

**See the Maritime Life**  
*As in TODAY!*  
 T. W. Bentley, C.L.U., Mgr. P.E.L. Branch, Charlottetown, P.E.I.

JOHANNESBURG, Union of South Africa, July 3—(AP)—The South African Government Friday night announced its support of the United Nations Security Council, resolution calling for aid to South Korea.

**A New LOW FARE**  
 By AIR  
 to SYDNEY \$13.35  
 ONE WAY  
 from Charlottetown  
 PHONES 2061, 540  
**MARITIME CENTRAL AIRWAYS**

## Campaign In Italy Reviewed By Alexander

By Edwin S. Johnson, Canadian Press Staff Writer

LONDON, July 3—(CP)—Hitler's decision late in 1943 to make a stand south of Rome, is described by Field Marshal Viscount Alexander, former Allied commander in the Mediterranean, as the major error of the Italian campaign in the Second World War.

Britain's master strategist reached this conclusion long ago, but his views have just been made public with the release of his official report in the London Gazette.

In a stirring account of the so-called "holding attack" in Italy, the present Governor-General, tells of the victorious march of his troops from the first landing at Calabria in September 1943, to the final annihilation of the German forces in May 1945.

During this period he led his armies, including the Canadian formations and units representing 25 other nationalities, on four successful assault landings and three full-scale offensives. Despite handicaps of limited reserves, shortage of ammunition and equipment, the Allies forced back a retreating enemy for more than 1,100 miles in treacherous terrain and against fierce resistance.

Viscount Alexander pays glowing tribute to the efficiency and courage of his officers and men in carrying through to a successful conclusion the two-pronged directive of administering a knock-out blow to Italy and in tying up the maximum number of German divisions. In the main his praise is generalized, but of the Moro River crossing in December 1943, and the drive against Ortona he has this to say about the Canadians, leading the attack:

### Hand-To-Hand Fight

"For over a week the Canadians were engaged in a most violent hand-to-hand struggle. Street fighting, especially in a town of masonry houses, calls for the greatest skill and courage as Stalingrad had shown. The Canadians came triumphantly out of a test as severe as any in the war."

The former commander believes Hitler blundered badly in electing to fight it out after the surrender of Italy.

"We had the initiative in oper-

ations," he wrote, "but the Germans had the initiative in deciding whether we should achieve our objective... had they decided to withdraw altogether, they could have defended the line of the Alps or one of the strong river lines in north-eastern Italy with the minimum of forces. Instead of us containing them, they would be containing us."

All danger of such an alarming result, Viscount Alexander says, was removed by Hitler's decision. From that moment, he adds, the German army undertook a commitment as damaging and debilitating as Napoleon's Peninsular campaigns of 1808-14. The following summer the Germans were forced to pour troops into Italy to retrieve disaster at the very moment when Allied invading forces were storming the breaches of a crumbling Western Wall.

A month after the fall of Rome, the British commander suffered a stinging setback to his plans—not at the hands of the enemy but through a call from the combined chiefs of staff for the urgent release of seven divisions from the Italian sector. These forces were to be employed in an assault against Southern France as a diversion to the invasion of Normandy.

### Cancel Balkan Thrust

Failure of the Allies to capture Bologna according to plans, in defiance of the entire Canadian Corps to the Western Front and diversion of other forces expected from the Middle East had forced cancellation of a possible thrust into the Balkans.

While expressing no opinion on the correctness of the decision, Viscount Alexander admits disappointment in his inability to exploit victory to the fullest.

"Whatever value the invasion of southern France may have had as a contribution to operations in north-western Europe, its effects on the Italian campaign was disastrous," he says.

"The Allied armies in full pursuit of a beaten enemy were called off from the chase. Kesselring—the German commander—was given a breathing space to reorganize his scattered forces and I was left with insufficient strength to break through the barrier of the Apennines.

"My armies which had just been built up into a strong, flexible and co-ordinated instrument, inspired by victory and conscious of their own superiority, were reduced once more to the shifts and improvisations which had marked the previous winter. They were faced again with the problems of overcoming not only the difficulties of the Italian terrain and stubbornness of the enemy's resistance, but also the lack of manpower on their own side."

At the very time the Allies were withdrawing seven divisions, the Germans, he says, were rushing into Italy the equivalent of eight divisions, some of them from the threatened West Front.

## New C. N. R. Meal Prices

HALIFAX, N. S., June 30—New combination meal prices for travellers in Canadian National Railways dining cars and buffet cars were announced today by B. B. Archibald, Superintendent sleeping and dining car department, Atlantic region, here. The special menu rates go into effect immediately.

"The lower costing meal combinations will be featured in new meal suggestion cards being distributed in the trains," said Mr. Archibald. "The plan has been adopted to meet the demands of certain rail passengers for less expensive menus." Breakfast rates will range from 35 to 95 cents and luncheon and dinner from 75 cents to \$1.35, and will include beverage, rolls, toast or muffins and vegetable where necessary.

## Grounded Canadian Freighter Refloated

MONTREAL, July 3—(CP)—The 6,745-ton motor ship Canadian Constructor, which ran on a Windward Island reef June 22, was refloated at six A.M. today, Canadian National Steamships lines official reported here.

The passenger-freighter was taken to St. Georges, Grenada, for temporary repairs and later will be brought to Montreal for permanent repairs.

## New CNR Chief Clerk To Traffic Manager

MONCTON, N. B., July 3—The appointment of Gilchrist D. Allan as chief clerk to the traffic manager, Atlantic Region, Canadian National Railways, Moncton, succeeding R. H. Webster, retired, is announced by E.A. Ryder, regional traffic manager, the appointment being effective July 1.

## Stork Is Busy Aboard Liner

PORT SAID, July 3—(Reuters)—The stork is busy on board the 15,363-ton British liner Atlantis, which docked at Port Said yesterday on its way from Indonesia to Rotterdam repatriating Dutch mothers and children.

Already 40 babies have been born during the trip—21 of them boys—bringing the total number of children on board to 400.

Another 211 expectant mothers are on board.

## IRISHTOWN W. I.

Twenty-three members and two visitors were entertained at the home of Mrs. Clayton Stavert at the June meeting of Irishtown Women's Institute.

The meeting was opened by the president, Mrs. Wilfred Campbell, with ode and creed. Roll call was answered with "Sing, Say, Play or Pay".

Minutes were read approved and signed.

A financial statement on the

concert, submitted by Mrs. Cecil Campbell showed that proceeds to the amount of \$153.64 had been paid to the hall building committee.

The sick committee reported a number of calls made, and treats taken to members. Appointed on the new committee were—Mrs. Kenneth MacLeod, Mrs. Cecil Campbell and Mrs. Halsey Profit.

A picnic was planned for the school closing, June 23rd, arrangements the same as last year.

Several members tendered their thanks for treats, cards of sympathy etc.

In response to a special appeal for the Salvation Army, due to the suffering caused by the Manitoba flood, it was decided to canvass the district for funds.

Mrs. John E. MacLeod, Mrs. Robert Stavert and Mrs. Archie Paynter accepted appointments as canvassers.

Mrs. Robert Stavert and Mrs. Clayton Stavert were appointed to act on the district convention executive for 1951.

Delegates to the annual convention. The members were invited to meet in July at the home of Mrs. James B. MacLeod. Programme consisted of contests by Mrs. Wil-

fred Campbell and Mrs. Harold MacLeod. Meeting adjourned, closing with the King. Lunch was served.

## ST. MARGARET'S SCHOOL

Report for June.

Grade VIII.—1, Margaret MacDonald; 2, Mary Jane MacDonald, 3, Myrtle MacDonald.

Grade VII.—1, Donald MacDonald; 2, Venita Deagle; 3, Frances Feehan.

Grade V.—1, Mary Montgomery; 2, John MacDonald and Lavina

Feehan, equal; 3, Dorothy MacDonald.


Grade IV. A.—1, Arnold MacDonald; 2, Elizabeth MacComack; Grade IV. B.—1, Dalles MacComack.

Grade II.—1, Eileen MacComack; 2, Daniel Feehan.

Grade I. A.—1, George Keddy; 2, Rita MacDonald; 3, Frances Montgomery.

Grade I. C.—1, Emmitt MacComack.

Grade I. D.—1, Kevin Mullally. Teacher—Ruth MacDonald.



# Change of Address

The Royal Canadian Air Force Recruiting Unit at Summerside, P.E.I., has been disbanded. All applications and inquiries will now be handled By RECRUITING UNIT, MONCTON, Dominion Public Building



# The Best Regular Priced Gasoline on the Market

Announcing

Improved

## TEXACO FIRE-CHIEF

Stepped up in performance but not in price, improved Texaco Fire-Chief is today's biggest value in power—the liveliest Fire-Chief ever!

Try it. Enjoy the extras it gives you—split second starts, flashing pickup, hill-soaring power, maximum protection against vapor lock.

Test-proven in hundreds of laboratory runs against the top gasolines in its price-class, you can take our word for it—improved Texaco Fire-Chief is the best regular-priced gasoline on the market!

Drive in today to your nearest McColl-Frontenac dealer—at the famous Texaco sign, Red Star, Green "T". Fill your tank with Texaco Fire-Chief—and save money on every gallon you buy!

Try FIRE-CHIEF Regular Priced!

McCOLL-FRONTENAC OIL COMPANY LIMITED  
 Manufacturers and Distributors in Canada of Texaco Petroleum Products

BY FAR THE GREATEST PULLING TIRE ON EARTH... GOOD YEAR SUPER SURE-GRIP TRACTOR TIRE

The Goodyear Super Sure-Grip O-P-E-N C-E-N-T-E-R tread bites deeper, gives greater traction and out-wears all others. Why?... the lugs have been made bigger, broader, thicker and deeper! And longer, too.

For your farm... any part of it... Goodyear Super Sure-Grips will do deeper plowing and haul heavier implements in wet, slick, slippery soil where other tires bog down. Permits you to plow, plant and harvest faster... save precious hours when time is short.


COME IN AND SEE US FOR DETAILS

A. HORNE & CO. LTD.  
 RELIABLE MOTORS LTD. SUMMERSIDE  
 GENERAL MOTORS SALES & SERVICE  
 A COMPLETE LINE OF GOODYEAR TIRES, TUBES, LIFE GUARDS AND BATTERIES



THE PROVED O-P-E-N C-E-N-T-E-R TREAD

STILL UNCHALLENGED IT STILL OUTPULLS ALL OTHERS



TEXACO