The SUMMERSIDE GUARDIAN
AND PRINCE COUNTY CHRONICLE

THE WESTERN GUARDIAN

AGENTS: Mrs. John Pond, 31 Church Street—Phone 289
SUMMERSIDE and PRINCE COUNTY

News, Subscriptions Advertising should be left with Mrs. Pond.

The Guardian may be bought daily at any of the following stores in Summerside:

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This column is reserved for news of general interest, but advertising of a business nature may be inserted at 2 cents a word, strictly payable in advance.

—FILMS DEVELOPED with enlargement at Taylor Drug Co., Kensington.

—ALBERTON, Wednesday, June 12. Dance 9—1 o'clock. Geo. Chappell's Orchestra. 6-12-1i.

—CHICK STARTER and Chick Scratch, fresh stock at Brace's. 6-12-2i.

—TRAVELLERS REST hall Friday, June 12. Middleton Players present "His Irish Dream Girl." 6-11-2i.

—SEND your films to us for expert finishing. Higloss prints, free enlargement, best prices. Enman Printing and Photo Service, Summerside. 6-1-5-8-12-15.

—PLENAMIN Vitamin Capsules with Liver and Iron. Guard against vitamin deficiency and nutritional anemia. Gourlies Rexall Drugs. 6-11-2i.

—PROMPT service on your films. Gourlies Rexall Drugs. 6-11-2i.

—KENSINGTON players present "Lucky Halliday's Son" at Long River Friday, June 12. 6-11-2i.

—I OFFER FOR SALE my farm of 110 acres, good state of cultivation. Buildings good. Wood and timber on farm. Margaret E. Gillis, Clermont. 6-11-2i.

—DR. CARSON will meet his western patients at Mr. Fred Champion's, O'Leary, each Saturday evening beginning June 13th. 6-11-2i.

—RETURNED FROM TRIP—Sergeant Ronald and Mrs. Jeffery have returned from a wedding trip through the Maritimes and have taken a cottage at Harbour View Cabins.

—CHILD STRUCK BY CAR — Little Elton Strongman, five-year-old child of Mr. and Mrs. Clarence Strongman, of Summerside, was taken to the Prince County Hospital on Wednesday evening, having been struck by a car while on the street near the Kirk Church at the east end of the town. The little one is resting comfortably it is reported.—S

—C. W. L. MEETS.—Following is a report of the Social Service Conference given at Annual Meeting of C. W. L. held in Indian River in May. The Social Service work of the Catholic Women's League embraces a large field and claims the interest of all members in the parish in their response to the needs of the underprivileged, caring for the sick, visiting homes, donations of food and clothing to needy families. The usual number of families were remembered during Christmas season. A box was sent to Provincial Infirmary for a former parishioner. Boxes of good cheer were sent to Soldiers overseas and the former pastor and chaplain, Rev. Reginald MacDonald. Also magazines and Catholic literature. New comers to the parish are also visited. A few children are dressed for First Holy Communion, clothes were donated to pupils of three school districts in the parish for highest standing in best essay on Civics. The members are outstanding workers as shown by treasurer's report. Expressions of gratitude were given to the Chaplain Rev. Father Palmor for the helpful advice and keen interest he took in all things pertaining to the League and to the President for her untiring efforts. Members pledged anew their loyal co-operation in all the activities of the Catholic Women's League in their program of devoted service For God and Canada.

—PLAY AT KENSINGTON. — The King George Hall, Kensington, was filled to capacity on Friday night when a group of local players presented "Lucky Halliday's Son", a three act comedy drama written by Mr. Norman Macdonald. The play, considered the best yet written by Mr. Macdonald, has an interesting plot with a sprinkling of pathos, humor and romance. The scene is laid in the Halliday home where the widow of "Lucky Halliday, a flying ace who lost his life in the first Great War, lives with her son and daughter. The part of Mrs. Halliday was taken in a natural manner by Miss Helen Higgins. Mr. Elwood Dunning gave a realistic portrayal of "Honey Halliday" the son, who avoids girls and is considered a easy by his pals, but he proves his mettle by joining the army and winning the V. C. The part of the daughter "Elsie" was nicely taken by Miss Jean Bowness.. Mr. Norman Macdonald, in his usual capable manner, took the part of "Blake" who appears to be a "queer egg" but proves to be a detective. He finally arrests the German spy who is visiting the Halliday's in the form of a charming young lady. This part was taken by Miss Gladys LeBlanc in a charming manner. The parts of "Jane Elder," who wins the heart of the hero and "Veronica Day" who finds life exciting, were cleverly acted by Miss Jean Mallette and Miss Therese McLellan. Messrs. Lowell Clark, Linwood Toombs and Earl Crane in the roles of Dale Chester, Joe Hill and Pete Cranston neighbors of Hallidays each turned in a fine performance. Miss Shirley Monkley as Dawn "Regan" the maid acted her part equally well. Several young ladies sang in chorus songs of the Army, Navy Air Force and Red Cross, adding the spice of variation to the program. Mr. Edward Dunning delighted the audience with several vocal numbers to his own guitar accompaniment. "God Save the King" brought a most enjoyable entertainment to a close.—E.

—PURE prepared paint, in modern, attractive colors and white, obtainable at Brace's. 6-12-2i.

—TONIGHT in Travellers Rest Hall, Middleton players present "His Irish Dream Girl" snappy three-act comedy. 6-12-1i.

—BEDEQUE UNITED CHURCH. —The services for Sunday, June 14th, are as follows: Bedeque 11 A.M. Cape Traverse 3 P. M. Albany 7.30 P. M. Rev. Ralph W. Barker, Minister. 6-12-1i.

—SPECIAL MEETING—A special meeting of Bedeque District L.O.L. will be held in Bertheller Lodge Rooms, Summerside, June 15 at 8 p.m. Also meeting of Royal Scarlet Chapter. W. B. Montgomery, D.M., and J. A. Connell, D.R.S. 6-12-2i.

—DELANEY — BOWNESS — A very pretty wedding was solemnized in the North Tryon Presbyterian Church, Tuesday evening, June 2nd at seven thirty o'clock, when Jean Chisholm, eldest daughter of Mr. and Mrs. Percy Delaney, was united in marriage to Pte. John Hammond, son of Mr. and Mrs. William Bowness, Bedeque, now stationed at Beach Grove Inn. Rev. Ralph Barker, Bedeque, officiating. To the strains of Lohengrin's Wedding March, the bride entered the church leaning on the arm of her father, by whom she was given in marriage. She was attractively gowned in an aqua blue dress with white accessories and carried a bouquet of Tulips, lilies of the valley and maiden hair fern. She was attended by her sister Miss Ruby who wore a dress of Monterey rose with white accessories and carried a bouquet of Tulips, narcissus and maiden hair fern. The groom was ably supported by Mr. Arthur Murray. The bridal party stood beneath a beautifully decorated arch, with a background of mixed flowers and ferns. Guests were ushered to the decorated pews by the Messrs. Walter Bowness and Warren Delaney. During the signing of the register, Mr. Major Waddell sang very effectively "O Perfect Love". Mrs. Peter MacDonald presided at the organ. Immediately following the ceremony a buffet luncheon was served at the home of the bride's parents, to the immediate friends and relatives of the contracting parties. Those assisting in serving were Mrs. Walter Bowness, Mrs. Augustus Waddell, Miss Helen Bowness, Mrs. Peter MacDonald and Miss Gladys Delaney. In the evening a jolly bunch of serenaders gathered to wish the bride and groom much happiness.

—POPULAR COUPLE GIVEN POST NUPTIAL SHOWER— Mr. and Mrs. Vernon MacQuarrie were given a post nuptial shower on Wednesday evening at the home of Mr. and Mrs. J. Clark MacQuarrie, Wilmot, parents of the groom, when neighbors from the district round and friends from Bedeque, Fernwood, Kensington, Charlottetown and Summerside attended to extend their heartiest best wishes and a shower of gifts to this very popular couple. While the guests were arriving Mr. and Mrs. Roy Ahern of Summerside and Mr. Charbonneau of Charlottetown played lively music. Mr. Charbonneau also played the wedding march while the bride and groom were being ushered into the living room. Two little girls, cousins of the groom, Georgie MacQuarrie and Georgie Burgess acted as flower girls. Those assisting with the gifts were Mrs. Bruce Johnson, Mrs. Harlan Inman, Mrs. S. S. Beaton, Mrs. Ora MacEwen, Mrs. Alan Holman, Mrs. Gordon White, Mrs. Francis MacQuarrie and Miss Adele Bowness. After all the gifts had been presented and the groom replied in his usual jolly way, lunch was served and the remainder of the evening spent in music. Mrs. John Hogg of Summerside sang some appropriate numbers, which were much appreciated. Mr. and Mrs.. MacQuarrie are making their home in Charlottetown.—S.

Personals

—Miss Gladys Baker, Ch'town, spent the weekend with Sergt. and Mrs. Jeffery at Harbour View Cabins.

—Miss Pearl Stavert, Freetown, has returned to her home from the Prince Counay Hospital having been operated on for appendicitis.

—Miss Edith Stavert, Kensington, spent the week-end at the home of her parents, Mr. and Mrs. Edmund Stavert, Freetown.

Soldiers Will Aid In N.S. Harvesting

HALIFAX, June 10—(CP)—High school boys and girls, soldiers on harvest leave from the army, women and girls and residents of cities and towns will help solve Nova Scotia's farm labor shortage this year, Hon. John A. MacDonald, provincial minister of agriculture, said today.

One of Nova Scotia's first crops is strawberries, and Mr. McDonald said he did not think any large quantity of berries would go to waste due to a labor shortage. The season, he said, "comes at a time when boys and girls are out of school, and I think we're going to get along all right."

The farm labor situation will be more acute when harvest time comes in the fall. Mr McDonald said picking, packing and processing apples was "our greatest worry."

To meet the labor shortage the Department of Education is co-operating in releasing high school boys students have enrolled in the Farm Service Force under the plan and more will be enrolled later, Mr. McDonald said.

TO-DAY
BELLE STARR
with
RANDOLPH SCOTT
GENE TIERNEY
IN TECHNICOLOR
Also Disney Cartoon
Shows at 7.30-9.10
Matinee Saturday at 3
CAPITOL
SUMMERSIDE

FERRIES CARE

(Continued from page 1)

Technical Director to the Minister of War Transport, Montreal, and A. R. Riddell, Lloyds Register of Shipping, Montreal.

The evidence of Mr. John Patterson of the Halifax Shipbuilding Yards will be heard in Halifax next week and argument by Counsel will be given there. It was not definitely established whether or not there would be any more witnesses for the Crown.

At the conclusion of yesterday's proceedings, the Exchequer Court in Charlottetown was adjourned "sine die".

Messrs. J. G. Fogo, Halifax, C. St. Clair Trainor, Charlottetown, and Lieut. Chipman, R.C.N.R. Halifax, appeared for the Crown while the claimants were represented by Hon. Thane A. Campbell and Mr. G. J. Tweedy.

When Court re-opened yesterday morning Lt.-Col. C. Leonard MacKay, Secretary of Northumberland Ferries Limited was back on the witness stand for further cross-examination. Mr. Fogo was not finished cross-examining this witness when Court adjourned Wednesday.

The book value of the "Seaborne" was $92,545.37 as of December 31, 1940,witness said the original cost was $75.500, maintenance was $9.-514.18 and expenses were $7.531.19, he added. There were adjustments made from time to time but that was the figure shown on the balance sheet when witness took over the duties of secretary. Mr. Fogo asked witness if he could get the pro-forma balance sheet up till December 31, 1939. Witness said he could. Witness also promised to get the amount of the insurance on both the "Seaborne" and "Sankaty."

In 1941 the ferry operated from May 27 to the 15th day of December, witness said. He promised to produce the record showing this. He could also get the number of cars, trucks and passengers carried for the year. The total revenue of company in 1941 was $49,205.68 witness said. That was the gross revenue. This included $28,000 subsidy. The operating expenses for the same time were $49.220.87. Asked if the rate of rental received from the Crown for the "Seaborne" was $1200, witness said he did not know. Nor did he know the rental paid for the "Sankaty."

Witness told Mr. Fogo that the company had put out a prospectus and he would produce this and also an application for registration of securities in Nova Scotia.

Mr. R. E. Mutch

R. E. Mutch, Charlottetown, President of Northumberland Ferries, Limited, testified that he he'd that position since the control of the company came to Prince Edward Island.

He confirmed the contract the company had made with the Dominion Government and the $28,000 subsidy.

Witness said the "Seaborne", rechristened the "Charles A. Dunning", was the first boat procured. The company had some preliminary work done on the boat but no structural work as the Government requisitioned the boat. The notice of requisition was received on September 4, 1939

Following this representation was made to the Department of Transportation. These were made by letter and visits to Ottawa. The boat was later released to the company but no alterations were permitted to be made. Steps were taken to get a substitute ship. The "Dunning" was again requisitioned on December 2, witness said.

After the second requisitioning the company succeeded in securing the S.S. "Sankaty" from the New England States. It was purchased for a trifle. The boat had to go into a port on the way to Halifax for repairs. At the latter port arrangements were made with the Halifax Ship Yards to refit her. There was a lot of work to be done on the hull and machinery.

Boat Well Suited

Witness saw the boat which was one well suited for the purpose. She had a carrying capacity for 30 cars on the main deck and the company contemplated opening the lower deck for a reserve. She had good overhead space capable of permitting the majority of trucks to go right to the bow.

Witness said he never saw a ship with the equipment of the "Dunning" in respect to furniture and fittings. One of the four launches was made of mahogany. The plans for re-modelling called for the carrying of 30 cars on the boat.

The "Charles A. Dunning" or "Seaborne" cost was more than had been previously shown. When the company took over from the Nova Scotia company there were additional expenses of $6,000 or $7,000. Mr. MacDonald's travelling expenses in connection with examining boats were in excess of $7,000.

Mr. Fogo objected to this evidence stating that witness should produce records to show these amounts. The Court agreed with this The company's books were then produced and Mr. Mutch read from them stating there was an item of $6,855-.50 paid to Mr. W.N. MacDonald for sundry disbursements. His salary was not included in this amount. Another sum for $6,390 74 was read to the Court by witness. This was also for Mr. MacDonald. Another item in Mr. MacDonald's account was for $3,011.36, which was sent to Captain Dicks for being in charge of the boat, witness said. The money would be paid the crew on the boat.

The "Sankaty" was to go on the route in May 1940 witness stated. However, the boat was not ready then. She was practically ready for the service by June 17. A schedule was arranged. On June 17, however, the government also requisitioned this boat.

Arrangement Made

During the summer of 1940 an arrangement was made whereby the government was to pay $58,000 and certain rentals for the "Dunning," witness continued.

At that time there was no intimation whether the requisitioning of the Sankaty was permanent. The company tried to get some adjustment because "some of us had given personal guarantees for liabilities incurred and we were getting desperate." Also the Provincial Government had helped the company, witness said. The guarantee of the Provincial Government was to enable the company to get the boat into commission.. Witness said the company did not specifically repudiate the $58,000 offer as far as he could recall. The matter dragged along for some time and then an arrangement was made effecting the two boats. This was in March 1941. In the meantime a third boat the "Erie Isle" (Prince Nova) was offered to the company for $110,000. The "Red Star" had also been inspected by Mr. Tweedy and Mr. MacDonald. Mr. Allan had inspected the "Erie Isle." Mr. Jeagle was also interesting himself in getting the company a boat. The "Fishers' Island" could not be bought as it could not be financed, witness stated.

The "Erie Isle" was bought for $74,000, witness said. She was not in condition to go on the run and the company had made expenditures to re-condition it. The ship was a steel boat, witness said, and went on to describe it further. Apart from the "Fishers' Island" it was the only suitable boat for the purpose

Carrying Capacity

This boat carried from 16 to 17 cars. Three trucks carrying produce could be taken on it. The draft of the boat was in the vicinity of nine feet.

Witness said this boat was not adequate to handle the traffic. Last season there would be trips made when she would not be filled to capacity but an additional boat of equal capacity could have carried a full load, witness said.

In the matter of costs the group that took over the control from the Halifax concern had given of their time freely and had made many trips in connection with the work. Nothing had been paid to these for their time as there were no funds, witness said. He felt this was an obligation of the company and he assured them they would be paid. There was also the overhead expenses, he added.

Cross-Examination

Cross-examined by Mr. Fogo, witness said there were 23 members of the group. The company has 51 shares he said. He could not recall where he had put some second mortgage bonds and shares of the company. Explaining the transaction, witness said, "the purpose was when we bought the boat our first mortgage bonds were not ready for issue and Miss Morrison agreed to give the boat and trust the company till the funds were available." Miss Morrison was not an agent of the company to the knowledge of the witness.

Witness was not sure if there was a letter ordering the company not to proceed with alterations to the "Seaborn." The "Sankaty" was not bought until after the "Seaborn" was requisitioned the second time. Witness said that to his knowledge there was no agreement to purchase the "Sankaty" before September. He had no information that the "Seaborn" was not suitable. Commander Heenan had approved the boat, witness stated.

He could not recall a meeting in November with Commander Heenan when the latter said the boat lacked stability and could not be converted into a ferry. Nor had he any recollection of calling Mr. John Patterson of the Halifax Shipyard the same day for confirmation of this. Neither could he recall learning on Nov. 8 that Mr. W. N. MacDonald had known for some time that the boat was not suitable and had not told him.

At this point the Court took noon recess.

Afternoon Session

When Court opened in the afternoon Mr. Fogo said there were two witnesses for the Crown who were engaged in important war work and asked leave to have them heard. There would be further witnesses for the respondent. Hon. Mr. Campbell explained that there was also an important witness, Mr. John Patterson, Halifax, who could not get here and said that there would probably be a request to have the Court hear his evidence in Halifax. The Court agreed to hear the Crown witnesses then and the first was called.

Mr. W. F. Fletcher

Mr. William F. Fletcher, consulting engineer, engaged as technical director to the Minister of War Transport for the United Kingdom, said he had been doing business in Montreal for over 30 years. He was also a naval architect and ship appraiser for brokers.

In the course of his work he examines ships every day and on many occasions appraised vessels, witness said.

He told of appraising the ships concerned in this case. He visited Halifax and saw the "Seaborn" and inspected her. He made subsequent surveys at a later date. He had access to all the information possible in regard to the ship and saw the reports of the Canadian Steamship Inspector. Witness got the costs of the ship from the builders in Scotland and also the cost as she was altered in the United States in 1938.

From this he arrived at a valuation of $60,000 for the "Seaborn." He saw the "Sankaty" on the same occasion. He saw her on two occasions and had information about the original cost and the cost of repairs. Witness also got specifications of the repairs. From this he formulated an opinion as to the valuation which he placed at $68,000 for the "Sankaty." In the case of this boat if there had been no war there would have been no "Sankaty," he said.

His figure he considered a fair valuation without taking into consideration anything about the war.

Cross-examination

Cross examined by Hon. Mr. Campbell, witness said he used a scale of depreciation per annum when arriving at a valuation. This depreciation was from five to seven per cent per annum.

The "Seaborn" was in "very, very good condition," he stated. It indicated very good care had been taken of the ship. He placed her in the category of a yacht and valued it accordingly.

The original cost of the "Seaborn" was $52,500, witness stated. He knew nothing of any reconstruction whereby 17 feet were added and did not know if this was included in the first cost.

The value of yachts fluctuate greatly, he said. He termed a yacht "a rich man's toy" which may be bought for more than it is worth.

The value he gave was very close to the market value, witness said. The $60,000 was the price witness would pay for the ship if he were buying her. This was before the outbreak of war.

The engines of the "Seaborn" were much older than the ship, he said. It is common practice to give a ship a depreciation of five per cent per annum for 20 years.

The original cost of the "Sankaty" was $4,950 To that would be added the expense of reconditioning her but not the cost of bringing her to Halifax.

The cost of reconditioning this ship was $54,276 to the owners. This was a figure from the Halifax Shipyards. There was one week's work not included in this amount. There were also carpenter's expenses and sundries taken into consideration.

He allowed $100 a dead weight ton in valuing the "Sankaty". This worked out to $68,000.

Witness stated in regard to the replacement value of that ship that it would be impossible to build it at present. It would be difficult to secure a substitute ship of the necessary specifications, he agreed. He qualified this by saying he had not searched the country for such a ship.

After hearing a description of the "Fisher's Island" he agreed it sounded like a "nice ship" and appeared to be a reasonable ship to replace the "Sankaty." He did not know anything about the "Erie Isle" (Prince Nova). To Mr. Fogo— "A very substantial sum was spent on the Sankaty" after it was taken over and before he saw it.

Hon. Mr. Campbell objected to this question. This was ordered scratched from the record and also a question by Mr. Campbell which asked witness if the boat was fulfilling her purpose.

Witness to Mr. Fogo—"The speed of the "Seaborn" was from 10 to 12 knots which he considered under-powered for a yacht."

Mr. Alexander Riddell

Alexander R. Riddell, Montreal, a Senior Surveyor of Lloyds Registry of Shipping testified he was with that company 13 years and carried on work in England and Canada dealing with ships. Prior to that he was an engineer and sailed for 10 years.

Witness said his work was principally the surveying of ships. He had surveyed both the "Seaborn" and "Sankaty."

Referring to the "Seaborn" he said he made a general survey of her in December 1941 and valued her. He had access to information at his office. The value of the "Seaborn" he arrived at was $76,500 —a depreciated value, and $60,000 as a market value.

He also saw the "Sankaty" and valued it at $66,000 without any depreciation due to war. There would be a weak market for the "Seaborn" type in 1939 because of world conditions.

Witness stated the usual practice for appraising was to allow a five per cent depreciation on a ship.

Cross-examined by Hon. Mr. Campbell, witness stated he had not consulted with Mr. Fletcher in arriving at the figure. He explained how he arrived at the figure given for the "Sankaty." He agreed that it would be difficult to replace the ship.

The "Fishers' Island" seemed like a good substitute from the description given. He said the "Sankaty" was in an "efficient condition" when he saw her.

Mr. R. E. Mutch

Mr. R. E. Mutch was then called to the witness stand for continuance of cross-examination. He thought Mr. W. N. MacDonald had been voted $1,000 for a salary and also got his expenses. The account given in the morning would not all be expenses but also some disbursements.

The "Dunning" was requisitioned on December 2 and the "Sankaty" was purchased on Dec. 19.

(Mr. Fogo said this was not correct and that the second boat had been bought a month before. He was prepared to produce a witness to prove this if necessary.)

As President, witness got a salary from the company—each of the three directors received a first mortgage of the company which was not saleable for the first company. It was worth $1,000. For the first half of the next year each got $500. Then to the end of 1940 I carried on and didn't get as much as a postage stamp since. Witness, Mr. Tweedy and Mr. Archibald were the first directors.

The present Board of Directors, since June, 1940, are Lucas Allen, W. N. MacDonald, W. Pickard, S. A. MacLeod, Lt. Col. C.L. MacKay, A. W. Hyndman, E. T. Higgs, and witness.

Witness said he received perhaps a couple of hundred dollars in expenses. It was just for actual expenditures.

Mr. Fogo then referred witness to a letter from Commander Heenan to the secretary of the company dated November 17, 1939. It had reference to the matter of the purchase of the "Sankaty." Witness said it certainly was not financed on that date. It was only an option and he did not know when the approval was given. Mr. MacDonald had estimated repairs on the ship would cost $15,000.

Witness could not recall being told that if the proposed superstructure were placed on the "Seaborne" it would float upside down.

He was familiar with an offer of $71,000 made by Mr. MacDonald to Commander Roy after the second boat was requisitioned. This would be "a very substantial loss" for the "Seaborn," he stated. "It would not begin to let us out and our letter to the government stated that," he said. He denied the suggestion that the company had been "generously treated" and said "we are only looking for fair play."

To Mr. Campbell—"During the course of the transactions I had been in hospital in Montreal and here," witness said. He had been away from business for some time. Mr Archibald had charge of the duties. He is now in the Royal Canadian Air Force. This disorganized the thread of financial details

There was no assurance that the "Dunning" had been returned permanently—in fact the opposite was told—and negotiations were made for the "Sankaty"

Witness Recalled

Recalled to the stand later Mr. Mutch said he had instructed his company not to proceed with alterations to the "Dunning" because of the orders from the Dominion authorities. The latter said they could not give assurance that the boat (the Seaborn) would not be again requisitioned, witness agreed. This was most definite.

He concurred with Mr. Fogo's suggestion that this was the same condition as given to every other ship owner.

AGREE ON SECOND

after the announcement of the Anglo-Russian treaty in the House of Commons:—

His Majesty's Message

The text of the message from His Majesty the King to Monsieur Kalinin, chairman of the Presidium of the Supreme Council of the U. S. S. R.:—

"I cannot let this occasion pass without expressing to you, Mr. President, my gratification at the signature which has taken place this day of our treaty of alliance.

"This treaty consecrates the efforts of our two countries in the hard and bitter struggle they are waging and pledges them to wholehearted co-operation and mutual support in the years that will follow our victory.

"I like to believe that you, Mr. President, welcome it as sincerely as I do myself and that you share my confidence that its effect will be to the benefit not only of our two countries but of all the world."

Soviet Reply

The text of the message in reply from M. Kalinin to His Majesty the King:—

"I fully share the satisfaction expressed by Your Majesty at the signing of the treaty of alliance between our countries.

"I am sure that the treaty now signed will consolidate yet further the fighting alliance of our countries in their stern and uncompromising struggle against the common enemy and will insure cordial co-operation and mutual assistance in the years following victory.

"I welcome the treaty as sincerely as does Your Majesty and express the conviction that this treaty will be a benefit not only to our two countries but to all the world."

ROCK THAT BENDS

Rock so soft that it bends like wood is found not far from Brazil's deposits of diamonds, valued for their hardness.

REAL LONG SIGHT

In 1889, a comet was observed by astronomers until it had receded 740,000,000 miles from the sun.

LARGEST METEORITE

The largest Meteorite of which the date of fall is known crashed to earth Feb. 17, 1930, in Arkansas.

You'll never be satisfied with anything else once you see RINSO WHITENESS

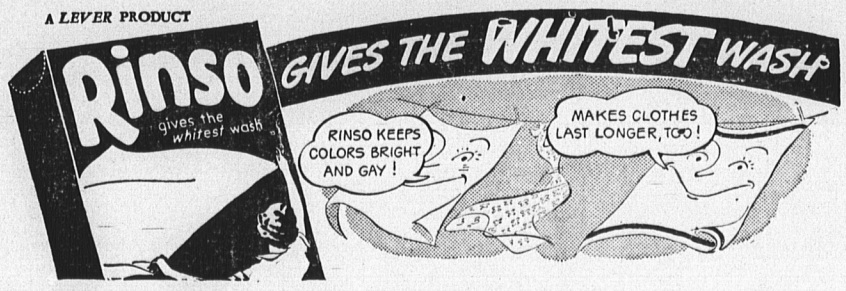
MOTHER: I do declare! Your little boy's blouse is so much whiter than Helen's. I'm jealous.

FRIEND: Goodness! There's no need to be jealous! Use Rinso, the way I do. Rinso gives the *whitest* wash; and besides, it keeps washable colors bright as new.

MOTHER: That sounds marvelous. I'm so glad to know Rinso is good for both colors *and* whites.

FRIEND: Yes, indeed! Rinso is best for all the wash. And you never have to rub or scrub with Rinso. My, how that helps make clothes last!

MOTHER: I'm certainly going to get Rinso and use it this coming washday.

FRIEND: That's smart. You'll never be satisfied with anything else once you've tried Rinso. And be sure to get the GIANT box for extra economy.

A LEVER PRODUCT