

Presents Case For Rural Mail Carriers

Following are excerpts from the Hansard report of statements made by Mr. W. Chester S. McLure, Progressive Conservative member for Queens, in the House of Commons recently, on discussion of mail contracts, on discussion of mail contracts:

Mr. McLure: "Mr. Chairman, last year, on February 12, the hon. Postmaster General moved a similar resolution, reading: "That it is expedient to present a bill to authorize the payment of moneys under a mail contract, supplemental to the amount agreed to be paid under the contract, and for the continuance of the payment of bonuses in respect of mail contracts, presently authorized by order in council, as supplemental payments under the proposed act."

On that resolution there was considerable discussion in the house with reference to mail contracts and the obligations of mail carriers, in which a great number of members, representing almost every constituency in Canada, took part. There was a general request that a special committee be set up to look into the problems of the rural mail carriers throughout Canada. Not only one but several members urged upon the Postmaster General the setting up of a special committee for that purpose, and the Postmaster General said, at page 374 of Hansard: "I have no objection to having a committee consider this matter in an effort to improve the service."

Cites Hansard You will note, Mr. Chairman, that at that time the Postmaster General was rather in favour of a special committee being set up. One year passed, and then on February 10, 1948, I directed this question to the Postmaster General and the Prime Minister. It will be found at page 1039 of Hansard of February 10, 1948:

"Is it the intention of the government to set up a special committee of the house to study the problems of the rural mail carriers in order to give these most faithful servants a living wage?"

The Postmaster General replied: "It is not the intention of the government to establish a committee, but as I said before, a bill will be brought in to give authority to make further supplementary payments."

I am at a loss to understand the reluctance of the Postmaster General to having a special committee set up in the best interests of his own department. It is difficult to understand why such a committee should not have been set up to study this serious problem this session.

Otherwise how are the rural mail carriers to know where they stand with reference to their contracts? They have no security whatsoever once their contract expires. Very few officials of the government stand in that position and I think it is time that we gave consideration to these faithful mail carriers. If we give them no support at this time, once their contract is expired, we can say of them: "The last state of that man is worse than the first." That is the position we are leaving our mail contractors in today.

Want Living Wage The mail carriers are not looking for large remuneration. All they are looking for under present-day considerations is a living wage. But they would like to have a little security after their long years of service, so that under the present obnoxious tender system they would not find themselves, at the end of a \$5 bill on a four-year contract. That is the position they are in today. I suggest to the Postmaster General that we get rid of this obnoxious tender system and that a new and better system be set up which will give the mail carriers a certain amount of security as well as a living wage.

Suppose, for instance, we start with a mileage basis of \$50 per mile for the carrying and distribution of mail on an improved highway. If it is an ordinary dirt road the mail carrier should be allowed something extra per mile for travelling at a disadvantage over an unimproved road. In addition to this basis of \$50 per mile, there should also be taken into account the number of boxes served and the number of post offices.

"Consideration should also be given to the time required for the delivery of the mail. If consideration were given to these three factors I am sure that our mail carriers would be 100 per cent satisfied, and the cost to the country would be very small.

"Let us not forget that these men are the most faithful servants of any department in the government of our country. Why should we ask them to put in twenty-five years' service, and a few of them have longer service than that, or it may be twenty years' service, or fifteen, and then at the end of their contract because some one tends to do the work for five dollars, or it may be one dollar less, they are out. They have no security under the present tender system, and they are poorly paid.

Cost of Equipment "The cost of their equipment should also be taken into account. True, on a good highway they can use an automobile during the summer months, but that is an expensive article today. Even if they buy second-hand ones, the repairs and so forth are expensive. We as a committee should urge upon the department the necessity of taking into consideration the extra cost to which these carriers are put at this time, and they should be reimbursed for it.

"We might look at another side of the question. In my own constituency there are several couriers—one in particular—with a thirty or thirty-one mile route. Last winter was a very hard one, and there was no opportunity whatsoever to use a car, even if they had one. Under those conditions the courier I have in mind was forced to use two horses to continue his work. He did his work faithfully and well.

Have hon. members ever considered what it takes to feed two horses at the present time? It costs 100 per cent more than it did a few years ago. When this man was finished at the end of the month and took his expenses into consideration I doubt whether he would have fifty cents left for himself. Hon. members may say that that was because of a very hard winter in the east, but that is apt to occur at any time. We should do it now.

"If the resolution which is before us goes into effect tonight, what will it do? It will assure the mail carrier that he will have his little bonus extended to him as before, but it gives him no security whatsoever at the end of his contract. I have already said, and I repeat that he loses his position after probably fifteen or twenty years service because of a somewhat smaller tender, or a tender \$5 or \$10 less than his.

\$3,637,445 Subscribed In Red Cross Drive

TORONTO, June —Final campaign returns issued by Canadian Red Cross officials on the Society's 1948 national appeal for funds reveal that \$3,637,445 was subscribed by the people of Canada.

"We are very happy to report the successful conclusion of the 1948 campaign with all nine Divisions well over the top of their provincial quotas," said Dr. Fred W. Routley, National Commissioner. "The national objective of \$3,000,000 was exceeded by \$637,445 or 21 per cent. Altogether, this has been a very satisfactory campaign. Public reaction has been most sympathetic and augers well for the future of Red Cross in Canada."

Reports from Divisions all indicate public reception of their provincial campaigns as excellent. Provincial figures are: Prince Edward Island, \$23,000 or 115 per cent of objective; Nova Scotia, \$150,152 or 123 per cent of objective; New Brunswick, \$13,092 or 158 per cent of objective; Quebec, \$760,000 or 101 per cent of objective; Ontario, \$1,429,068 or 119 per cent of objective; Manitoba, \$312,051 or 173 per cent of objective; Saskatchewan, \$203,222 or 100 per cent of objective; Alberta, \$15,860 or 121 per cent of objective; British Columbia, \$456,000 or 132 per cent of objective. Total, \$3,637,445.

On a fourteen-mile route the average is from \$664 to \$700. On a sixteen-mile route the average is from \$638.97 to \$1,000. On a nineteen-mile route the average is from \$688.31 to \$925. On a twenty-six mile route the average is from \$802.50 to \$1,450. They are all different. On a twenty-eight mile route the average is from \$1,100 to \$1,470. On a thirty-mile route the average is from \$1,215 to \$1,440. The difference shows up clearly, and is hardly fair to men covering the same distance under the same conditions. One is paid \$100, \$200 or \$300 more per annum than the other.

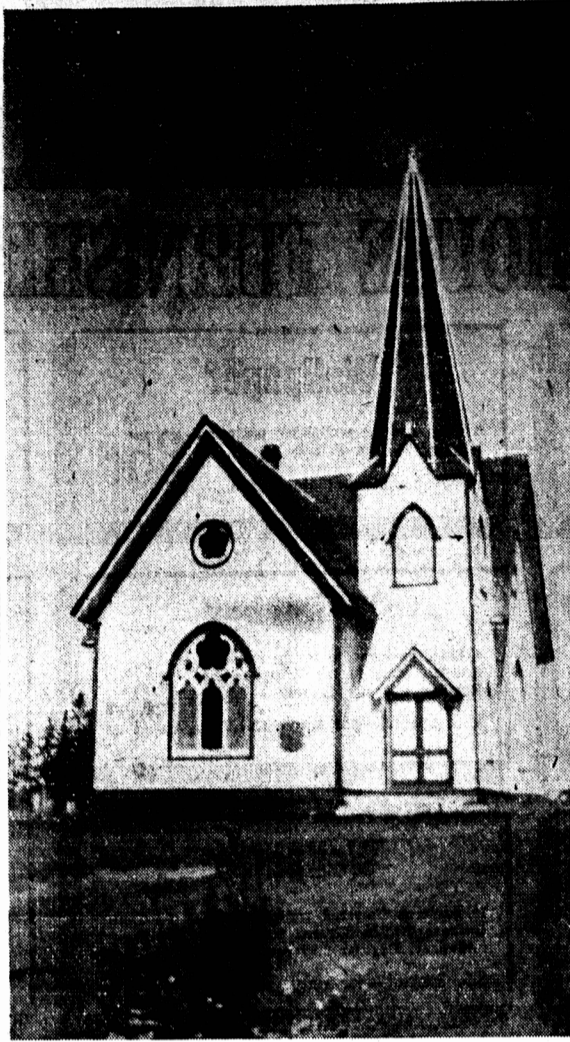
"I should like to cite just one or two instances. Take the sixteen-mile route. I think this will occur in many constituencies other than my own. The mail carrier gets \$1,000 for the sixteen-mile route, but at the same time the courier on a twenty-six mile route gets only \$902.50. The man with the longer distance to travel is penalized to the tune of \$97.50 because he has to deliver the mail ten miles farther than the other man. These things are unfair, and the couriers realize it. They expect the department to look into the matter at this time.

Cites Other Instances "I want to cite one other instance, but the same discrepancies occur in a great number of cases. One mail courier with a seven-teen-mile route to travel gets only \$1,200. I know the route very well. He is not too highly paid at \$1,200. But another man serving a twenty-eight mile route gets \$1,100, \$100 less because he has to travel thirteen miles farther every day. I ask the Postmaster General if this is fair.

These things should be taken into consideration at this time; and, instead of tenders being called, the courier should have the right to renew if he has been satisfactory. Men of that type should have consideration. In fact, through all these mail contracts these discrepancies occur. I am not going to labour the point any further in favour of the mail courier.

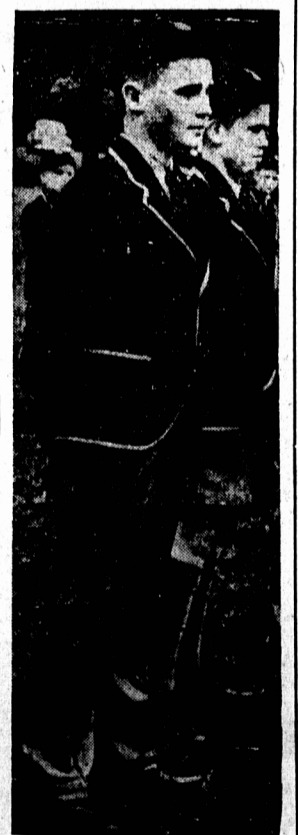
"Last year quite a number of hon. members spoke on this question, and with one accord they were all of the opinion that the mail carriers were the most faithful servants of any of the departments of government; yet they were the most poorly paid of all men, and no security was granted to them beyond the renewal of their contracts. These are things that I hope the Postmaster General will give consideration to at this session."

Tryon Presbyterian Church



Situated on a hill overlooking one of the finest agricultural districts in the province is the attractive Tryon Presbyterian Church, which was erected in 1858. Previous to this date the worship had been conducted in the homes. The first Presbyterian minister to visit Prince Edward Island was Dr. James McGregor who preached in 1774 in Tryon, one of the oldest English settlements on the Island, also on several occasions up to the year 1810, when Rev. John Keir was ordained and inducted in Prince Town. Until 1820 Dr. Keir paid regular visits to this congregation but he could not give them the number of services demanded, so in 1822 a call was given to Rev. William Hyde, an independent minister, who had preached for some time in Cape Traverse and Tryon. Mr. Hyde accepted and on October 23, 1822 he was inducted—the first induction by the previously formed Presbytery of Prince Edward Island. The ministers taking part in this ceremony were Rev. William McGregor, Dr. John Keir, and Rev. Robert Douglass. In less than three years Mr. Hyde severed his connections with this congregation, then until 1837 there was no resident Presbyterian minister in Tryon. Rev. B. S. Patterson, M.A., who had settled in Bedouque prior to Mr. Hyde's departure, was given the spiritual oversight of these worshippers. The land upon which this church was built was donated by Mr. David J. Thomson—the contractor and builders being Messrs. James and Adam Morrison. An old document reads as follows: "At a meeting of the trustees of the Presbyterian Church, Tryon, December 7, 1837, for the purpose of having a building erected and other matters thereto belonging, present David J. Thomson, Chairman; Alexander Howatt, John Lang and Robert Muirhead. It was resolved first, the chairman do apply to the representatives of the late James Thomson for a document respecting a piece of land leased for church property; second, that advertisements be issued in the neighborhood for the purpose of selling to the best advantage the contracts of getting the frame and raising rough boarding and shingling the roof and, according to a plan and specification to be submitted at the time." As there was no organ in pioneer days, the singing was led by Mr. William Chisholm, precursor.

Among those supplying during the vacancy were Reverends: Allan Simpson, J. K. Baird and J. G. Cameron—the last named being ordained and inducted pastor of Tryon and Bonshaw in March, 1867. Rev. Alexander Falconer preached the ordination sermon, Rev. R. S. Patterson presided and offered the ordination prayer; Rev. Alexander Campbell addressed the minister and Rev. Robert Laird the congregation. Bonshaw had been separated from the West River congregation and united with Tryon in 1865 to become a distinct and separate charge. For six years Mr. Cameron remained as the minister, a most earnest and faithful laborer, a man of superior administrative ability and greatly beloved by both young and old of the congregation. The following eighteen months' preaching was supplied by the members of the Presbytery, then in September, 1875, Mr. W.P. Archibald, M.A., accepted a call and was ordained and inducted as pastor. The ordination sermon was



Parading with the Ridley College cadets during the annual inspection, John Smallman, reported Canada's richest schoolboy following his recent inheritance of millions, is in foreground of this picture. Not ones during the inspection at St. Catharines, Ont., did he look at the camera, his classmates taking more notice of the cameraman than he did.

Islanders I Have Met

By Islander Abroad

In Toronto the other day I met Mrs. Annie Davey and her daughter Janet. Mrs. Davey is the daughter of Mr. and Mrs. Alex Aiken of Stanohel, P.E.I., and a sister of Mrs. Milton Buell who with her husband is living in the Yukon where Mr. Buell is stationed in connection with the army. A brother Daniel, graduates this month from the Aberdeen Hospital in New Glasgow, N.S.

I also met Miss Dorothy MacNevin, daughter of Mr. and Mrs. Hector MacNevin, Canoe Cove, P.E.I. and Miss Annie Matheson, daughter of Mr. and Mrs. Matheson, Appin Road, P.E.I. With them I met Alma and Mary Gardiner, daughters of Muncy Gardiner of Cape Traverse, P.E.I.

On Tuesday last I visited the home of W.W. MacPhee on Linsmore Crescent where I met Mr. and Mrs. MacPhee and their daughter Ethel. The MacPhees family at one time lived in Charlottetown.

Mr. MacPhee who is recuperating from a serious illness was for some years on the staff of the Evening Telegram, Toronto.

The MacPhee family, who had a visit from Mr. and Mrs. J.M. MacPadyen enroute to P.E.I. after a visit to the coast, gave me an interesting "old-time" news of Islanders in "old-bit" news of Islanders in the MacPhees I learned about the illness of Rev. Murdoch MacKinnon, formerly of Canoe Cove, P.E.I., minister of the United Church at the Beaches, Toronto; and the settlement of Rev. Jack Murdoch, formerly of Murray River, P.E.I., in a Presbyterian Church in Waterloo, Ont.

Mr. and Mrs. MacPhee lost a son John Goodwill in the airforce overseas in World War II.

Later in the afternoon I visited the family of Mrs. Elizabeth Compton on Thra St. where I met Mrs. Compton's daughters, Esther and Matilda and son David. The son David has begun his studies for the Christian ministry.

In the evening I called to visit another son Wellington who is married to a MacIsaac girl from the vicinity of Mill, P.E.I. They have two children. The Compton family lived in Charlottetown for many years. Of this family Mr. Compton and a son Malcolm died suddenly and a son Philip was killed in a plane crash when two planes collided in the vicinity of Southport, P.E.I. Wellington is employed with the C.N.R. and David was employed with the C.P.R. before he quit his work for the studies to a higher calling.

preached by Rev. John Murray and the ordination prayer offered by Rev. Alexander Campbell, during which time Mr. Archibald was ordained to the office of the ministry by the laying on of the hands of the Presbytery and inducted into the pastoral charge of Tryon and Bonshaw. The minister was addressed by Rev. R. S. Patterson and the congregation by Rev. J. M. MacLeod. Although Mr. Archibald's ministry extended only a little over two years he endeared himself to the hearts of the people. Succeeding him in 1877 was Rev. J. W. MacLeod, afterward missionary to Trinidad, who supplied for two years. Rev. Allan MacLean accepted a call in 1880 and was inducted the following month by the members of the Presbytery, including Rev. John MacKinnon, Rev. Isaac Murray, D. D. and Rev. William Grant. During his ministry the congregation prospered—a comfortable manse was purchased, a church erected at Hampton and the Tryon church repaired and improved. With diligence, fidelity and zeal, Mr. MacLean labored in this field which made progress numerically, financially and spiritually. After Mr. MacLean's resignation in May, 1893, Mr. J. F. McCurdy was ordained and inducted in May, 1894, remaining for four years. He was succeeded by Rev. G. C. Robertson, inducted in 1899, and Rev. M. Hooper McIntosh, inducted in 1903. Subsequent ministers were Reverends, A. B. MacLeod, J. F. MacDonald, Joseph MacKay and Malcolm MacPherson. In 1926 Hampton and Bonshaw became affiliated with the United Church, but Tryon remained Presbyterian. Students supplied until 1928 when Dr. M. E. Genge became the pastor remaining for a number of years. During his ministry a new manse was erected on the church property.

The Sunday School which was instituted in 1820 by Mr. Walter Johnstone of Dumfries, Scotland, has continued to flourish now being one of the largest in the Tryon area, and is under the direction of Mrs. Frank Lang, Superintendent. The church was remodelled and renovated in 1907 with new seating, an ell added and a choir room furnished. The pulpit of bird's eye maple with walnut trimmings was built by Chisholm and Son. The three upholstered chairs of walnut were purchased by the Ladies' Aid, who also presented the communion service and the choir vestments. Upon the wall is a bronze tablet in memory of Mr. William Morrison, placed there by his wife and daughter, Messrs. Augustus Waddell and Harry Inman are the present elders, while Mrs. Clayton Thomas is the organist.

This congregation, although small has continued to prosper, with new members being added yearly to the church roll. Miss Mary A. MacKenzie, deaconess, has been supplying for the past three years.

Yo, Ho ... Mr. Ripley!



Here is one for the medical books. Twin infant sisters were born five days (114 hours) apart. They are having their first meal after being released from a hospital at Cheyenne, Wyo. Sharon, at right, is being fed by her mother, Mrs. Jack Ross. She was born April 30 and weighed six pounds, 1 ounce. Karon, left, with an aunt, was born May 5 and weighed four pounds, one ounce.

THE SEARCH FOR THE CURE

Deadliest Kinds of Warfare—Gas, Atom, Germs—Tried on Killer

By PAT McGRADY
Written for NEA Service

NEW YORK — (NEA) —Name the poison — and the chances are it's being tried on cancer.

All over the country, scientists flamed by the dimes and dollars collected by the American Cancer Society are trying to find ways of killing cancer.

There are only two standard methods of treatment — surgery and radiation. But dozens of other devices are being tried — some with temporary success — besides cutting cancer out of the body and rubbing it out with death rays. At the Institute for Cancer Research in Philadelphia, they are using roots of the May apple (podophyllum) to poison cancer. Unfortunately, it tends to poison the nervous system as well when it is absorbed by the body.

The deadliest kinds of warfare have been waged against cancer — poison gas, atomic radiations and germs. Nitrogen mustards, Germany's fearsome World War II secret poison gas, has given relief without curing in some tests at universities such as Utah and Chicago.

Products of the atomic bomb are being used against cancer! Radioactivity is being attached to such substances as carbon, arsenic, sulphur, iodine, phosphorus, sodium and cobalt in hope that tumor tissue will take up lethal doses. Some of the substances have shown slight promise on a few types of cancer.

In Philadelphia, Galveston and other cities the deadly germ, Trypanosoma cruzi, which the Russians call KR, is being pitted against the disease.

At Alabama Polytechnic Institute they are experimenting with diets of frustrate cancer. At the Southern Research Institute industrial researchers are screening thousands of chemicals in hope of finding a few that will kill tumors. Famous chemists at Johns Hopkins University in Baltimore are conducting similar tests for other toxic substances. Drugs, some of them dangerous, are being tried on cancer at the Cornell University Medical School; and at the University of

Pennsylvania, cocklebur and other powerful poisons are being modified to destroy tumors.

More and more hormones are being used on some malignant growths—male and female sex hormones on breast cancer, female on prostatic cancer.

Fast electrons, one of the greatest joys ever devised, will be turned on cancer by betatrons producing many times the voltage of the most powerful x-ray machine. Michael Reese Hospital in Chicago is among the institutions experimenting with fast electrons. Hundreds of scientists are treating cancer with such substances as stilbamidine, urethane, folic acids, multiple sugars and other chemicals. A few types of cancer respond for varying periods. But the only standard cures are surgery and radiation; and they must be used before cancer has seeded the system and invaded vital organs.

In an effort to provide means of early and easy detection of cancer, many scientists are trying to establish blood tests. While research probes for combat and cure, a revolutionary home-care plan for advanced cancer patients has been declared successful by the New York committee of the American Cancer Society.

A year's experiment with the plan at Montefiore Hospital has resulted in drastic revision of traditional hospital practice. Hospital ward cancer patients who can do well in their homes if provided with active medical and nursing care, are transferred to home care after careful screening by doctors and social workers.

Full and part-time physicians are assigned to home care as well as specialists such as surgeons, ophthalmologists and orthopedists. The patients go home with special hospital beds and, where practical, wheelchairs.

The plan has economic benefit to both patient and hospital — home care of cancer patients is about one-fourth of institutional costs, and scarce space is freed for new patients who must have hospitalization. But the big benefit is the "human value" to patients in whom the desire to live had almost vanished until they were returned home.



While the search for a cancer cure goes on, x-ray with surgery is still one of the best methods of treatment. Here a high-voltage x-ray machine is being used to radiate the jaw of a patient whose cancer was discovered soon enough for successful treatment.

"Jet" Whittle Gets \$400,000 Tax Free



Britain acclaimed with a \$400,000 tax-free gift the man who gave her the jet engine—but alas no one can find him! The jet-propelled plane inventor, a shy, retiring man, Air Commodore Frank Whittle, seen with wife and two sons David, left, and Ian, home at Rugby, Eng., has "gone into hiding with his family until this shows over."

T C A Developing Jet Propulsion

VANCOUVER, B. C., June —The introduction of North Star aircraft on the routes on Trans Canada Airlines is the culmination of one stage of aviation progress in the Dominion, and the development of jet propulsion as the next stage is already well advanced. The Rt. Hon. O. D. Howe, Minister of Trade and Commerce, told a luncheon here, Saturday, May 29, making the introduction of the new Canadian built transport into service on the Transcontinental route.

"A jet transport is already under development in Toronto and it is possible that it will be the first jet transport to be produced anywhere in the world," he told the guests at the luncheon which was jointly sponsored by the city of Vancouver and the Vancouver Board of Trade.

The Minister recounted briefly the history of T. C. A. and compared the survey flight which he made across the continent in 1937 to the North Star flight which he made between Vancouver and Montreal last fall in the record shattering time of 6 hours, 52 minutes.

The survey flight, he said, took seventeen hours and 22 minutes, and was made without any of the modern aids to flying which available on the airways today.