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Chignecto Canal Prospects Improve

The Maritime Transportation Commission is about to embark on a detailed study of whether the value of freight which would pass through the Chignecto Canal would be large enough to warrant its construction. Says Saint John Telegraphic Journal: This study provides evidence that the project is overwhelmingly justified on the basis of hard economic facts. In its survey, the commission should not overlook certain recent developments:

1. The expenditure now being made to enlarge the vast iron ore deposits of Labrador.
2. The establishment of a \$4,000,000 fertilizer and cement plant in Albert County.
3. The current plans for the erection of the biggest newprint mill in Canada on the Bay of Fundy coast.
4. The increase in railway freight rates.

Iron ore reserves of the Mesabi Range on the Great Lakes are rapidly being depleted, and the United States steel industry looks to Labrador as a new source of supply. An estimated \$2,000,000,000 is being spent opening up mines in Labrador and building a railway to the Gulf of St. Lawrence where the ore is to be loaded on ships which will carry it to mills on the U. S. seaboard. All this ore would go via the Chignecto

Canal, which would clip hundreds of miles off the water distance from the Gulf of St. Lawrence to United States Atlantic ports. Such shipments might easily run into many hundreds of thousands of tons annually.

The new fertilizer and cement plant in Albert County, near the head of the Bay of Fundy, would be brought within a very short water distance of northern New Brunswick, northern Nova Scotia and Prince Edward Island by the canal. Prince Edward Island would be less than 100 miles away, whereas it is some 600 miles from the upper part of the Bay of Fundy to P. E. I. around the stormy coast of Nova Scotia. Inevitably, the plant would ship much of its output through the canal.

Another industry which would make important use of the shortcut is the proposed paper mill in Charlotte County, on the Bay of Fundy. According to an announcement by the promoters of this enterprise, it is expected to be built and in operation within the next two years. It will require around 800,000 tons of pulpwood a year, and it seems likely that much of this will have to come from the Gulf of St. Lawrence area — possibly from Labrador.

Finally, the twenty-one per cent increase in railway freight rates threatens a number of our industries, as it will add to their costs and prevent them from meeting competition in Central Canada. They need the canal to save their markets.

Canada Bank Agent At St John Retires

OTTAWA, June 30th. — The retirement of E. H. Cameron as Agent of the Bank of Canada at Saint John, N. B., was announced today by Graham Towers, Governor of the Bank of Canada. Mr. Cameron joined the Civil Service of Canada in 1912 and served with it until 1935 when he joined the newly formed Bank of Canada. He has been Agent at Saint John since the commencement of operations of the Bank in that city on March 11th, 1935.

He will be succeeded by E. T. W. Davis, Accountant of the Ottawa Agency. Mr. Davis, who was born at Ottawa in 1905, joined the Currency Branch of the Department of Finance in 1927 and was transferred to the Bank of Canada at its inception in 1935.

Since that time he has served in a number of positions in the Bank's service, including the Audit Department, the Winnipeg Agency, Head Office and the Ottawa Agency.

Isley Undecided Re Disallowance Of P.E.I. Labor Act

OTTAWA, July 1 — (Special) — Justice Minister Isley told The Guardian this evening that he had not as yet reached final decision on the application of the Canadian Congress of Labor and the Trades and Labor Congress of Canada to disallow the Prince Edward Island Trade Union Act of March 1948.

"Will you come to a decision," The Guardian asked, "before you leave the Cabinet?"

"I'm sorry," Mr. Isley replied. "I really can't tell you that."

The Prince Edward Island trade union bill and the Labor Union's protest against it have come under Mr. Isley's immediate attention during the past few days. In recent weeks he has had several conferences on the legality of the measure with his deputy minister, F. P. Varcoe and law officers of the Crown. The outcome is yet in doubt.

Prince Edward Island members and M.P.'s from the Maritimes generally doubt whether the Minister of Justice will move to quash the P.E.I. bill. Mr. Isley, they say, will allow no other considerations, but those of the law to enter into his ruling on the matter.

Moreover, the Minister of Justice has investigated reasons underlying the measure, and the reasons of the Prince Edward Island Attorney General why it is "intra vires" of the Province. Since Mr. Isley is not in the habit of leaving unfinished business hanging around, a ruling on the labor issue is expected in the immediate future.

Members Returning To Constituencies

OTTAWA, July 1 — (Special) — With J. Lester Douglas, Liberal M.P. for Queen's and Dr. T.V. Grant, Liberal M.P. for King's already back in their constituencies, Prince Edward Island was represented by only half its strength in the Commons Tuesday. Between sessions both W. Chester S. McLure, Progressive Conservative member for Queen's and J. Watson MacNaught, Liberal member for Prince were in the throes of packing, both hopeful that the House will prorogue by Tuesday midnight. Mr. McLure told The Guardian today that it is a pity the Canadian Government of 80 years ago did not heed the word of Sir John A. MacDonald and centralize all Government departments in the uptown area of Ottawa, close to the Parliament buildings.

"I wouldn't mind so much if the Government departments were scattered all over town," Mr. McLure said. "It's much worse than that. They are scattered outside the city altogether and are in four different constituencies."

Transacting some last-minute business with a number of senior departmental officials, Mr. McLure today ran up a taxi-bill of several dollars and said he must have lost at least five pounds on Ottawa's hottest day of the year so far.

"I went to the Research Council annex for one thing. Mr. McLure said. "It's a good three miles out of Ottawa in the county of Russell. Then I had to go way down to the Bureau of Statistics which is near the Rideau River and then back to the Public Works Department. However, I was lucky. If I'd had to see the Dominion entomologist I would have had to go four miles out to Carleton County, and if business took me to the Health of Animals branch, I would have been forced to leave Ontario altogether and cross the Ottawa River to Hull. Planning of this city of Ottawa is long overdue. They should have started it on the day of confederation."

CORNWALL-YORK POINT W.I. The regular meeting of the Cornwall-York Point Women's Institute was held in Cornwall Hall on Tuesday evening, May 25th.

The meeting opened in the usual manner, followed by the minutes of the previous meeting, which were approved and signed.

The roll call was answered to

by nineteen members, naming a proverb. The reports of the different committees were then heard. The Hall committee from Meadowbank were also present and it was decided to buy chairs and tables for the hall.

Two interesting papers on the Federation of Agriculture and Citizenship were read by Miss Betty King and Mrs. Douglas MacDonald. Plans were made for the thirty-fifth anniversary of Cornwall-York Point and Meadowbank Institute which was held at the home of Mrs. Gordon MacMillan Wednesday evening, June 7th, with the Provincial president, Mrs. W. F. A. Stewart, and the supervisor, Mrs. MacDonald, present.

The meeting opened with the Institute Ode and Creed. A tribute was paid to the late Mrs. A. P. MacEachern.

Money was voted for prizes for Cornwall and York Point schools. Mrs. Stanley Murchison invited the members to her home for the July meeting, roll call to be answered by paying membership fees, for the Federation of Agriculture.

Mrs. W. W. Crosby, the first president, gave a very interesting talk of the early days, while the vice-president, Mrs. Donald Murchison, read from her diary many interesting items of the meeting held thirty-five years ago.

Mrs. Frederick Hyde also spoke of her experiences in Institute work.

Little Miriam Horne presented these officers with bouquets of flowers.

Mrs. Hazen Howard read a very interesting history of the Institute, and after a musical program consisting of piano solos by Miriam Horne, Eleanor and Elaine MacPhail, Dorothy MacDonald and Jessie Murray sang.

Refreshments were served by the Cornwall ladies, and a beautifully decorated birthday cake was presented by Mrs. Jack MacMillan and cut by Mrs. W. W. Crosby and Mrs. Donald Murchison. God Save the King brought a most enjoyable evening to a close.

NEW WESTERN STARS STARRETT, BURNETTE

The Durango Kid and Smiley, his comical sidekick, are coming to town in a new Western thriller. Their latest adventure, Columbia's "Whirlwind Raiders," will open at the Empire Theatre today.

In support of stars Charles Starrett and Smiley Burnette, the top action and fun team in the movies today, are Fred Sears, Nancy Saunders, "Little Brown Jug" and Doye O'Dell and the Radio Rangers.

"Whirlwind Raiders," with the original screenplay written by Norman Hall, tells of incidents in Texas of the 1870's when the famed Texas Rangers were disbanded in favor of a State Police.

Graft, corruption and wholesale lootings by this new group soon throw the ranchers and townspeople into a panic until a marked figure, Durango, upsets the hoodlums' plans. Finally, with the aid of Smiley, Durango, a former ranger, obtains definite evidence against the boss of the State Police.

HOPE RIVER SCHOOL

The following is the honor standing for the school year 1947-48 of Hope River School.

Grade IX.—1, Mary Simpson; 2, Clarinda Simpson; 3, Vernon Simpson.

Grade VIII.—1, Claude Simpson; 2, Martha Simpson; 3, Doreen Reid.

Grade VI.—1, Beverley Simpson; 2, Mary Fleming; 3, Robert Simpson.

Grade V.—1, Maynard Simpson.

Grade III.—1, Herbert Simpson.

Grade II. A.—1, Fern Stewart.

Grade II. B.—1, Carol MacLeod.

Grade I.—1, Margaret Simpson.

Highest average for year in the Senior Grades—Mary Simpson, 91.5%.

Highest average for the year in the Junior Grades—Beverley Simpson, 87.

Perfect attendance for the school year 1947-48—Marry Simpson and Beverley Simpson.

Teacher—Marion Doyle.

TOWER'S STAFF

The Tower of London was begun in 1078 by Bishop Gundulf at the direction of William the Conqueror.

Gold was discovered in the Yukon in 1897.

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100 Suits in this lot, originally worth up to \$45.00 going at \$34.95. Don't fail to take advantage of this chance to purchase a suit at such a saving—piece-dyed worsteds—glen checks single and double breasted models. Sizes 36-42

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MOORE & McLEOD Limited



The Mercury and Lincoln division of Ford Motor Company of Canada, Limited, announced today that it would shortly introduce a brand new automobile in the low price field, to be known as the "Meteor." It will be exclusive to the Canadian market and will be distributed by the Mercury and Lincoln dealers across the Dominion.

In addition to the two-door Custom sedan shown above, the Meteor line will include the Custom four-door sedan and Club Coupe, as well as a deluxe series consisting of two-door and four-door sedans, Club Coupe and Business Coupe.

Described by the makers as "an incorporation of all our forward thinking from the standpoint of engineering, styling, safety and comfort," the Meteor presents a long, low silhouette, being less than five feet, three inches from road to highest point. Its full-width body lines sweep back from a distinctive front grille and broad hood. Rear fenders are completely eliminated, the body design being such that maximum width is achieved for both front and rear seats as well as providing for a particularly spacious luggage locker at the rear. The seats are located in the comfort zone between front and rear wheels, the front seat being only slightly less than five feet in width and the rear a full 60 inches across the car.

The all-steel, welded body is bolted to the frame at 22 points to form a solid unit. The frame is a box section type. It has five cross members and is of double-drop design making possible a particularly low centre of gravity and great rigid rear window alone being 86 per cent larger than that of former years.

All round visibility is a stand-out feature, the rear of the average automobile of former years. New row corner posts and centre pillars add to visibility without loss of body strength.

The Meteor will be available in nine colors and four two-tone combinations, complemented by a fresh new choice of long-wearing broadcloth and mohair interior fabrics. Inside door handles pull up to open, eliminating the hazard of accidental opening while exterior handles are of the pull-out type with rotary latches.

The car has a newly designed, V-type eight cylinder engine of 100 h.p. All engine accessories are "top-mounted" for easy servicing.

A symmetrical steering linkage combines with an advanced type of independent front wheel suspension and longitudinal springing at the rear to provide maximum stability. Airplane type hydro-aerodynamic shock absorbers are located inside the soft action coil springs at the front and similar shock absorbers function at the rear. A feature of the longitudinal springing is the fact that they are so constructed as to eliminate the need for lubrication of the spring leaves.

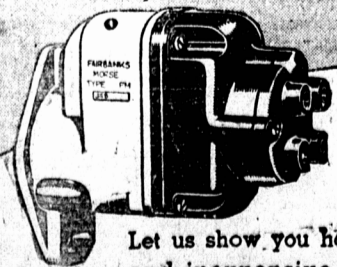
The Meteor is equipped with a special fresh air ventilation system. Two ducts carry fresh air from behind the grille, one inlet supplying air to the driver's side and the other to the passenger side. Each inlet is provided with a shut-off valve, actuated by a control knob on the dash, at either side of the steering column.

Yet another feature is the introduction of soft "black lighting" of instruments, reducing eye strain due to glare and reflection at night. The control instruments are grouped directly in front of the driver.

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