

The SUMMERSIDE GUARDIAN

AND PRINCE COUNTY CHRONICLE

THE WESTERN GUARDIAN

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

New Subscriptions. Advertising should be left with Mrs. Pond.
The Guardian may be bought daily at any of the following stores in Summerside:

Bookstore, Water Street. Gourdes Drugstore, Water Street, Toronto Bakery, Water Street, Mark Gaudet, 67 Granville Street.
The Guardian will be delivered to any home in Summerside by Carrier Boy at 20 per day or 100 per week. Phone 289 for this service or your order to the boy responsible for deliveries on your route.

There is reserved for news of local interest, but advertising of a purely nature, strictly payable in advance.

AUTO HEATERS with greater heating capacity. Obtainable at L-695-11-17-21.

WANTED—Chicken and Fowl. Highest Prices. Qualified Fowl. P. A. and C. Kennedy, Kensington. L-674-11-15-101.

THE LADIES Social Club. United Church will hold a dinner of home cooking and needlework in Epworth Hall on Wednesday, December 11th. Afternoon tea will be served. L-736.

GET READY for winter by getting your garments to us for dry cleaning. Mail order. Phone 168 today. Mill's Dry Cleaners, 107-11-12-21.

PURCHASE YACHT—Mr. MacPherson purchased a yacht named "Zephyr" which was used at Summerside in the storm last week. The boat was sold at auction recently. It was used by a party at Borden.—S.

PROCEEDS OF LECTURE—The proceeds of the lecture given by Major Ney at the High School auditorium were very gratifying to the responsible for bringing Major Ney here. The total amount was \$100. Half the money goes to the National Council of Education of Canada and the other half to local needs of the I. O. D. E.—S.

SUCCESSFUL APPLE DAY AT BORDEN—Although the exact figures are not yet available the Summerside Boy Scouts had their biggest day ever. Nine and a half barrels of apples were sold at a good sum realized. The weather was favourable and the boys got a big boost at the airport. Mr. J. P. Morrison, Group Captain Fullerton, very kindly allowing the boys to sell apples at the airport. The airman responded manfully at somewhere round forty dollars was made at the airport.—S.

CONTACT CLUB—The Summerside Contact Club of airmen's members had a very large meeting this week and a large number of new members were added. The ladies appreciated very much their new quarters at the Council Chamber. Members Mrs. E. Kearney have decided to form a club of their own at the contact club. The ladies appreciated very much their new quarters at the Council Chamber. Members Mrs. E. Kearney have decided to form a club of their own at the contact club. The ladies appreciated very much their new quarters at the Council Chamber. Members Mrs. E. Kearney have decided to form a club of their own at the contact club.

PERSONALS
—The many friends of Mrs. J. A. Murphy of Kelvin will be glad to know she is recovering after her operation in the P. E. I. Hospital.
—Mr. William Callbeck, merchant and Central Bedoune, has been confined to his bed for the past week. His many friends miss his genial smile at his desk and wish him a speedy recovery.
—Mrs. A. E. Farrow, Central Bedoune, has moved to Summerside to spend the winter months with her daughter Mrs. Alvin Sudbury.

U. S. Navy Brings in first Major prize

WASHINGTON, Nov. 17—(AP)—The United States navy brought in to port today its first major prize of the battle of the Atlantic—the captured German motor ship Odenwald, a merchant ship damaged and damaged in an attempt at scuttling, the vessel limped into the harbor of San Juan, Puerto Rico, with a naval crew aboard.

The navy's account gave the impression that the first suspicions of the vessel were aroused by actions of the crew after the Odenwald was first sighted by a cruiser when 11 miles distant.

Signals of the cruiser, which the navy declined to identify, were ignored. Then, during a subsequent conversation, the exchange of messages through megaphones, the Nazi crew started throwing over the sides "a continuous stream of packages."

A boarding party was sent to the Odenwald, and then came two explosions as the attempt to scuttle was made.

Notified of the scuttling attempt, the warship commander thereupon sent a salvage crew aboard and with "no co-operation at all" from the Germans, this force succeeded in making emergency repairs and starting the engines after an all-day struggle.

Jerome O'Brien, Morell, testified that he was a second cousin of the deceased. The latter was in the store, where witness is employed as a clerk, and left about 4:25 p. m. for Charlottetown saying he was going to get a glass for his car. He had a 1929 Whippet coupe. Witness never knew of him to drive faster than 25 miles per hour. Asked about O'Brien's condition at the time he saw him, witness replied "He was sober." Questioned further he would not swear "that the man was sober or drinking as he had been mistaken on his condition before. However, he was drunk" and "was not to any extent" as he was capable of driving a car and had full control of his senses. A sister of the deceased had been

War—25 Years Ago Today
(By The Canadian Press)

NOV. 18, 1916—British and Canadian troops reached outskirts of Grandcourt in advance on both sides of River Ancre. Allies demanded surrender of all German units. Allied forces gained ground in Macedonia.

INSURANCE ALL LINES

RALPH MUTTART Summerside

SUNSET DYES in all shades at Taylor Drug Co., Kensington.

STORM WINDOW EYES, Buttons and Screws obtainable at Braces. L-895-11-17-21.

WATCH for date of Maritime Goodwill Quiz hour, Central Bedoune hall. Prizes. L-735-11-18-21.

BUYING live and dressed poultry, daily. Webster's Stand, Kensington. Bernard and McQuaid. L-629-11-15-18-20-22-26-29.

EXCHANGED PULPITS—Ven. Archdeacon G. R. Harrison, rector of St. Mary's Church, Summerside, exchanged pulpits with Rev. Douglas Henderson of Georgetown on Sunday.—S.

LEFT FOR TORONTO—Mr. Perley Giberson who recently joined the R. C. A. P., has gone to Toronto for training. Mr. Giberson was on the staff of the Bank of Nova Scotia at Summerside and his many friends wish him every success.—S.

JUVENILE COURT—Two boys came before the Juvenile Court at Summerside on Friday last and were charged with breaking electric light bulbs in Memorial Square. They were put on probation for three months.—S.

ATTENDED PRACTICE BLACKOUT—Mayor Campbell and members of the Town Council at the invitation of Group Captain Fullerton, C. O., at No. 9 S. P. S. attended a practice blackout at the airport last week. It is expected that Summerside will have practice blackouts in the near future, after further information has been received regarding the details of the operations.—S.

POST NUPITAL SHOWER—Miss Evelyn Walsh and Miss Jean MacPhee were hostesses on Friday evening for a pretty post nuptial shower for Mrs. Perley Giberson at the home of Miss Walsh. The bride received some very lovely pieces of china, silver and linen which were much appreciated by the young bride who expressed her appreciation in an impromptu speech. Bridge was played during the remainder of the evening and a dainty lunch served by the young hostesses.—S.

WILFRED HOLMES testified that he was on his way home to Union Road driving a horse-drawn wagon about 5.15 p. m. last Wednesday when he noticed car lights shining up through the water at Wright's Bridge. It was a "mean night with snow, sleet and rain" at the time and he was standing up in front of the wagon.

When he saw the lights in the water, witness immediately drove up to summon Neil Darrach, who lives nearby. He first saw John Dockety who works at Darrach Dockery, milking the cows. He told Dockety what he had seen then Mr. Darrach who came out of the house. Witness told Mrs. Darrach to phone the Mounted Police and the three of them went down to see what they could do. They secured a ladder and lowered it from the bank to the car which was upside down in the water with the engine facing up. Witness and Dockety went and opened the waste gate to lower the water and someone else went for a tractor. When it arrived a chain was fastened to the front axle and the car was hauled to the shore.

It was discovered that a man was in the car and some of the men present waded out to their knees in the water and got him out. He had been thrown around and the cushion on top of him. Witness did not know who the man was at the time. He had not heard any splash when approaching on his wagon nor had he seen any car-parked on the bridge. There was no car on the bridge when witness proceeded to town either. It appeared that the car went right over the centre of the bridge.

The railing "hasn't been in good repair" he stated. There is a wire about three feet high and possibly 15 posts, each about 10 feet apart on that side, witness declared. "They are repairing the bridge today," he said.

Neil Darrach told of the previous witness coming to his place last Wednesday and telling of a car being thrown into the water below the bridge. He corroborated the evidence given by Wilfred Holmes and told of getting out on the ladder, reaching down and trying the door. He could not do anything as the car was upside down. Just then the police came and one of them and some other man also climbed out on the ladder.

He had examined the road and found that there were some markings which indicated the car had skidded to the east side of the bridge on a 45 degree angle and shot between the posts and over the bank. From the time he had been told of the accident by Holmes until the body was taken from the water about one hour had elapsed. He had known of five or six accidents with the bridge within the past six years. No car had gone right over before, however. In his opinion the railing was insufficient.

John Dockety testified that he was working at the Darrach place and was notified of the accident by Wilfred Holmes. He told of going with the others to the bridge and seeing them haul the car out with a tractor and recovering the body. He had hauled an oil truck on the way to the scene and the driver had "spoke" on the ladder with Darrach's. He recalled seeing a car pass his place at supper time—about 4:45—and it was snowing hard at the time. He remarked to his wife that the car was a Whippet coupe with the glass out and similar to the one he owns himself. He lives about eight or ten chains from the bridge.

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Interpreting The War

(Continued from page 1)

the sea of Anov and his Kerch Strait comes within the Black Sea all are heavily locked for from 75 to 100 days each year, that is not to be expected much before the new year. Whatever the Nazi design for using the Kerch gateways to break into the Caucasus behind the Kestov-Don line, it probably contemplates an ice bridgehead.

The alternative is an invasion or such an aerial bombardment of Caucasus defences and communication lines as would permit ferry troops across the strait. With the R. F. present, it is unlikely that Russian resistance can be shattered swiftly by air alone.

The Russian Black Sea fleet is another factor with which the Germans must deal effectively before risking an attempt to cross Kerch Strait in force for a sea-borne invasion.

The taking of Sevastopol, Russia's huge naval base on the Black Sea, may also be essential to Nazi plans for an invasion. Without Sevastopol, everything necessary for a push across Kerch Strait would have to be carried by long and difficult haul to that jump-off base.

Moreover, the strait is perilously close to Russian and probably British airdromes in the Caucasus preparing to blast at any Nazi attempt to cross the narrow water passage.

The fall of Kerch was fore-shadowed from the hour the Germans rounded the eastern end of the coastal mountain range in the Crimea. The natural obstacles to aid Russian defenders of the port itself. The fact that they did hold out so long marks the stand at Kerch as primarily a rear-guard action.

It gave Russia time to man new defence lines in the Caucasus east of the strait.

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WRIGHT RADIO SERVICE

Have MOVED To Bowness Bldg. Water Street Opposite Dominion Fur Sales Phone 127 L-737-11-18-31.

Eggs for Britain Response good

OTTAWA, Nov. 17—(CP)—Agriculture Department officials said tonight that the "eggs for Britain" campaign promised to be just as successful as the "bacon for Britain" drive of recent months.

Production returns early in November, a month of low production normally, were said to be "most encouraging."

The United Kingdom requires 30,000,000 dozen eggs from Canada and will take as many more as the Dominion is able to send.

Although production dips low in November, officials said the immediate effect of the "eggs for Britain" drive had been to raise production in the earlier part of the month far higher than normally.

Temporary shortages at some points further east are being made up of pullet eggs moving in from British Columbia.

The contract with the United Kingdom provides for 170,000 cases of winter produced fresh eggs for shipment between Dec. 1 and Feb. 28, officials said. Between March 1 and May 31, 600,000 cases of spring produced eggs are required.

Mechanics are expected today to dismantle a Hudson bomber which made a forced landing in a field at Travellers Rest. The plane came down Friday in a snow storm. It was practically undamaged. It was learned, but lack of space prevented it from taking off. Three men in the plane were unhurt.

The Canadian Press reports that the plane landed in a field on a farm owned by Hubert P. MacNeill. It went through a fence and into an adjoining farm, owned by Everett Gunning before it came to a stop.

Residents at Travellers Rest feared the pilot became lost when his wireless failed in thick weather.

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\$150,000 fire At Toronto

TORONTO, Nov. 17—(CP)—A raging fire and three explosions today destroyed the three-story Liberty Bell Company store and warehouse with loss to building and contents estimated at \$150,000. The fire threatened buildings and stores in the vicinity and the explosions literally blew some employees of the furniture store into the street.

The third major fire in this city within a week, the blaze also gutted an adjoining Chinese restaurant and smashed windows and blistered paint on at least 14 shops across the street. House residents and store workers in the vicinity were forced to evacuate temporarily after one blast blew furniture and plate glass across the street.

The fire, which paralyzed traffic in downtown Toronto for several hours, took more than two hours to get under control and continued to smoulder tonight. Even after the blaze was extinguished firemen continued to pour tons of water into the twisted steel beams and debris inside the store, which is situated at the corner of Yonge and Grenville streets.

Two persons suffered slight burns in the twisted steel beams and debris inside the store, which is situated at the corner of Yonge and Grenville streets.

The blaze is believed to have started through spontaneous combustion in a large package of Kleenex tissue in the basement. The finish room in the basement, although one fireman said he understood it began in the spraying room when a compressor blew up.

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"TELL ME ANOTHER" AND WIN \$5.00

SOAPS KLEENEX

We will pay \$5.00 for every "Kleenex True Confession" published. Mail to Kleenex, Dept. 771B, 330 University Ave., Toronto, Ont.

Yoo-Hoo, General!

I WAS SHORTSIGHTED UNTIL I DISCOVERED THAT SOFT KLEENEX WAS PERFECT FOR REMOVING SPECKS FROM SPECTACLES!

GOOD IDEA.. SEND THE BOYS A LARGE PACKAGE OF KLEENEX TODAY!

NO CLINKERS IN MY BLINKERS! SOFT GENTLE KLEENEX IS PERFECT FOR REMOVING MASCARA AND SOOT FROM WELL KEPT EYELASHES!

NEW MAN'S SIZE KLEENEX TISSUES THEY'RE TWICE AS BIG AS THE REGULAR SIZE.. THEY'LL FIND DOZENS OF USES FOR IT AROUND THE CAMP.

THE PRODUCT OF 100 DAILY USES!

R.A.F. scores On Axis vessel

LONDON, Nov. 17—(CP)—A surprise attack by aircraft of the Royal Air Force fighter and coastal commandos on a Nazi convoy today resulted in direct hits on a supply vessel, the British Broadcasting Corporation reported tonight.

The BBC told how a sergeant pilot of the Royal Newfoundland Air Force, sighting the supply ship four miles off the coast of Norway, outwitted the Germans by flying so low his plane "was almost skimming the waves."

"He reached the ship without being seen and then climbed until he was just above the mast before unloading his bombs," the broadcast said.

The two landed plumb on the deck in front of the bridge and as the pilot climbed away two columns of smoke rose from the ship and gradually merged into a great cloud.

An hour later, the BBC said, the pilot of another aircraft reported a "constant red glow" in the sky which apparently came from the damaged ship.

Kirkland Miners May quit Ottawa

KIRKLAND LAKE, Ont., Nov. 17—(CP)—The executive board of the Kirkland Lake mine and mill workers union tonight issued a statement that "unless by three p. m. Tuesday, Nov. 18, satisfactory negotiations have been established" with mine operators and federal officials in Ottawa, union representatives will be withdrawn.

The statement expressed dissatisfaction with the conduct of the conference called for Ottawa today by Labor Minister McLarty last week. It said that the union committee in Ottawa had taken part in no negotiations today with the minister of labor, minister of mines and labor department officials.

The Ottawa conference, when called last week, deferred a threatened strike in eight mines in the Kirkland Lake district. Members of local 240 of the mine and mill workers union had voted to strike for union recognition and implementation of recommendations of a government-conducted board which considered the dispute earlier.

Crew made heroic Attempt to save Aircraft Carrier

GIBRALTAR, Nov. 16—(CP)—A skeleton crew stayed aboard the British aircraft carrier Ark Royal for 12 hours—some working in oil up to their waists and others four decks down with the vessel likely to capsize at any moment—in a vain attempt to save her, a crew member disclosed today.

Meanwhile Captain L.E.H. Maund bade farewell to the ship's company, assembled as a unit for the last time in Gibraltar Harbor. He said the famous warship had travelled 205,000 miles and engaged in 32 war operations before foundering Friday morning after a torpedo attack off this base.

"Working below with the terrific list and not knowing what was going to happen was a nightmare. Oil and water was 10 feet deep in some places. The air was stifling because of the smell of oil and lack of ventilation. In one compartment a man worked up to their waists. Three of those brought up from another compartment had to undergo artificial respiration.

"Down four decks in the ship men were in a terrible state knowing that she might capsize at any moment."

REDDIN BROS.

JIFFY SERVICE FOR FILMS 25c PAY IN ADVANCE finishes any 8 exposure roll—mail orders must be accompanied by postage.

CAMERAS Baby Brownie Sp. \$1.75 Bullet — — — 2.85 620 Bulls Eye — —