

PRINCE EDWARD To-day

FRI. AND SAT.

MARIE BOYER
JENNIFER JONES
ERNEST LUBITSCH'S

Cluny Brown

with **PETER LAWFORD**
HELEN WALKER - REGINALD GARDINER - REGINALD OWEN
C. Aubrey Smith Richard Haydn Margaret Bannerman
Ernest Cassart Florence Bates Una O'Connor

EXTRA! NEWS and POPEYE
SHOWS 3:15 - 7 - 9

TO-DAY - CAPITOL - FRI. - SAT.

SHOWING AT 3:45 - 7 and 8:45

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King of the Cowboys
TRIGGER
Starred Here
in the Motion

UNDER NEVADA SKIES

Featuring
GEORGE "GABBY" HAYES - DALE EVANS
BOB NOLAN and the SONS of the PIONEERS

ALSO: COMEDY and SERIAL

TO-NIGHT - EMPIRE - FRI. and SAT.

SHOWS 7 - 8:45 - MATINEE SAT. ONLY 2:30

VIPPEE!
Here come your favorite
partners

Charles **STARRETT-BURNETTE**
as the Durango Kid

THE DESERT HORSEMAN

WALT SHRUM AND
HIS COLORADO HILLBILLIES

PLUS: COMEDY - MINIATURE

SEE SHORTAGE OF CASKEYS

SAN FRANCISCO, Oct. 23—City Health Director J. C. Geiger says a coffin makers' strike on the west coast has resulted in a cabinet shortage which has created a serious health emergency here.

The health officer said the morticians informed him there now was only a three weeks' supply of

coffins in the city and that there already is a need for caskets for infants.

The coffin workers struck for a 55-cent an hour wage increase. They now received \$1.20 an hour.

A morticians' spokesman said the strike, called by A. F. L. upholsters, was aggravated by a shortage of lumber.

Wood Islands—Caribou Service

With the Prince Nova and Charles A. Dunning now in operation the schedule is as follows:

Leave Wood Islands	8 a.m.	11 a.m.	1 p.m.	3 p.m.
Leaves Caribou	8 a.m.	11 a.m.	1 p.m.	3 p.m.

Operating Daily including Sundays.

RATES: Same as 1945.

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NORTHUMBERLAND FERRIES LTD. R. E. MUTCH, President.

Air Transportation

(Continued from page 3)

the nucleus for the entire system of air commerce. Moreover, in the future the progressive airports will no doubt have their classrooms, stores, shops, restaurants, small hotels or tourist camps, and last but not to be forgotten—recreation facilities.

Recalled Ice Boat Days

In welcoming the delegates Hon. G. H. Barbour said Prince Edward Island has been backward in transportation due to its isolated geographical position. Yet we have seen quite a change in the last forty years, from ice boats to air traffic," he added recalling his own experience in paying for the privilege of handling an iceboat across Northumberland Strait as a passenger in his younger days. He commended the service provided by Maritimes Central Airways.

He stated that during the last few years Island farmers have lost hundreds of thousands of dollars because of inability to get their seed potatoes to market at the proper time.

Mayor MacDonald said he regretted he had been notified only a few hours previously that the City was to take any official part in welcoming the delegates. He stressed the importance of the convention and expressed his wish to do anything in his power to make it a success.

Freight Rates Issue

Hon. Charles Blakeley of the New Brunswick Government, said his Province was particularly interested in today's meetings in Charlottetown. "Once again we are at the crossroads in these Maritime Provinces with regard to freight rates," he said. "I feel that as governments we must stand united; if we don't the old rule of 'divide and conquer' will get us down. We must approach the problem in a realistic manner, yet we must preserve the equilibrium insofar as it is possible to do so."

"So far as the Government of my Province is concerned," he added, "we are standing right back of the Maritime League of Trade and

DURANGO, SMILEY IN BLAZING HIT

"The Desert Horseman," newest of the popular "Durango Kid" series produced by Columbia Pictures, premiered today at the Empire Theatre to the obvious satisfaction of all in attendance, with the stars of the film, Charles Starrett and Smiley Burnette having a field day in the roles they have made famous.

Starrett, as the Durango Kid portrays an Army captain who is court-martialed after having been framed by a gang of crooks. Escaping, he is joined by Smiley, and the two team up to track down the real outlaws in a fast-shooting, hard-hitting, bullet-riddled adventure.

Starrett plays the dashing Durango Kid, and Smiley is just Smiley—a barrelful of laughs.

The film is further highlighted by the musical antics of Walt Shrum and his Colorado Hillbillies. Shrum and Lowe tell the story and screenplay and Westerns are Ray Nazarro directed.

BOYER, JONES IN LUBITSCH'S 'CLUNY BROWN'

Charles Boyer and Jennifer Jones are romantically teamed for the first time on the screen in Ernst Lubitsch's production of "Cluny Brown," the 20th Century-Fox film opening today at the Prince Edward Theatre.

In addition to being the first picture to co-star the suave Boyer with Academy Award-winner Jennifer Jones, "Cluny Brown" is the first film since the memorable "Heaven Can Wait" that Lubitsch, the sly genius of sophisticated romantic comedy, has both produced and directed.

The picture is based on Margery Sharp's best-selling story of two unpredictable people who after a series of hilarious misadventures finally come to the realization that their troubles—romantic and otherwise—will be over if they can just be unpredictable together.

Charles Boyer is seen as "Belinski," the carefree and restless refugee writer whose unscripted ideas on achieving happiness leads him from one uproarious situation to another. In her first comedy role, Miss Jones is seen as "Cluny," the unbridled madcap with an urge to be a lady plumber, who is rescued from a "perfect marriage" by "Belinski."

The outstanding supporting cast of the picture is headed by Peter Lawford and includes Helen Walker, Reginald Gardiner, Reginald Owen and other top names.

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The Transportation Commission in the stupendous job that is ahead"

Capt. Burke's Address

Speaking on the subject of secondary, feeder and charter air services, Capt. Carl Burke, O.B.E., executive director of Maritime Central Airways, Charlottetown, gave a concise review based on his company's five years' experience as a feeder service.

Feeder services he pointed out, are secondary only with respect to the scope of the territory they serve. In some cases the equipment is similar to that operated by trans-continental services, thought generally speaking aircraft of smaller capacity is employed. The Maritimes are more adapted than any other part of Canada to the operation of feeder services, due to their geographical features.

On the Summerside-Moncton, Charlottetown-New Glasgow, Halifax routes his company carries about 15,000 people a year, which represents about the whole population of Charlottetown, 20 per cent of the whole Island. He believed air transportation would play an increasingly important part in the development of the Maritime tourist industry. During the past year they had extended operations from Moncton and Annapolis Valley, Yarmouth and Halifax, and the demand has arisen for other services. In routes where other transportation services are good, however, it has been an expensive proposition to bring in air service.

He stressed the advantage of a feeder service under extremely variable weather conditions, also the economic aspect. It was important that the service be given sufficient mileage, and enabled to make maximum use of its equipment. The greater the number of flying hours per day, the lower the cost per mile.

To operate successfully the feeder service required additional income other than passenger and freight. In the past this revenue has been derived from the Postal Department. In future, however, the post office is paying on a pound-mile basis, which means revenue so far as the feeder service is concerned must be found. It has been suggested that feeder line operation be given mileage between large centres, to compensate them for providing feeder services elsewhere.

Capt. Burke said his company now operates two D-C Douglas aircraft, 26-passenger capacity, and four Lockheed 10-passenger planes. He anticipated that next year, with the advent of low-priced aircraft, new types of equipment will be in demand to accommodate sportsmen and others.

Tourist Possibilities

Development of the tourist industry through air services was discussed by Mr. George Brown, regional sales manager, Northeast Airlines, Boston, who reviewed the activities of his organization since it was formed in 1933. It now carries over 50,000 passengers a month, flying a mileage of three times around the globe every week. Next January marks the company's sixth year of operation into Moncton.

Mr. Brown predicted a huge tourist market for air services "far beyond the dreams of any travel agent." Already each summer many hundreds of New York and Boston vacationists fly to the Maritimes for fishing and shooting. The Maritimes are now within five flying hours of New York and three hours of Boston, two markets totalling ten million people, in the richest areas in the United States.

In addition, he noted, there is the tourist market from Toronto, Montreal and other Canadian centres, all within overnight flying distance of the Maritimes.

"In most cases," Mr. Brown said, "airline travel is less than by rail. Another advantage which you enjoy is, that while it is true Canadians and Americans enjoy the freest borders in the world, Canada to most United States travellers has the appeal of a foreign land."

He stressed two limitations to the tourist traffic, namely, the capacity of transport companies, and the ability to provide required accommodation when they come.

United States now has hundreds of airlines and about fifteen hundred travel bureaus and agencies. "Your future in the tourist business is part of our future," Mr. Brown concluded. "And you can be assured of our fullest co-operation in developing the Maritimes as one of the greatest sports and tourist areas on the continent."

Aeronautical Education

Discussing the place of aeronautical education in the changing world, Mr. John Kirby, assistant director of Air-Age Education

Research, New York, said that air education was not merely the training of pilots and technicians, the formation of glider clubs for boys, but rather the preparation for a new world order in which nationalism in boundaries, economics and politics must be eliminated. Air education introduces the concept of a new geography based on air routes across the Arctic Circle, oceans and mountains no longer form barriers.

As soon as equipment becomes available, he said, it is intended to have reduced rates for air students, in the United States, who will visit other lands by air and make an integrated study of world affairs. Plans can be designed especially for this purpose, as part of student programmes supported by governments. He saw in this scheme tremendous possibilities for ensuring world peace.

Cargo Potentialities

New markets all over the world, through new merchandising methods adapted to air transportation, were pointed by the next speaker, Charles E. Wainwright, sales representative for American Airlines System, Boston. Already, he stated, air freight is carried on all his company's regular trips in the United States. They also have planes specially designed, including the D-04's, which carry between 18,000 and 20,000 pounds.

"We have made reductions in our rates," he said. "On a volume rate we are now comparable to first class rates on the rail express, fourteen cents a ton. From January to October we showed an increase in our air transportation of 2,000 per cent." This, he added, was due partly to strikes holding up other transportation services. It meant that "a lot of people had to use air freight and a lot are never going back to rail again. We had such a tremendous demand that we have set up a Continental Air Corps to go on a charter basis anywhere in the world."

To avoid deadhead mileage, cargoes should be carried both ways. Southbound freight should carry fish, lobsters, berries, and perhaps potatoes from the Maritimes. Northbound freight could bring in fruits and vegetables during the winter months, clothing, baby chicks, machinery and other commodities. Merchants' mark-downs are reduced by this speedy transportation. There is also reduction of warehousing and inventory costs, and sometimes elimination of the middleman and jobber, benefiting the consumer.

P. E. I. Opportunities

The trading areas for Prince Edward Island strawberries, Mr. Ward suggested, could be extended by proper packaging methods to the West coast. He also saw big developments in Island fish and lobster transportation. His company designed a successful container for transporting live fish in dry ice, using insulated bags with outside cardboard coverage. For lobsters also new containers have been designed, with special refrigeration facilities. Live lobsters are now going by air from Boston to the West Coast, and selling at fabulous prices.

Rates have come down mainly through increased use and competition from other companies. Revenue from cargo traffic is being reduced by this speedy passenger revenue in the future.

In Charlottetown, he suggested, it should be possible for individual grocers to get together in some sort of co-operative deal and bring produce to a great market from California, etc., here by air and distribute them at very little over the rates now being charged.

Airports

Mr. J. A. Wilson, Ottawa, retired controller of air services in Canada, gave an interesting talk on airports and air strips. He reviewed the history of aviation ground facilities stating that in 1926 Canada had only thirty-four airports, "which were really nothing more than cow pastures," as against 722 licensed airports today. In 1928 United States possessed the first Air Commerce Act. It was realized that there would be tremendous development in air services in this country as well. This necessitated development of Canadian lines all along the border, and a later of flying clubs across the Dominion. In 1929 a daily passenger service from Moncton was established but was discontinued in 1932 on account of the depression. In 1938, a coast-to-coast construction program was started as an unemployment relief measure, and in 1937 the Trans-Canada Airlines was formed to operate the service. But for this service, it would have been impossible for the Empire Air Training plan to have operated during the war.

The Maritimes, Mr. Wilson said, are right on the line of flight between the great trading and industrial centres of the western hemisphere and the great European centres overseas. He had no doubt that Maritime airports will be increasingly used by these airlines across the country.

Local Responsibility

"We are fairly well supplied with large airports but we need now to turn our attention to the smaller fields for the feeder lines, which undoubtedly will be required as time goes on," he said. "That applies especially to the Maritimes where the country is broken up by numerous arms of the sea."

The making of airstrip need not be an expensive business, he said. The minimum requirement of the Department of Transport is a strip 1,800 feet long by 300 feet wide.

"I think it is up to the local communities," Mr. Wilson added, "to take the initiative in this matter. The next thing is to elicit the support of your provincial and

can use some of those millions at home."

F.R.I. Landing Strips

Mr. Paul Sharp stated that he operated the only flying school on the Island, and that he had received every co-operation from Island farmers at Rustico, Murray Harbor and other places in preparing landing strips. "We had co-operation from individuals, but none as yet from Prince Edward Island communities," he said. "We are hopeful that the communities themselves will take an interest." He seconded Mr. McKenna's support of the Maritime Central Airways request.

Mr. J. A. Wilson said the Department of Transport had spent "more time and labor and energy in trying to find a good airport site in Saint John than any other part of the Dominion. The fact is that there is not a good airport site in the whole vicinity. We are not responsible for that." The Saint John airport had been built about 1928 and had been used since that time for small aircraft. It was only when heavier transportation came into use that they found the surroundings were not suitable and that it was not possible to increase the length of the runways.

Complaint from Yarmouth

Mr. Max Hamilton, Yarmouth, complained that his community had a wonderful airport "but we would like to know what we must do to get an air service into Yarmouth." A service to Boston had

been established some years ago, but it had been cancelled by the Department of Transport. He spoke strongly on this subject.

Mr. Harry J. Cooper, Northeast Air Lines, Montreal, conveyed congratulations and best wishes for success of the Conference from the Montreal Board of Trade. Brief remarks were also made by Messrs. L. W. Simms, Saint John, T. C. McNabb, general superintendent, C.P.R., Saint John, and Rand H. Matheson, and others.

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