickly in the
case of wood than metal, because
the necessary fits and tools were
more simple and more easily pro-
curable. The Mosquitoes were in
fact, operating as front-line machines
against the enemy 22 months before
the beginning of the design, as com-
pared with the normal four years or
more. It was an absolute record.
Again, we must not forget that in
selecting wood, the designers were
saving metals for which there was
an enormous demand in this
country. Finally, they enlisted the
services of an entirely fresh class of
labor—the wood-workers.
There are, of course, one or two
disadvantages in using woodwork.
It tends to warp gradually and get
out of shape when exposed to cli-
matic extremes, but this is not of any
great account in wartime when the
life of an airplane is measured only
by months. You might think per-
haps that an airplane made of wood
would be more liable to catch fire

Son Of A Comet

(Group Captain M. G. Christie, C.
M.G., D.S.O., M.C., in "London Call-
ing")
The Mosquito is the fastest mili-
tary airplane ever produced in any
country. How did de Havillands
achieve this remarkably high speed?
Well, one of the main problems was
to build a thin wing, but one which
could stand up to very great strain.
Rather unexpectedly, the designers
decided to use wood. And that's
what they chose was made up of two sheets
of plywood—each about one-six-
teenth of an inch thick, glued on the
opposite sides of an equal-sized
sheet of balsa wood about seven-
sixteenths of an inch thick—the spe-
cific weight of balsa wood, by the
way, is barely more than a quarter
of that of the plywood. Now, by this
union of the plywood and balsa the
two thin plywood sheets are firmly
held in position parallel to each other,
so that their combined strength
comes into play.
The smooth, oval tapering fusel-
age of the Mosquito is built up of
this strong, yet light, wood. Ply-
wood, balsa and glue. The special
glue used is made synthetically, and
when it has set, the joints are even
stronger than the wood itself. On
the other hand, the balsa core of
the skin is very light and porous, but
it merely serves to stabilize the wood
and takes up the strain. The special
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FOR SUMMER HEALTH
ENO IS THE ANSWER
It's the change of food and water
that often upsets you inwardly
and spoils your holidays. Wise
vacationists take Eno's 'Fruit Salt'
along for a regular dash in a glass
of water before breakfast. Eno
ensures inner cleanliness and helps
avoid stomach upset. Then, too,
Eno helps overcome an excess acid
condition that often causes those
throbbing headaches and a dull,
listless feeling. Always keep Eno
handy this summer.

EV