

Samples of Red Cross Prisoner-of-War Parcels on Exhibition Here Now

One of the important branches of Red Cross work. Canadian Red Cross packing and despatching 46,000 Prisoner-of-War Parcels per week, including 5,000 paid for by Australia, 2,500 by New Zealand and 17,500 by British Red Cross.

Of the several "Red Cross" windows in local stores, the one at the Mark Bowie store deserves special mention. It shows the "Prisoners-of-War" parcels sent out by the thousands each week by the Canadian Red Cross. Two of these parcels, packed, sealed, and addressed, are shown ready for shipment, while the contents of a third parcel are displayed to show what each of these parcels contains.

At the present time the Canadian Red Cross is packing and sending and paying for 15,000 of these food parcels a week. In addition, the Red Cross is packing and despatching 5,000 parcels a week, paid for by the Australian Red Cross, and 2,500 parcels a week paid for by the New Zealand Red Cross, and 17,500 paid for by the British Red Cross. This totals 40,000 food parcels per week packed in Canada. Australia, New Zealand and Canada, it will be seen are relieving the British Red Cross of the responsibility of packing and paying for 22,500 weekly parcels, and Canada hopes to send as many as 40,000 parcels each week if food supplies and shipping are available.

The British Red Cross is still supplying food to more than 50 per cent of the total number of British prisoners-of-war, and sends the clothing, medical comforts and drugs needed by British prisoners (including Canadians). The clothing, drugs and medical supplies are generally sent in bulk consignments to the camps to be given out as required. Uniforms are sent to British prisoners-of-war by the British government through the British Red Cross.

Here is a list of the contents of the Red Cross prisoners-of-war food parcels. The total weight of the parcel is eleven pounds, there being ten pounds of food material. All the contents (except, of course the soap) are selected for their food value in proper proportions, by Dr. Fred Tisdall, a well-known authority on nutrition.

- 16 ounces whole milk powder
- 4 ounces butter
- 4 ounces cheese
- 2 ounces corned beef
- 10 ounces pork luncheon meat
- 8 ounces salmon
- 4 ounces sardines (or kippers)
- 8 ounces raisins
- 8 ounces dried prunes
- 8 ounces sugar
- 16 ounces jam
- 16 ounces Pilot biscuits
- 8 ounces eating chocolate
- 1 ounce salt and pepper
- 4 ounces tea
- 2 ounces soap

Those in Timmins who have noted the Red Cross prisoners-of-war parcels and their contents will be interested in a booklet compiled by Mrs. Adelaide M. Plumtree. This booklet answers all the questions likely to arise in regard to these parcels. The booklet explains how such matters are controlled by the series of Geneva or Red Cross conventions and international laws.

British prisoners-of-war, the booklet notes, includes all people from the Dominions, India and the colonies of the Empire. Thus, the British Red Cross has the responsibility of supplying food, clothing, medical comforts and drugs to "British" prisoners-of-war, which includes Canadians who are prisoners-of-war. The British Red Cross has asked the Canadian Red Cross to share this great responsibility, and, as usual, with all other enterprises, the Canadian Red Cross is doing an excellent piece of work of its assignment.

That prisoners-of-war are actually receiving the parcels is proven by the fact that the Red Cross Enquiry Bureau, 18 Rideau street, Ottawa, has on file over 100,000 postcards signed by "British" prisoners-of-war in Germany, Belgium, Italy and France acknowledging the receipt of the parcels sent from Canada. The inspectors of the International Red Cross Committee who are allowed to visit the camps and talk to the prisoners and report on conditions, are satisfied the parcels are being delivered.

There is an interesting note in the booklet as to how the parcels get to Geneva from Canada. The parcels are packed in Toronto and Montreal—if parcels in a big plywood box. These boxes are sent by sea to Britain, and thence to the care of the International Red Cross Committee at Geneva, where they are taken into the great warehouses of the International Red Cross Committee to be delivered to the prisoners. The Germans do not handle them at any time. These food parcels are not personally addressed. They are uniform in size and contents and it is only necessary to see that there are enough parcels sent to each camp for each British prisoner-of-war to get one. The parcels are distributed without regard to distinction of rank or sex.

The Red Cross estimates that it costs \$2.50 to lay down each parcel in Geneva. This low cost is possible because of the fact that the greater part of the Red Cross work is by free volunteer labour.

Bulk shipments of tobacco and cigarettes are made to the camps by the British Red Cross, and because of this and some other reasons, cigarettes are not included in the Red Cross parcels. Each prisoner, the booklet explains is also allowed to receive a parcel once a quarter from his next-of-kin; these parcels must be addressed personally to the prisoner with his unit or ship number, rank, name of prison, and prison number. These parcels may

contain underwear, shoes, toilet articles, but no food, except some chocolate bars. These parcels are censored first, and then turned over to the Red Cross. If enough prohibited articles have been removed to reduce the weight very materially, the Red Cross supplements the articles in the parcels by others from its own stores.

Only a little thought is necessary to show how vital are these Red Cross prisoners-of-war food parcels. They mean very often the difference between life and death. At present, they form a very material part of the cost of carrying on the Red Cross work. Without any question such an enterprise deserves the most generous support of all. Of the \$9,600,000 asked in Canada in the present campaign for the Canadian Red Cross, it is estimated that about \$3,500,000 will go to the prisoners-of-war work. Accordingly, everybody should "dig down" in this campaign to put the \$9,000,000 campaign well over the top. The objective for Timmins is \$45,000 and every effort should be made to exceed this amount.

The designing and arranging of the Red Cross parcels for prisoners-of-war in the Bowie Store window were the able work of the Ladies' Auxiliary of the Canadian Legion Branch 88.

Film Showing Red Cross Activities at Local Theatres

The moving picture, "There Too Go I," graphically depicting Canadian Red Cross activities in Canada and overseas, is being shown across Canada as a feature of the present Red Cross campaign. In this picture Anna Neagle plays the principal role, and His Majesty the King appears in several of the sequences. When Her Majesty appeared in the film when it was shown at the Palace theatre last week her interest in Red Cross work was the signal for applause from the audience. The extent and variety of the Red Cross work is cleverly indicated by the scenes in the film. The film was made possible by the generosity of Col. R. S. McLaurin, Oshawa. It promises to be a very valuable asset in the campaign. The co-operation of the theatre has been very generous throughout. This Red Cross film was shown at the Palace theatre last week-end. It will be at the Broadway theatre, tonight and Friday and Saturday. The Godfields will show the film on Saturday and Sunday midnight. The Red Cross film will be at the Cartier theatre on Wednesday and Thursday of next week, May 20th and 21st.

Displays in Local Store Windows Show Excellent Work Done for Red Cross

Thirteen windows in town display the variety of articles made by local workers for Canadian Red Cross. All the work of special excellence. Moral:—Give Generously to Red Cross to Keep Up This Good Work.

With a background of draping, Neil's Shoe Store features the work of the knitting group of the Ukrainian Organization, while one of Marshall-Ecclestone's windows proudly bears the display by the Senior Catholic Women's League and the pupils of the Holy Family School.

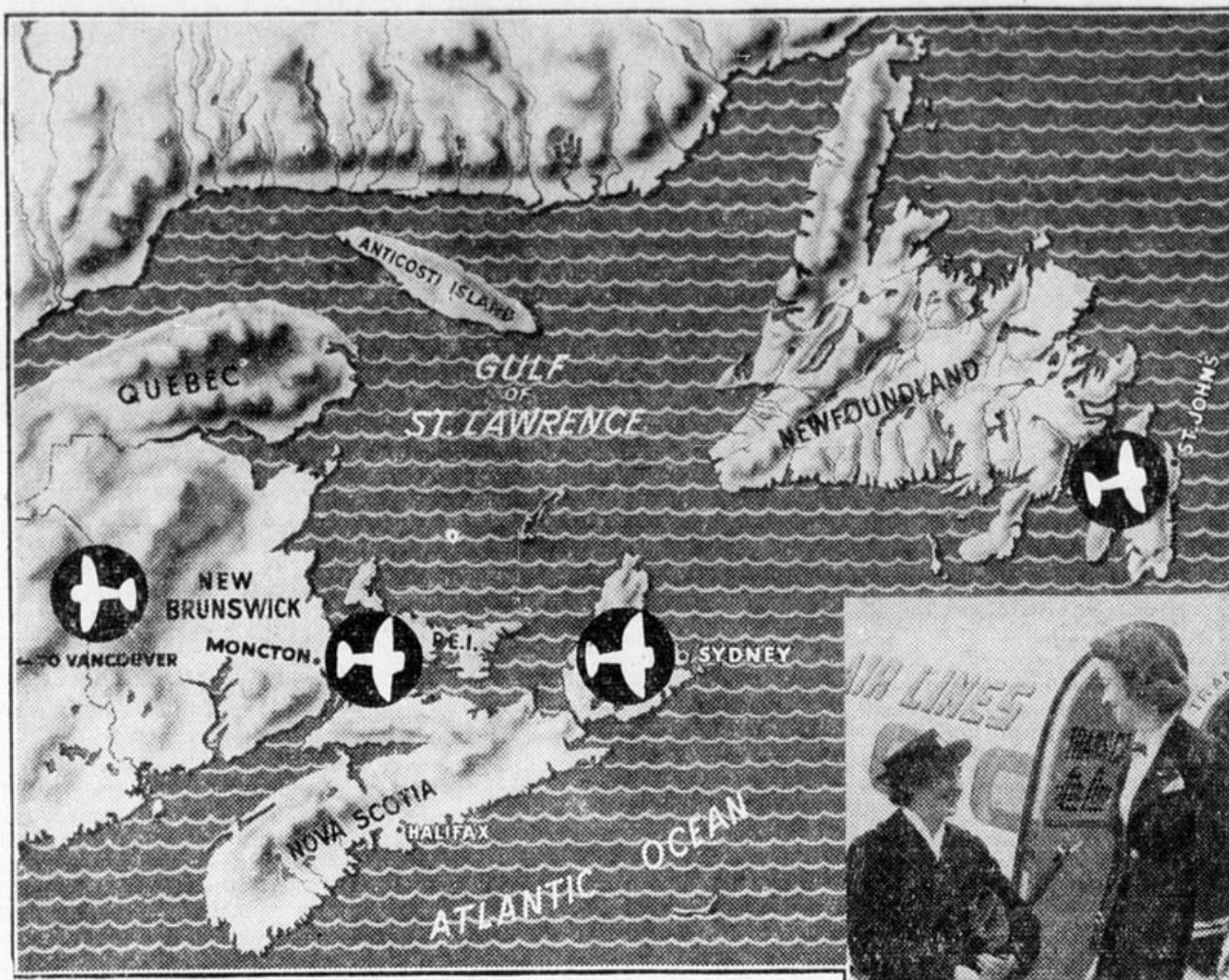
Going down to the south end of Pine street, will be found the Ladies' Auxiliary of the Canadian Legion display at the A. J. Shragge store, and at Friedman's, the articles completed by the pupils of the Birch Street, Mattagami, Moneta, and Central Public Schools. Of special interest to the passer-by will be the large quantity of articles of various kinds completed by the students, and, in the Ladies' Auxiliary display, the photograph of the No. 2 Road Construction Company of the Royal Canadian Engineers.

Back to Third avenue, where the passer-by will spend a great deal of time admiring the displays at the S. S. Kresge Co., Beaver Fur and Ladies' Wear, Mousley and Ball Ltd., I. K. Pierce, and the Workers' Co-operative. Then he will turn down Birch street to Fourth avenue, where a large number of articles are displayed in the window of the Consumer's Co-operative Society by the ladies of the Finnish Lutheran Church, the ladies of the Finnish United Church, and the ladies of the Harmony Hall knitting group.

At Kresge's are shown the garments and a large beautifully finished quilt made by the Women's Auxiliary of the First United Church; at the Beaver Fur Store is the display completed and arranged by the ladies of the Russian Committee, with a model, dressed in red, white and blue standing guard; at Mousley and Ball's are the knitted articles made by the ladies of La Ligue Feminine Catholique; at I. K. Pierce Furniture Store are children's articles, both knitted and sewn, and service garments, all made by the ladies of the Preside Club of the First United Church; and at the Workers' Co-operative are articles completed by the ladies of the Finnish "V" Club and ladies of the Co-op "V" Club.

A total of several hundred articles is included in the thirteen exhibits, which will help to acquaint local people with the fine work that is shipped by the Red Cross and with the urgent necessity of all Canadians doing their bit to help the Red Cross in its fine work.

New Air Link to Aid in War



TRANS-CANADA AIR LINES has extended its main line Eastward to provide a wartime service for mail, passengers, and express, to the strategic United Nations' base, Newfoundland. Sydney became a point of call on the route from Moncton to Newfoundland, thus bringing this industrial area at the tip of Canada's Eastern shores within the National airline network. With a daily round trip between Moncton and St. John's, Newfoundland, T.C.A. has telescoped a journey of days into less than five hours.

The commencement of the new service was hailed by men of the armed forces of both Canada and the U.S.A. as well as by Government and construction officers. They help to swell the mail load with thousands of letters to the folks back home. The new service will also play an important part in the new Atlantic mail service just inaugurated.

At the other end of the North American Continent T.C.A. will commence a service to Alaska this Fall, when the airway being constructed for military and commercial aviation is completed. T.C.A. will then provide a direct main line service from the United States and Canada to Alaska. This, like the Newfoundland service, will also be a part of the general hemispheric defense plan.

Inset shows Nursing Sister Marjorie Baker, R.N., Bridgewater, N.S., who was a passenger on the inaugural flight to Newfoundland, en route to a Canadian Army base.

Entry List of 359 at Temiskaming Festival of Music

NEW LISKEARD, May 13—The Temiskaming Festival of Music will have a new trophy next year, as Captain Tom Magdalen, president of the fourth annual function announced at the conclusion of events late Thursday last that he would donate a cup for the winners of the boys' chorus, an eleven-hour addition to this year's program. This event attracted one entry, a local group, in its debut.

School choruses featured the closing phase of the festival, which this year had brought in 359 entries for a record and which finished Wednesday night with the customary concert. In the one-room rural school event, Milberta carried off the cup presented by public school inspector W. L. Lowell, and Hudson Consolidated school won the trophy donated by the late Judge Hartman for two-room schools. The B. H. Harrison cup for grades 1-3 was taken by New Liskeard public school, which also won the prizes in the grades 1-2 and 1-4 events. The local high school entry took the Royal Bank cup in their class.

In the Sunday school chorus group, in which a cup was presented by the Rev. E. Gilmour Smith, formerly of Cobalt and now in Timmins, New Liskeard United Church entry finished in first place. The Earlton separate school won in the rhythm band and orchestra events. Adjudicators this year again were George Lambert and Frank Welsman, of Toronto Conservatory of Music.

Timmins Youth Gets Three Month Jail Term for Theft of Gasoline From a Car

Had About Two Gallons in Large Can When Police and Parked Car Owner Apprehended Him. Had First Put Can Under Car and Then Returned to Get it When it Was Full.

Gasoline rationing meant very little to one Timmins man until Tuesday afternoon of this week but he will likely realize more than ever now that there is a gasoline shortage in Canada and that the authorities are taking steps to conserve that supply. The man, George Fortais, 179 North Road, was apprehended on Sunday night as he was stealing gas from a parked car on Cambrai Avenue. In police court on Tuesday he admitted the theft, and while the police were describing the case to the magistrate the young man appeared to be quite amused. His happy expression disappeared, however, when he heard the magistrate sentence him to three months at hard labour.

Fortais was apprehended through the alertness of Mr. Joseph Blake, 43 Cambrai Avenue, on Sunday evening while the young fellow was attempting to steal a quantity of gasoline from Mr. Blake's car. Mrs. Blake had phoned the police after Mr. Blake had heard a noise outside near his car and had investigated. He found a large can under the car with a hose attached to it and leading into his gas tank. Mr. Blake decided that the thieves would

Drunk Driving Charge Dismissed When It Was Found Man Not Driving

Brother Had Taken Important Part of the Motor With Him, so that Truck Could Not be Driven. Defence Admits That Accused was Drunk, but Made Good Case to Prove He Was Not Driving the Truck.

Ross McQuillon faced a charge of driving a car while under the influence of liquor on Tuesday afternoon before Magistrate Atkinson but at the conclusion of the hearing he was dismissed by the court. The defence counsel, Gregory T. Evans, readily admitted that his client was drunk at the time of his arrest but contended that the man should not have been charged as he wasn't driving the car at the time.

Constable Angus Grieves said that he had been called to McQuillon's home on the night of May 5th and that he found the accused seated behind the wheel of his truck trying to start it. The constable attempted to take the keys away from McQuillon and experienced considerable difficulty in doing this. The police also had difficulty in putting McQuillon into the police cruiser. The constable said that an attempt was then made to start the truck and bring it to the police station but they were unsuccessful in starting the machine.

Constable Grieves, as well as Constable Belanger and Sergeant Lepic, testified that McQuillon was very drunk at the time and that a doctor had been

Public School Rate 6.52 Mills Lower, and Separate Schools Down 10.50 Mills

Notable Reductions in School Levies in Tax Rate This Year. High School Rate Also Over 2 Mills Lower Than Last Year. What a Breakdown of Tax Rates Makes Clear.

In the report of the recent council meeting at which the town tax rate for the year was struck, the details of the levy were not published, and The Advance announced that the rate for public school supporters was 56.50 mills—a decrease of 1 mill from last year—while the rate for separate school supporters was 71.98—a decrease of 4.98 mills from the previous year. While these were the respective rates to be paid this year by public and separate school supporters respectively, members of the public school and separate school boards have pointed out that the school rates are down this year

much more than indicated by the figures given.

As a matter of fact the public school levy for 1942 is actually 6.52 mills lower than for 1941.

The separate school levy is 10.50 mills lower than last year.

It may also be noted that the high and technical school levy this year is 2.08 mills lower than in 1941.

The breakdown of the tax rates for 1941 and 1942, as given on the back of the tax notices issued by the town each year makes the facts quite clear. These breakdowns have been given The Advance by the public school board as follows:—

Details of 1941 Levy	
	Mills
General and Debenture rate	18.38
Public school rate	19.52
Separate school rate	35.00
High School and Tech	11.78
Public Library rate	.98
Local Imp. Deb.	2.03
Welfare rate	3.81

Total rate for P.S. Supporters 56.50
Total rate for Sep. S. Supporters 71.98

Details of 1942 Tax Levy	
	Mills
General rate	22.02
Debenture rates	4.36
Public School rate	13.09
Sep. School rate	24.60
H. S. and Tech.	9.70
Public Library	1.01
Local Imp. Deb.	1.51
Welfare rate	3.90

Total rate for P.S. Supporters 55.50
Total rate for Sep. S. Supporters 67.00

In considering the figures it is well to remember the difference between "the public school rate" and "the rate for public school supporters"; and between the "separate school rate" and "rate for separate school supporters".

The "public school rate" is the levy made for the public schools. This is 13.09 mills this year, and last year was 13.52 mills, this year's levy being 6.52 mills less than last year.

The "rate for public school supporters" is the total rate paid by public school supporters—that is, the general rate, debenture rate, public school rate, high and technical school rate, public library, local improvement debenture rate, welfare rate. The total this year is 55.50 mills as against 56.50 mills last year—a decrease of 1 mill.

In the same way the "separate school rate" is the levy made for the separate schools. This is 24.60 mills for 1942, as against 35 mills for 1941—a decrease of 10.50 mills.

The "rate for separate school supporters" is the total rate paid by separate school supporters—that is, the general rate, debenture rate, separate school rate, high and technical school rate, public library rate, local improvement debenture rate, welfare rate. The total of these this year is 67 mills, as against 71.98 mills last year—a decrease of 4.98 mills.

Of course, the reason the public school supporters have a rate only 1 mill less than last year, while the public school rate is down 6.52 mills, is because other rates are increased. The same applies to the rates paid by separate school supporters. Last year the general and debenture rate was 18.38. This year the general rate (22.02) and the debenture rate (4.36) are listed separately but they make a total of 26.38 mills, which is an increase of 8 mills. The welfare rate also is up .98 mills, and the public library rate 3 mills. The total increases in these noted above are 8.12. Against these are decreases of 2.08 mills in the high and technical school rate; .52 mills in debenture rate; a total decrease of 2.60 mills. This is a difference of 5.52 mills between the increases and decreases. Adding this difference to the decrease in the rate for public school supporters and for separate school supporters will give the decreases in the public and separate school rates respectively, showing that the figures check all right.

When they tried to remove the cars they were unable to do so, as they were rammed in together. After considerable difficulty they managed to untangle the two cars and the constable said that the steering apparatus worked at that time.

Hemming said that he had been forced to swerve over to the left side of the road to pass a parked car and that when he tried to swing back to his own side his steering wheel locked and he crashed into the other parked car. Magistrate Atkinson said that the steering wheel worked after the accident and he saw no reason why it shouldn't have worked at that time so he fined the man.

The other man facing the careless driving charge was John Diachuk. He was involved in an accident with a Brunette Taxi on May 8th on Wilson avenue. The taxi driver said that he had been on a trip to the river and was returning to the new sub-station. As he was pulling into the curb the Diachuk car suddenly started out and collided with his taxi, striking it on the right side.

Diachuk admitted that he had struck the other car but said that he had simply been pulling out from the curb and never saw the taxi approach. The first thing he knew he had piled into the side of the taxi. The magistrate couldn't untangle the distorted evidence so he dismissed the case adding that it should go to Division court anyway.

Norwegians Capture Ship and Escape to Britain

From London comes a story of a group of brave Norwegians who showed the spirit that stirs the heart to admiration and applause. These Norwegians boarded the steamer Gallestad as passengers at various stops along the run from Oslo to Bergen. When all were aboard, they drew guns and forced the crew to sail to Britain through the mine-sown North Sea. Two days later R.A.F. planes sighted the little steamer and sent trawlers to escort it to harbour.

Institute for the Blind Collect \$79,000 in Toronto

Toronto recently had its annual collection for the good work of the Canadian National Institute for the Blind. The objective was set at the high figure of \$75,000.00. But a total of \$79,047 was collected. Canvassers collected \$54,631 and \$24,418 was taken in by the taggers.