FLARING REAR FINS MARK 1958 DODGE CUSTOM ROYAL LINE

The Dodge Custom Royal 4-door hardtop (pictured above) shows clearly the striking tail fin treatment of the entire 1958 Dodge Custom Royal line of six different body models including six and nine passenger station wagons. Other models will include the 2-door hardtop, the 4-door sedan and the convertible coupe.

Standard equipment on the Custom Royal line includes such items as: the smooth-operating Torque-Flite 3-speed pushbutton transmission; Torsion-"AIRE" suspension system; dual headlights; directional signals; foam rubber cushions in front and rear seats and variable speed windshield wipers.

A lengthy optional-equipment list offers a full range of "driver assists" and safety features, including Total-Contact power brakes; Constant-Control power steering; power windows; Solex-tinted glass; safety belts and Polyurethane foam padding for the instrument panel.

Socialist Leaders Defend Churchill From Author

By KEN METHERAL
Canadian Press Staff Writer

LONDON (CP) — Britons Monday witnessed the unusual sight of three distinguished socialists rushing to the defence of the most venerated tory of them all.

The occasion is the publication of The Business of War, 356 pages of wartime reminiscences by Maj.-Gen. Sir John Kennedy, director of military operations from 1940 to 1943 and later assistant chief of the Imperial general staff.

Kennedy criticizes the wartime leadership of Sir Winston Churchill, implying that Sir Winston interered too much in strategic matters and was guilty of dictatorial behavior in dealings with service chiefs.

WIN LITTLE FAVOR

Sir John's remarks find little favor with three men who worked closely with Sir Winston during the war — Earl Attlee, Emanuel Shinwell and Lord Alexander of Hillsborough, new leader of the socialist opposition in the House of Lords.

Says former premier Attlee: "Despite all that can be said against Sir Winston for interfering with the soldiers, I feel that if he had been prime minister in World War One, we should not have lost the millions of young men sacrificed by the lack of imagination of the generals and the inability of the civilians to control them."

He echoes Lord Alexander's comment that "there seems to be nothing new in this book except the recounting of some conversations which would have been better left unpublished."

WON SOONER?

Shinwell, holder of several posts in the post-war Attlee administration, says:

"Suppose Churchill had not interfered and had left the generals, admirals and air marshals to their devices, would the war have been won sooner, or even at all. Few of the brass hats seem to have proved a great success. Without political direction we might have been plunged into far greater disaster."

Sir John's book, like that of Lord Alanbrooke, wartime CIGS, whose Turn of the Tide" was published last February, is filled with Churchill's cutting, though sometimes playful, remarks to his service chiefs.

Pakistan's first comprehensive agricultural census will be taken early in 1959.

P.M. Says Free World Needs More Scientists

OTTAWA (CP) — There is a need in the free world and in Canada for more science graduates, Prime Minister Diefenbaker said Wednesday, but he declined to say whether the federal government is planning assistance and scholarships to help students.

He was replying to Hon. J. W. Pickersgill (L — Bonavista-Twillingate) who asked in the Commons whether the Prime Minister could elaborate a statement attributed to him. Mr. Pickersgill said that in Toronto Tuesday night Mr. Diefenbaker had forecast an increase in assistance to scientific education.

Mr. Diefenbaker said there had been no such forecast. He had spoken of the need for consideration of expanded scientific education and more science graduates for the free world.

This need would be discussed at the NATO council meeting in Paris next month where an attempt would be made to achieve unity in scientific and technological fields to ensure that the free world keeps up with Soviet Russia.

Opposition Party Opens Campaign In New Zealand

AUCKLAND (Reuters) — New Zealand's opposition Labor party today opened its campaign for the Nov. 30 general election with pledges of an income tax rebate, increase.

Opposition Leader Walter Nash said a Labor government would give a £100 ($280) tax rebate when a pay-as-you-earn income tax system is introduced next year.

Other Labor pledges include long-term three-per-cent loans for home-builderders; increase of pension to £4 a week at 60 years of age, subject to means test, and at 65 without means test; and increase of the child allowance to 15 shillings a week from 10 shillings.

Nash said Labor believes the state should be the sole authority for the issue of credit. The party is generally opposed to overseas borrowing, he said, adding that he sees no need for New Zealand to join the International Monetary Fund or World Bank.

Labor would oppose all further tests of nuclear weapons, support a world agreement on prohibition of their use, abolish conscription and concentrate on the preparation of a small fully equipped air-land-sea military unit, Nash promised.

Feed Special

Unloading cars oilcake meal, bran, beet pulp. Extra special prices off cars.

P. L. MORRIS

Shur-Gain Feed Service Mills

Kinkora — Summerside — Charlottetown

OXO

MAKES GRAVIES WITH BEEFY FLAVOUR

Add a delicious touch to your gravies with OXO . . . an extract of prime lean beef. Economical too.

WOOD ISLAND CARIBOU FERRY SERVICE

OCT. 21 to NOV. 30th

Daily from each terminal:

8 a.m., 11 a.m.

1 p.m., 3 p.m.

STANDARD TIME

For daily report dial CFCY on first weather broadcast.

Cross early and avoid delay. Reservations Limited.

For particulars contact:

NORTHUMBERLAND FERRIES LIMITED

Charlottetown, P. E. Island

QUICK CASH LOANS

It's quick and easy to borrow money at Trans Canada Credit. You can have from $150. to $2,500. by simply picking up the phone and calling your Trans Canada Credit office. Take up to 30 months to repay. Call us today—by telephone, for a *life-insured* loan.

THE ALL-CANADIAN LOAN COMPANY

TRANS CANADA CREDIT

79 GRAFTON ST.
PHONE 8523

Economy Slowdown Seen Easing Monetary Control

By HAROLD MORRISON
Canadian Press Staff Writer

OTTAWA (CP) — A qualified federal authority said Friday monetary restraints are easing not so much because of any federal action but because the economy is slowing down.

The restraints were imposed, he said, to block an excess in the demand for money. Now that demand is easing. The big Canadian capital expansion boo mappears to have levelled off, reducing pressures in the competition for credit.

Unless there is a decided shift in world trends, the spectacular growth of the Canadian economy may not be continued in 1958. The big economic prop next year may be in consumer spending but this may spark less growth than that started by the huge development projects of the last few years.

In other words, aside from any federal action that may be taken, the demand for money next year may be such that interest rates may decline with lenders vying for borrowers rather than borrowers competing for loans.

The switch in thinking is evident in the views of bankers. A year ago, Gordon R. Ball, president of the Bank of Montreal, warned that inflation had to be resisted resolutely and vigorously through a tight money policy.

GROWTH TAKES PRIORITY

A few days ago, James Stewart, Canadian Bank of Commerce board chairman, said at Victoria that Canadians may be worrying too much about inflation. Canadians, he felt, should be more concerned with national growth.

A year ago, Governor James E. Coyne of the Bank of Canada expressed the hope that consumer credit would be restrained as an anti-inflation measure. There has been no recent statement by the governor on current trends, but the central bank's interest rate has dropped.

It has declined to 4.05 per cent from the high of 4.33 last August. However, it still is far higher than the low of 1½ per cent that existed in 1955.

At that time the government was in the midst of an "easy money" policy, a deliberate attempt to stimulate the economy and pull it up from the 1953-54 recession. Just how far the government will go currently toward implementing another "easy money" era is open to question.

Finance Minister Fleming informed the Commons Thursday that he is gratified by the interest rates on government securities. He said in an interview last June that he was opposed to the tight - money policy which the Progressive Conservatives "inherited" from the former Liberal administration.

AID CONSUMER SPENDING

Various government measures, either implemented or in the processing stage, are expected to help provide economic stimulation. These include the $150,000,000 made available by the government for low-cost housing. As these funds are exhausted perhaps another $150,000,000 may be made available if the government finds that the country can absorb the houses constructed.

Higher old age pensions and cash advances to Prairie farmers will undoubtedly stimulate consumer spending, perhaps bringing this segment of the economy to an all-time high in 1958.

But there is some question of how far the Bank of Canada may co-operate with government policy by undertaking complementary monetary measures to encourage expansion. There has been speculation that the 47-year-old Mr. Coyne and the government don't see eye to eye on monetary problems.

With prospects of an increasing amount of unemployment in Canada this winter, the government may want to proceed with a dismantling of credit restraints at a pace faster than thought desirable by the central bank.

Racial Tensions High In City Of Brotherly Love

By TOM BRADSHAW

PHILADELPHIA (AP) — In Philadelphia 600,000 Negroes and 1,400,000 whites are learning to live side by side the hard way.

There have been racial tensions in Philadelphia on a scattered scale since the influx of southern negroes began to burst the boundaries of confining negro neighborhoods.

But there was no major violence until the teen - ager took over with hard - faced juveniles baring their teeth and their well-honed blades in gang warfare. This still wasn't big enough to shake the city awake.

Not until the U. S. Supreme Court decision was followed by the recent Little Rock, Ark., school integration crisis did Philadelphia realize how deep-rooted and dangerous its racial troubles were.

LEGAL PROTECTION

Pennsylvania has passed a state Fair Employment Practices Act. Political and civic leaders took every possible step to make the lot of the negro an increasingly bearable one.

In two decades, Philadelphia's Negro population doubled — mainly in bulging pockets of South Philadelphia and west of the Schuylkill River. Gradually the negro reached into previously all-white sections.

The white middle-income group feared this movement in the declared belief a great majority of the crimes in the city involved Negroes.

The police figures didn't bear this out. In 1953, 1,552 white boys were arrested in the 7-15 age group against 2,152 negroes in the same category. In the 15-18 age group, however, 1,668 white youths were held for various crimes compared with only 1,287 negroes.

SUSPICIOUS GLANCES

Then came Little Rock. As Philadelphians read of the Arkansas city's race troubles, whites and Negroes looked at one another with a new suspicion, even open hatred.

Philadelphia's schools were long since integrated. The Negro could come and go pretty much as he pleased. But there were unwritten restrictions even yet. By and large the negro was still clustered in certain areas through little choice of his own.

In the schools the teen agers lined up on their own side of the color line.

The night of Oct. 18 brought the spark.

That evening, pretty 17-year-old Katherine Heckart was returning from a visit with relatives to her South Philadelphia home. As she walked past a dark-ened school yard, four young Negroes stepped from behind an iron fence, grabbed her and dragged the screaming girl into the blackness.

[illegible] STRATTON

In the next few moments of terror and brutality she was assaulted and beaten unmercifully. Three of her teeth literally were kicked from her mouth. One of her ribs was broken.

Police arrested the Heckart girl's attackers. A gang of teen-age Negroes marched on a white area of South Philadelphia—to retaliate for what they considered unfair police action. The rumor fanned out that Negro bands intended to rape six white girls for every Negro youth arrested.

Luckily for all concerned, police headquarters got wind of the march and dispatched a flying squad.

In the days to follow sporadic flareups continued. Whites were the victims in some instances, Negroes in others.

Philadelphia police commissioner Thomas Gibbons said the situation arose directly from Little Rock. Others blamed a breakdown of discipline among the juvenile segment of the city's population.

Philadelphia's teenagers had immediate precedents set by their elders.

LEVITTOWN INCIDENT

Last August, William and Daisy Myers moved into a home in the planned community of Levittown, a few miles north of Philadelphia. Myers, a negroe engineer employed by a Trenton, N.J., refrigeration manufacturer, said he wanted a larger home for his three children.

The Levittown reaction was immediate and violent. For nine straight nights mobs gathered, chanting threats and insults. Rocks were thrown. A home-made bomb was found under a bush.

What is the City of Brotherly Love doing about all this.

Mayor Richardson Dilworth says that racial tensions here are at their highest peak in 30 years."

"The southern situation," said the mayor, "has had tremendous repercussions in the North.

"Our problem in the next few months is to see what these tensions, these primitive hatreds, die down. We must calm ourselves."

In Levittown, the furore surrounding William and Daisy Myers has subsided. The state police guard is still on duty but there have been no shouted insults for weeks. No rocks are being thrown.

Myers has been offered $16,000 100 but he isn't selling.

for the house he bought for $12,-

THE HAGUE (Reuters)—Netherlands nurseries will supply all the 100,000 plants and shrubs to be used in the landscaping of the Canadian pavilion at the Brussels World Fair in 1958, the Canadian Embassy announced Thursday. The shrubs and plants will be used to simulate the brilliant summer colors of the Canadian Arctic tundra.

WHAT'S GOOD ABOUT WINTER?

It's the best time of year to get your repairs, maintenance, renovation and general clean-up work done around your home or place of business.

Men and materials are available during the winter, and small jobs get better attention and can be more economical during the cold weather lull in the building industry.

PLAN TO HELP YOURSELF, AND AT THE SAME TIME HELP YOUR COMMUNITY TO INCREASE EMPLOYMENT THIS WINTER.

CALL YOUR NATIONAL EMPLOYMENT OFFICE FOR ADVICE AND ASSISTANCE

Building Winter Work Benefits

ISSUED BY AUTHORITY OF THE MINISTER OF LABOUR, CANADA

AWAY THEY GO

FRIDAY & SATURDAY

SPECIAL	SPECIAL	SPECIAL
1955 PLYMOUTH SAVOY SEDAN	1952 DODGE SUBURBAN	1955 DODGE SUBURBAN
Heater and defroster, undercoated. Winterized.	Heater and defroster, undercoated. Winterized.	Heater and defroster, undercoated. Winterized.
Was 1795.00	Was 1125.00	Was 1850.00
NOW $1645	NOW $975	NOW $1645

LOOK AT THESE

EASY TERMS

	Was	NOW
1951 METEOR SEDAN	650.00	395.00
1951 DODGE SEDAN	645 00	395.00
1947 PLYMOUTH SEDAN	250.00	150.00
1950 PONTIAC COACH	495.00	255.00
1951 OLDSMOBILE SEDAN	550.00	295.00

READY FOR WORK

	Was	NOW
1953 DODGE EXPRESS	895.00	675.00
1952 FARGO EXPRESS	795.00	495.00
1952 DODGE EXPRESS	575.00	365.00
1951 FARGO EXPRESS	525 00	345.00

FOLLOW THE TRANS CANADA HIGHWAY TO—

DIAL 7358 **F. R. McLAINE LTD.** DIAL 7358

Fast, modern service

for the

ATLANTIC PROVINCES

ON CNR's DEPENDABLE

ALL-SLEEPING CAR

Ocean Limited

No change en route between

HALIFAX and MONTREAL

Also through sleeping car service CHARLOTTETOWN - MONTREAL

NEW 'HOURS-FASTER' SERVICE

SYDNEY-MONTREAL	MONTREAL-SYDNEY
8¼ hours faster	7¾ hours faster

Connecting "RAILINER" service between Sydney and Truro now provides you with new convenience and comfort . . . faster schedules each way.

CNR

Information and reservation from D. B. Smith, District Passenger Agent, CNR Station, Phone: 8102