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Prize Winning Essays In Navy League Contest

Following is the text of the first prize winning essays for this Province in the Navy League Essay Contest, the results of which were announced yesterday:

Senior—1st Prize

By Roger Russel Clark, 15, St. Peter's Road, Charlottetown, Prince of Wales College.

OUR CANADIAN NAVY

The development of Our Canadian Navy has been long and arduous. After the first World War there was only a small group of officers and senior men with enough experience to form a small training staff. In 1920, a much reduced budget nearly destroyed the Navy. In 1930, the situation improved a little. New ships were bought and the Navy slowly began to regain its strength. In 1938, facilities were so limited that instruction for officers and men could only be had with the Royal Navy. Then came the Second World War. The Navy was expanded very rapidly during these few short years. Docks and dockyards grew almost overnight. After the war the Canadian Navy returned to a compact peacetime size, and the Royal Canadian Navy now provides its own training facilities in Canada.

Canada's fleet today consists of one aircraft carrier, two light cruisers, seven large tribal class destroyers, and four light cruisers. These ships are not all in commission at one time. In addition to these, there are a number of frigates and minesweepers in commission, which are used for special jobs or providing summer training for members of the Reserve. The frigate H.M.C.S. "St. Stephen" is employed as a weather ship on "Station Baker", a point midway between Labrador and Greenland. This is one of the special jobs which the Royal Canadian Navy ships do.

In general the fleet is stationed on the two coasts, at Halifax and Esquimalt. On the east coast there are an aircraft carrier, and three destroyers. On the Pacific Coast there are a cruiser, and three destroyers. The remaining ships are maintained in reserve and form the "Reserve Fleet." At least once a year, the East and West coast groups join forces usually in the Atlantic or Caribbean, for fleet exercises along with units of the Royal Navy.

The major factor in the fleet today is air power. The aircraft carrier H.M.C.S. "Magnificent" is manned for her flying operations by the members of the Naval Air Branch. This is a young branch of the Navy, but it is fast growing to be one of the strongest and most popular branches. There are five squadrons in the Air Branch which has H.M.C.S. "Shearwater", shore station at Dartmouth, Nova Scotia, for its training, manning and stores depot. Previously all air squadrons were trained in the United Kingdom. Now this shore station at Dartmouth trains Canada's Naval Air Personnel. The H.M.C.S. "Magnificent" carries 34 aircraft and is equipped with some of the finest aircraft in the world. The Hawker Sea Fury which are on the "Magnificent" are among the fastest propeller-driven aircraft in the world. They are capable of speeds up to 450 miles per hour.

There are twenty Naval training establishments located in Canada's chief cities. The establishments are manned by members of the Reserve and Active forces. These establishments are used to train members of the Reserve force, and also to serve as recruiting centres. These establishments are "dry land ships", but with modern equipment realistic naval training is made possible.

Our Canadian Navy shows fine foresight in the maintaining and training of a Reserve force, University Naval Training Division, and Sea Cadets.

The Reserve force and the University Naval Training Division are fine organizations for young men who are interested in a naval life. The men who join these forces receive good pay and are equipped with naval uniforms. Some members, particularly students, spend as much of the summer as possible on active service. During the summer months, the majority of the active fleet is engaged in the production of sea cadets. These two organizations are among the best organizations in Canada, for young men. These two forces help build strong bodies and teach better fellowship among people.

Sea Cadets are part of the Naval force which trains young boys from the age of fourteen to seventeen. Sea Cadets receive Naval discipline and training and they are also equipped with fine Navy uniforms. Sea Cadets learn better fellowship and learn to respect their seniors. Sea Cadets have a good camp during the summer months. One of the finest Sea Cadet camps in Canada is "Camp Major" at Lunenburg, Nova Scotia.

These three organizations of the Navy help to make young boys and men better citizens.

The Canadian Navy is noted for its large pensions given to retired seamen. Naval pensions are among the highest given in any of the forces.

At last the lore of Canada's Navy and Merchant service is being collected and preserved in a genuine Maritime Museum in H.M.C.S. Dockyard, Halifax. Records of Canada's nautical development are here to be seen. The museum was opened in December, 1946, and is under the chairmanship of Commodore Hops, Commanding Officer at Halifax.

The museum has two purposes. Its first object is to keep a complete collection of equipment, documents, and souvenirs which trace the growth and achievement of the Navy. Secondly, the museum functions as a repository of Naval history and tradition to help the formal training given men of the Navy. This museum has been established entirely through volunteer efforts and contributions.

The fine quality of the naval training given and the ability of Naval Personnel was recently tried and proven to the whole world when the men of H.M.C.S. "Haida", H.M.C.S. "Nootka" and the H.M.C.S. "Magnificent" on a training cruise to the Caribbean were suddenly called upon to take up the search and rescue of an United States bombing plane, forced down in the Atlantic. The men of the H.M.C.S. "Haida" under great difficulties performed the actual rescue of the men, who were at the time too weak to help themselves be rescued.

After such stirring events the value of naval training in peacetime is evident, and it is then realized by all nations that in peace or war Canada's Navy carries on.

(All material for this essay has been taken from small, Navy booklets.)

Junior 1st Prize

By Glen Patterson MacPherson, Montague, R. R. 1, Kilmuir School, Kilmuir. Principal, Miss Clara Fraser.

OUR CANADIAN NAVY

The Canadian Navy, at the beginning of World War II was very small. It consisted of only sixteen ships and seventeen hundred and seventy-four men in uniform. It advanced rapidly though and in 1944 had reached the high level of seven hundred ships and eighty thousand men. To attain this number a tremendous amount of material was used.

The largest ship in the Canadian Navy at the present time is our aircraft carrier "Magnificent". On its spacious decks are based large squadrons of fast planes for scouting and bombing.

The fighting ships are chiefly used for escorting merchant ships and protecting them from attacks by enemy ships and submarines.

During the war the merchant ships escorted by warships carried one hundred and eighty million tons of needed clothing and other much needed articles overseas so that the Army and Air Force could keep on fighting.

Submarines were the chief danger to the ships, because during the war they sank much merchant shipping which was needed at the front to say nothing of lives.

The war leaders saw then, that if they were to win they must find some way to fight this dangerous enemy. Part of the answer was depth-charges, ship-launched torpedoes, and also radar and asdic. The two former instruments were to fight the "subs", while radar and asdic were used to detect them. Radar was for detecting "subs" on the surface but asdic was for underwater.

The Germans invented a device called snorkel. This enabled a "sub" to stay submerged for long periods without having to surface to replenish the supply of fresh air or recharge batteries. They also invented self-controlled torpedoes which travelled towards the greatest sound in the vicinity.

Thus when in a convoy a "sub" captain could fire his torpedoes in almost any direction and be fairly sure of hitting the largest ships.

The Canadians then retaliated with a simple gadget which was built two pieces of iron loosely joined together. When this was towed behind a ship on a long cable, it produced a greater amount of noise than the engines of the ship thus deflecting the course of the torpedo.

Towards the end of the war German "subs" grew bolder and inflicted great damage as near as the Gulf of St. Lawrence and Halifax harbour. Here they torpedoed unescorted merchant ships and laid mines.

The Canadian Navy also supplied the answer to mines—minesweepers.

These were small ships with weights and floats arranged on cables so that the assembly swung outward from the ship. This was the "sweeper". When the cable anchoring a mine came in contact with this it was guided to a "cutter" which severed the cable allowing the mine to float. Then it would be exploded by gunfire.

There were many different kinds of mines but principally they were anchored by a cable to a concrete block on the bottom and allowed to come within a few feet of the surface. When a ship struck one of the many horns on the mine it made the electrical connection detonating the explosive material within the outer shell of the mine. The explosion usually sank the ship.

Now in peace time, the merchant ships, sailing under the "Red Duster"—as they affectionately call the Red Ensign—play an important role in the life of every Canadian. They are our cheapest means of exporting and importing goods including food and clothing. Some people think that large cargo planes will replace ships in the near future but this is highly improbable. Planes, although they are fast, are also quite expensive to operate and cannot carry a heavy load.

At the present time drastic reductions are being made in the merchant navy but the ships that are left still ply from port to port with their cargoes.

To train the men to operate the complicated electrical equipment on board these ships, training centres were established at Esquimalt, Cornwallis and Halifax. At these places the sailors become highly skilled in their line of work. Some of these are similar to civilian jobs so that when some of the

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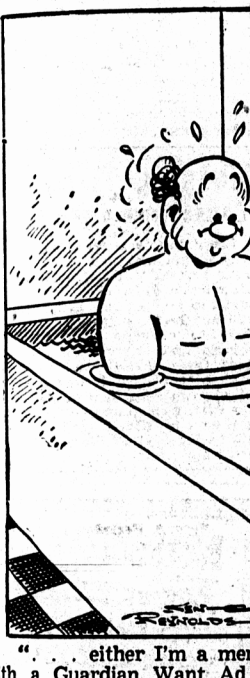
Rink Opens At Kelly's Cross

Wednesday night, Feb. 15, saw the opening of a new outdoor rink at Kelly's Cross. A large number of hockey fans were on hand to enjoy the first game between the Appin Road Bulldogs and the Kelly's Cross Red Wings. The game ended with a 3-1 score, in favor of

the Bulldogs. Both teams played a good brand of hockey the Kelly's Cross team putting up a pretty stiff defence, although most of them are playing hockey for the first time this season. Referee McWilliams handed out two penalties in the course of the game, one to H. Corney and the other to G. Toole. Both goalies stopped many good shots. The first period ended with no score but as they warmed up in the second L. Toole and H. Corney snapped in two counters for the

Bulldogs. Again in the third period came another score for the Appin Road by L. Campbell. Leo Berrigan knocked in the only goal for the Red Wings on an assist from P. Hughes in the final period. After the game many enjoyed a skiffle to music furnished by W. Mayhew from Crapaud. Canteen service was provided. The following are the lineups: Appin Road Bulldogs—Goal, Charles Toole; defence, E. Conway, H. Deaney, V. Corney; forwards, K. Farrar, L. Toole, R. Cudmore, L. Campbell, H. Corney. Kelly's Cross Red Wings—Goal, M. Coady; defence, S. Hughes, L. Berrigan, M. Howatt; forwards, G. Toole, M. MacDonald, F. Carragher, J. Coady, L. Kelly, P. Hughes. Referee—Pug McWilliams.

QUICKIES



York Indoor Rifle Club

The weekly shoot of the York Indoor Rifle Club held on Thursday, was largely attended and some smart scores were racked up. The following are the results:

William Cooke	98
Harry Vessey	98
Peter Proude	98
William Crockett	96
Raymond Vessey	96
Arthur Johnson	96
Allan Swan	95
Lelgh Vessey	95
Vernon Duck	94
Edison Waits	93
Angus Cuneey	92
David Taylor	92
Louis Vessey	92
Lloyd Vessey	91
Donat Watts	90
Leonard Andrews	90
Harold Watts	89
Rees Newsom	89
Allison West	88
Dwara Swan	88
Leith Brown	80

Victoria Unions

Win 10-6

At Victoria Rink on February 15th the Victoria Unions downed the Murray Harbor Rovers by the score of 10-6. It was a wide open game right from the opening whistle and a very closely contested match can be expected when these two teams meet again next Wednesday night at Victoria Rink.

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men are discharged they are fitted for, and experienced in some civilian job such as a carpenter or electrician or others.

At ports on each coast of Canada there are dockyards fully equipped to repair and keep the ships in top condition. There, the ships are painted, have barnacles removed from their hulls, and are in general repaired. Here also the ships unload and receive cargo.

At the head of all this activity is the Naval Service Headquarters. This large building stands in Carter Square in Ottawa. In it the main business of the Navy is carried on. Here they plan convoys and many other things.

Last of all there is the Royal Canadian Sea Cadet movement, largely thought of as a fine organization sponsored by the Navy League of Canada. Every year boys from ages fourteen to eighteen attend camps all over Canada for two weeks of healthful sports and instruction in boating and swimming and other things too numerous to mention.