

At Holman's

WORK CLOTHES

priced to save you money!



* OVERALLS *

Big value in blue denim Overalls of good quality. These are strongly sewn and have bar tacked pockets. The sizes are 34 to 44—priced a pair—

2.95

Extra Quality Blue denim Overalls for the man who deserves the best. These are triple sewn at every seam. They have the popular high back braces. The sizes are 34 to 44—priced a pair—

3.95

* WORK PANTS *

DUNGAREES of good quality blue denim. In the laced back style and with strongly tacked pockets. These Dungarees are a real value. The sizes are 30 to 42—priced a pair—

2.98

Fully Sanforized Work Pants of fine quality cotton yarn in a neat, fine stripe pattern. The waist sizes are 30 to 44—priced a pair—

3.75

* WORK SHIRTS *

Fine quality blue chambray in the regular full-cut style, strongly made to give lots of tough wear. The sizes are 14 to 17—priced each—

1.95

Cotton Work Shirts of fine cotton in assorted checked and plaid patterns. They're dressy yet durable. The sizes are 14 to 16 1-2—priced each—

2.50

* SOCKS *

Made by "Penman" of strong cotton and wool yarns. These are the well known "Purple Top" hose and are specially knit for rough wear. Priced a pair—

39c

All wool Hose in a light weight rib pattern—just right for every day wear. They are designed for comfort. The sizes are 10 1-2 to 12—priced a pair—

75c

* HATS and CAPS *

Farm or Engineer Caps of good quality cotton drill in a neat stripe. These Caps have unbreakable peaks. The sizes are 6 5-8 to 7 1-2—priced each—

50c

Straw Hats for cool comfort. They're made of good quality chip straw with a leather sweatband. The sizes are 6 3-4 to 7 3-8—priced each—

95c



* GLOVES *

Leather Gloves of genuine cowhide with a string cuff. These Work Gloves are strongly sewn and well made. In sizes small, medium or large—priced a pair—

1.95

Discover How Good Iced Tea Can Be!

Make tea double strength and while still hot pour into glasses filled with cracked ice... Add sugar and lemon to taste.

"SALADA" ICED TEA



OTTAWA, Aug. 17 — (OP) — The fourth series of Canada savings bonds will be withdrawn from sale Aug. 31, the Finance Department announced today. A fifth series will go on sale Oct. 16. Sales of the fourth series of bonds amounted to about \$314,000,000 on July 14. Revenue is used to retire public debt.

NIAGARA FALLS, Ont., Aug. 11 — (OP) — Mary Boggs, 32, said she was "just sitting there" but Constable R. Jickels testified today that he found her hanging by one hand over a steep Niagara gorge cliff Aug. 4. The woman said she had had an argument with another woman and went to the cliff to be alone. A vagrancy charge was dismissed.

TRANS-PACIFIC

Continued from page 8

A ground crew organization for maintaining the planes has been set up now at Haneda and 11 N. C. O's and leading aircraftmen are now established on the field and in the Australian barracks at Ebisau in the Tokyo suburbs.

Flt. Sgt. Bert Ruffell of Victoria heads the detachment and his two corporals are Pat Magdalinaki of Quornsey, Sask., and Maurice Soame of Ottawa.

The LAC's are Bert Ferguson of Norwood, Ontario, "Red" Bell of Saskatoon, T. G. Thompson of Winnipeg; J. P. Thompson of Montreal; Rene Calveau of Quebec City; Doug Stead of Montreal; Harry Risun of Vegreville, Alta.; and Lionel Pellerin of Montreal.

There was a mix-up about billeting when the ground crew first arrived but Wing Commander C. H. Mustells, the squadron commander, came in from Toronto to straighten it out with the help of the Canadian Legation in Tokyo and the men are satisfied with the Ebisau barracks. They are even mulling over the idea of hiring a Jap house-boy as a servant for the whole crew.

Long Hard Grind

It is a long hard grind for the aircrews on these missions across the North Pacific. They don't get within 1,000 miles of the war front; the airfield is no sinecure and the aircrew deserve full marks for the way they have been doing their job right in the main stream with the Americans.

The task is not without its perils. Haneda airfield is so congested and the American organization set-up is so new to such a vast and complicated operation that mistakes do occur.

There is this example that nearly caused a disaster to one R. C. A. F. North Star. I was out at the airfield with the newly-arrived ground crew and a North Star was just about to take off on a return flight to Tacoma. The pilot was youthful F. O. Bert Miller of Gainsborough, Sask., and Vancouver. Included in his crew were Flt.-Lt. C. E. Goodwin of Moose Jaw, Sask., and Montreal, F. O. Bob Reid of Toronto and Montreal, and F. O. Don Selby of Niagara Falls, Ont., and Montreal.

The big plane taxied out to the end of the runway in a line of other transports preparing to take off. Miller gunned his motors as he waited for the clearance signal from the control tower. He started to let the plane go when all four engines went out simultaneously. If the plane had been even 10 feet in the air, a crash would have been inevitable.

Unnerving Experience

It was an unnerving experience for the young crew. The aircraft was pulled back to the hangar and the ground crews and extra Americans went to work on it. It seemed that some water got into the gasoline or that some filters got plugged. I never got the final word on what happened, but the plane took off that night and made a clear-sailing trip to Tacoma.

The near-crash created a "flap" at Haneda and word was flashed to all aircraft in the theatre and the North Pacific to check gas for water. I heard about it in Tokyo when I was in Northern Japan got the word.

A regular drill is being worked out for the R.C.A.F. part in this airfield. A plane leaves Tacoma and flies seven hours to Anchorage, Alaska. There the crew is changed and the next leg is to Tokyo, aboard Shemya, a tiny island out on the western end of the Aleutians. For my money, and that of

most pilots who fly that way. Shemya is the toughest airport in the world to get into. With mist and fog shrouding it most of the time, planes must come in on GCA—ground control approach—a sort of radar guide for landing. With this instrument, a crack GCA on the airfield brings the aircraft down to the runway. But on my two trips through Shemya, we did not see the ground until we were 25 feet over the start of the runway. It is enough to raise the hair on your head.

Doing Fine Job

The Americans, however, are building up the Shemya establishment with experienced personnel, including some airmen who worked on the Berlin airlift. I asked one of these officers about the R.C.A.F. and he said: "They are doing just as fine if not a better job than any outfit on this assignment. Even Shemya has not thrown them."

Taking off from Shemya, the planes hike out over the open Pacific, go down the eastern side of the Russian Kurile Islands and generally stop at Masawa, airdrome in Northern Japan for gas. Then on to Haneda. The round trip takes about 45 hours flying time.

In Tokyo, the crews have a 24-hour layover to rest up from the grind and the officers are now billeted in the Maranouchi Hotel downtown. This is a fine spot, run by the British and Australian occupation authorities, and has such amenities as good food at cheap prices and drinks for a dime.

Almost any day you run into R.C.A.F. crews in the lobby waiting to take a plane out. On my last visit to the hotel, I saw Sgt. Howie Morrison of Laurier, Man., with Flt. Lieut. Ted Lee of Belleville, Ont., and Flt.-Lieut. Rae Churchill of Edmonton. With them were Royal Air Force flight lieutenants from Yorkshire, Arthur Knapp and Ronald Coates, who joined the R.C.A.F. a few months ago on exchange and to their utter astonishment now find themselves on operations with 426 Squadron.

Two Battalions A Day

I would estimate that there are about 40 planes a day travelling the northern airlift route and probably more on the southern route via Honolulu. Each north-routine plane carries around forty or fifty combat soldiers. It would mean close to two battalions of infantry moving into the Far East every day.

On this basis, the airlift on the north alone could lift a division in about two weeks. But this would not mean full equipment.

Originally, it was planned that the R.C.A.F. squadron would fly the southern route and would be based in sunny California, with a stop-over in Honolulu. This caused a lot of pleasant excitement and anticipation in the outfit. But it was pointed out to the R. C. A. F. that the northern route is shorter and that a much larger contribution would be made that way. So the plan was changed to the north.

This rising tempo of the airlift can be judged as well as anywhere in Anchorage. When I first went through there on the way to the Far East, the airbase seemed a fairly leisurely place. The main traffic was dependents being brought back to the U. S. from Japan. A sign in the waiting room offered baby-sitters for children in transit.

Three weeks later, the baby-sitter sign was gone. The waiting room was jammed with combat infantry with their packs moving east. The airbase roared with planes and bustled with activity. The airlift was going full blast. (Copyright Southern News).

W.C.T.U. NOTES

WHY OUR LAWS CAN'T NAIL DRUNK DRIVERS

By Fred Boswell (excerpt from MacLean's Magazine)

It was one of the first motor fatalities which I covered as a cub reporter.

They had moved the small, twisted body to the sidewalk and covered it with a clothesbasket. One fat little leg hung over the curb, a grotesque right-angle bend halfway between knee and ankle. I couldn't see the boy's face. Blood cut narrow snakelike trails across the sidewalk. The police hadn't arrived yet.

In a doorway a young mother sobbed convulsively. Men and women glanced bitterly at the death car 200 feet down the street. The driver was still in it, haunched over the wheel. A man had taken the ignition key. "Drunk," he said. "Can't even stand up."

It is a familiar tragic story to traffic police. It is becoming more familiar every year. And each year, frustrated policemen find themselves up against the stone wall of a horse-and-buggy criminal code which makes it possible for scores of drunken potential killers to evade the law.

If our laws had teeth in them would this accident have happened? In Sweden, which takes drastic measures to stop drunken driving the accident-death rate is now among the lowest in the world—only 4.3 per 100,000 of population. In Canada, the figure is 12.7 deaths per 100,000.

Maybe one of these potential killers lives on your street. He may even be you. You don't regard him as a criminal, yet he kills five times as many Canadians every year as murderers. He is a social menace six times deadlier than polio.

Scientific methods are available to prove indisputably whether or not a man is drunk. But Canadian police can only sing off the old phrases. "His breath smelled strongly of liquor, your worship, he staggered and had to be assisted from his car"—and humbly hope to get a conviction with this thin story.

Says Chief Walter Mulligan, of Vancouver: "A drunk-driving charge is one of the most difficult to prove."

As a result, hundreds of motorists, obviously drunk, have to be charged with minor offenses like careless or dangerous driving because police know they haven't strong enough evidence to prove intoxication.

In one Canadian city last year a driver charged with drunkenness fought in the ambulance on the way to hospital, yet he was acquitted because a lawyer proved his actions could have been due to concussion he suffered in the accident.

WALKED OUT FREE

Another motorist who had an accident was described by police as "very drunk." He insisted he staggered and couldn't talk clearly because he was short of breath as a result of an asthma attack. He walked out of the court free.

About 1,800 Canadians die each year in motor accidents. How many of these deaths are due to alcohol? Toronto police traffic division says 15.5%; National Safety Council, 26%; Dr. Joslyn Rogers, 45%; temperance campaigners, "78% of highway injuries and deaths occur in 'drink accidents'."

INCREASING MENACE

Inspector Vernon Page, boss of Toronto police traffic, points out that, "Drunk drivers are a greater menace every year."

In 1946 Toronto police during the Christmas-Drinking Year season held 89 cars of new-drinking drivers. During the same 1946 period they held 152 cars. In 1946, 483 of the drivers in accidents in Toronto had to be listed either as "under the influence" or "had been drinking."

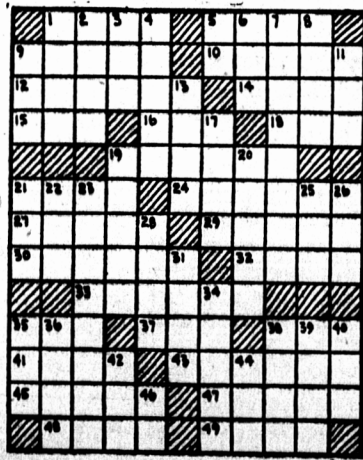
In 1949 the number jumped to 826. Drunk drivers in Toronto killed two in 1947, seven in 1949. Yet, despite the growing carnage, hundreds of potential killers go free or escape with trivial fines every year because of an archaic law which refuses to recognize scientific blood tests for drunkenness and forces police to rely on crude rule-of-thumb evidence as out-of-date as the horse and buggy.

Blood-alcohol concentration can be determined by a test of the blood, urine, saliva or breath. Breath tests are the most practical. But our police cannot force a suspect to submit to any of these tests because they are not recognized as legal under the Canadian Evidence Act. It would take an amendment of the Criminal

(Continued on Page 16)

DAILY CROSSWORD

- ACROSS 1. Occupy 2. Ignited 3. Robberies on high seas 4. Yellowish clay 5. Hop-drying kiln 6. Siberian 7. Point (Law) 8. Peasant (Switz.) 9. English philosopher 10. Scourged 11. Buller 12. Excited 13. Fuzz 14. Well done! 15. Wapiti 16. Title of respect 17. Harvest 18. Short, coarse hemp flower 19. Showy 20. Tweezers 21. Milkfish (Eur.) 22. Lotter 23. Member of lowest class (West Point) 24. Scaman 25. Abides 26. Grante 27. 15th of March 28. Liquid measure (Sp.) 29. Grampus 30. Animal's pelt 31. Resort 32. Bucket 33. Loose overcoat 34. Vapor 35. Musical instrument 36. Decry 37. Comply 38. Robberies on high seas 39. Petalish (var.) 40. Point (Law) 41. Peasant (Switz.) 42. Buller 43. Excited 44. Well done! 45. Goddess of harvests 46. (It) 47. Astrings 48. Chummy 49. Sayings 50. Lick 51. A bearing surface to reduce friction 52. Belonging to me



DOWN

- 1. Plump 2. Arab kingdom

DAILY CRYPTOQUOTE—Here's how to work it:

A X Y D L B A A X E is L O N G F E L L O W

One letter simply stands for another. In this example A is used for the three L's, X for the two O's, etc. Single letters, apostrophes, the length and formation of the words are all hints. Each day the code letters are different.

& Cryptogram Quotation N L G A K C C U V Y A N H E I K Y V U S U J G V J G H E D U V Y C — N L H I C H V.

Yesterday's Cryptogram: A BABE IN A HOUSE IS A WELL-SPRING OF PLEASURE. A MESSENGER OF PEACE AND LOVE—TUPPER.

Distributed by Miss Patricia Bradstreet.

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(THE BEST IN SOUND & MOVIES)

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"CHALLENGE TO LASSIE"

with Edmund Gwenn - Donald Crisp and the Famous Dog "Lassie"

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A sweetheart of a musical!

"That MIDNIGHT KISS"

M-G-M's TECHNICAL COLOR MUSICAL

Kathryn GRAYSON • Jose ITURBI

ETHEL BARRYMORE • KEENAN WYNN

J. CAROL HAYEN • JULES MUSHIN • THOMAS GOMEZ

MARJORIE REYNOLDS and introducing MARIO LANZA

REGENT

TODAY 2.30, 7 & 9.15

JOE PALOOKA

"THE BIG FIGHT"

Leon Errol

CISCO KID

"THE DARING CABALLERO"

COMING MON. & TUE.



IN MEMORIAM

MRS. J. ELMER DUNNING

There passed away at the Victoria General Hospital, Halifax, Mrs. J. Elmer Dunning in her fifty-first year. Although in failing health for several months, her condition was not considered grave until her admittance to the Victoria General Hospital. Following brain surgery she did not regain consciousness, and passed away on Wednesday, July 5th.

Mrs. Dunning was the former Olive Elizabeth Morrison, daughter of Mrs. R. T. Morrison of Summerside, and the late R. T. Morrison. She was born in Berlin, New Hampshire, but moved to Summerside with her parents while in her teens.

Mrs. Dunning possessed a magnetic personality, which endeared her to all who knew her. She was a member of the Order of the Eastern Star, and Past Divisional, Commissioner of the Girl Guide Association. Presbyterian in faith, she was a member of St. Andrew's Presbyterian Church in Montague.

She leaves to mourn, besides her husband, two daughters, Shirley, Mrs. D. E. Robinson of Middleton, N.S.; and Roma, nurse-in-training at the P.E.I. Hospital; also two grand-daughters, Ruth Anne and Sally Robinson.

Besides her mother, Mrs. R. T. Morrison, the following sisters and brothers also mourn her passing: Mrs. Harry Greenlaw, Waltham, Mass.; Ruth and Eva in Summerside; John H. and Stanley A. of Pictou, N.S.; and Roland in Charlottetown.

The funeral was held on Friday, July 7th from St. Andrew's Presbyterian Church, and was conducted by Rev. Norman F. Young, assisted by Rev. Charles Henderson. During the service, the solo "Shadows" was beautifully rendered by Mrs. Ralph Beck. The following hymns were sung: "When On My Day of Life the Night is Falling" and "Abide With Me".

The pall bearers were: Daniel M. MacDonald, Robert W. Beck, Judge C. St. Clair Trainor, Douglas M. MacGowan, A. Fulton Campbell, Harry Jamieson. Interment was in Montague cemetery.

CAMEO THEATRE

KENSINGTON

Saturday Matinee 10 a.m.; Evening 7:15 - 9:15. It's a show with all the thrills, action, and breathtaking beauty of our Canadian Rockies in color, in "THE NORTHWEST STAMPEDE" Starring James Craig, Jack Oakie, and Joan Leslie, also "White Outlaw" (the wild horse), and the famous dog "Flame". Also Serial and News

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OTTENDORF Germany, Aug. 1 — (Reuters)—Men and women forced to leave their homes in East Germany unveiled a 50-foot-high cross at the Elbe estuary near Cuxhaven Sunday to remind travellers of the misery of the refugees from East Germany.

LEGION CARNIVAL

Miscouche Memorial Home

Wednesday, Aug. 23rd

Games, fun for everyone. Mammoth dance in the evening

RELIEVE

ATHES & PAINS

BY RUBBING IN

MINARD'S LINIMENT

35c