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Moncton Paper Approves

"A wide measure of approval by both Nova Scotia and New Brunswick," says the Moncton Times, "will be given the submissions made to the Royal Commission on Transportation by the P. E. I. Government and the Island Associated Boards of Trade."

Our Moncton contemporary notes that these submissions embody requests for an additional car ferry on the Borden-Tormentine route to perform a continuous service for truck and automobile traffic, also for a federal subsidy for a new car ferry service linking West Point, P. E. I. with the New Brunswick mainland at Buctouche.

"Any person travelling to or from P. E. I. during the summer season," says the Times, "can easily realize the necessity for additional car ferry service. The new, dieselized vessel Abegweit has come well up to expectations in performing expeditious cross-strait transport, but summer-time traffic demands exceed its capacity to handle the heavy density and the need for supplementary service by another ferry on that route has been evident for a considerable time."

The proposed Buctouche-West Point ferry is a project which Boards of Trade and other public bodies in both Provinces have been recommending for some time. Thus far representations for Federal subsidy have not, however, made the expected progress towards finalization, but the problem has been particularly well emphasized in the Island brief to the Royal Commission. A survey made some time ago on the prospective business this ferry could handle proved quite attractive from the combined standpoint of freight and passenger traffic, but, of course, as in all other steamship ferry services of any distance, a federal mail subsidy is essential for continuity of operation.

"The Buctouche-West Point service would undoubtedly give a very decided stimulus to trade between the two Provinces, a factor that would bring resulting benefits to the people of western Prince Edward Island and of northern and eastern New Brunswick."

Canadian Army Pay

A writer in a Toronto exchange complains that tradesmen in relatively safe army jobs receive extra pay, whereas general duty soldiers in the infantry do not, although they run the greater risks in the event of war. During the last war, comments the Ottawa Citizen, this was true, but now the Government has tacitly recognized that special risks deserve special pay. It is to be hoped that this policy will be broadened in the event of another war.

The basic pay in all services—army, navy and air force—is \$79 a month. This removes the wartime discrepancy between pay in the army and other services. Paratroopers and pilots "while actually and continuously engaged" in their hazardous duties, receive an extra \$30 a month. This recognizes the principle that extra risk should win extra reward. It should be extended during wartime to all combatant soldiers.

Tradesmen, in peace as in war, receive more pay than the general duty soldier. The army has four groups of tradesmen, from clerks and stenographers to highly skilled artillery and engineer surveyors. These draw from \$4 to \$20 a month extra. In addition to their basic military training, they must be sufficiently talented to handle their special trades.

"Some of these trades, such as those of electricians or mechanics," says the Citizen, "command good wages in civilian life. It would be difficult to keep tradesmen in the peacetime army unless they were given the inducement of extra pay. But in wartime they should not receive a higher reward than the men taking the major risks. The discrepancy between the pay of staff officers and general duty officers has now been eliminated in the Canadian army, although it is still maintained in Britain. During the war, a company commander who was a major would draw \$775 a day, despite his heavy responsibilities. But a staff captain at brigade headquarters, whose duties comprised mainly the sticking of pins into maps and running messages would receive \$8 a day. The armed services have removed a serious source of discontent by eliminating this differential."

EDITORIAL NOTES

Tomorrow Seventh Sunday after Trinity.

We may get our Diesels soon now seeing General Motors are to start building them at London, Ontario.

There is one civil servant for every twenty-one of the population of France, the French Information Office at Ottawa announces.

Important rationing changes in Britain were announced last week by the Ministry of Food. Allocations of butter, meat and bacon are to be increased. Sweet rationing is to be restored and the weekly allowance of sugar reduced.

Summerside with its 1,000 Air personnel in peace service is to be congratulated. As a go-ahead town taking full advantage of its opportunities, it is now recognized as the chief R.C.A.F. Station in the Maritimes.

It is ironic that Britain's six and eight page papers were able to carry less of the recent report of the Royal Commission on the Press which lauded their efforts, than did other Commonwealth and American newspapers which were only indirectly interested.

It is an ill wind that blows no good. The need for maintaining the peace has been opened

the eyes of our business and government leaders to the possibilities of the Nova Scotia mines as a source of coal to reduce dollar purchases.

Maritime farmers are getting away from buying "filler" with their fertilizers according to a report of the Maritime Fertilizer Council. Total fertilizer used in 1949 is down 11.8 per cent as compared with last year but in plant food units the reduction is only 4.15 per cent.

Visitors to the Protestant Cemetery, St. Peter's Road, remark on the great improvement in its upkeep and maintenance under the new regime headed by Messrs. Percy Turner, Neil McLean and Ed Nicholson. It is now, as it should be, one of the beauty spots of the community.

Prince Edward Island's archives problem is simple compared with that of the French Republic, but the example of the Paris archives in reproducing bulky material on microfilm will be followed here with considerable saving of storage space.

Fisheries Minister Mayhew expressed a simple truth in Moncton when he declared that there was an "under-consumption" of fish in this country and in the United States. If by improved transportation, publicity and packaging consumption could be brought anywhere near a proper level there would be no talk of depression in the industry.

Henry Ford, American manufacturer, born this date 1863; formerly engineer of the Edison Illuminating Co., founded the Ford Motor Co. in 1903; introduced profit sharing system in 1914; organized "peace ship" conference which visited Europe unsuccessfully in 1915; founder of Henry Ford Hospital. His heir is Henry Ford II grandson, whose father died in 1941.

Bonaventure Station, Montreal, has at last passed out of the hands of the C. N. R. into the possession of the city council of that metropolis. The value of the lots involved is estimated at \$2,174,824, and in exchange the city gives the C. N. R. streets owned on the Bonaventure and Central Station sites which the railway company already occupies. In addition, the latter also acquires four groups of lots, at Longue Pointe, in the vicinity of Viau and Hochelaga streets, and along the belt-line near Port Royal and Cartierville.

Egg prices on July 21 this year and previous years. The prices quoted below are for Grade A Large. At Montreal and Toronto the prices are those at which graded shipments are selling to wholesalers. At other points quotations are prices to shippers for ungraded eggs.

Table with 3 columns: City, 1949, 1948. Rows: Montreal, Toronto, Winnipeg, Vancouver, Edmonton, Regina, Charlottetown.

A swimming instructor, Kenneth Sweeney, was teaching a group of children between the ages of 12 and 15 at Ottawa lake to dive. Among them was 12-year-old Bobby Pook. He took them down to the Rideau Pier to demonstrate, and while doing a jackknife dive he landed too close to the wharf and struck the rocks on which it is built. He came up badly shaken, and calling for help. Without hesitation, Bobby dived in and held his instructor up while help was coming. The instructor suffered hip injuries. Bobby's proud mother explained that he got his training with the Boy Scouts.

Premier Jones gave the Pictonians some pertinent home truths about the handicaps we have been under, and even now endure in developing and expanding our main industry. Everything almost favours us as the best agricultural settlement in Canada, but when we come to reap the fruits, the railway steps in with "thou shalt not"—making it practically impossible for us to compete at a profit with other provinces. It is as cheap to ship from Montreal to Halifax as from P. E. I. to Halifax. The Premier finds it as cheap to use the airways for live-stock as the railroad. He urges the development of trucks and water for freight throughout the Maritimes, including Newfoundland.

Mr. Hine having been promoted from Vice-principal to Principal of West Kent School, the likelihood is that Mr. Louis H. D. Campbell will be advanced to fill the vacancy. Mr. Campbell has acted as relief in this position and also filled in as Acting Principal during the regretted illness of Mr. Yeo. In addition to being the oldest member of the staff, he is likewise the best qualified for the position. Over and above his recognized teaching qualifications, he was a leader in physical fitness long before that course became an officially recognized and paid position, and hundreds of ex-West Kent youths can testify to the benefits and blessings they have enjoyed through his tuition and encouragement. "Lou" Campbell will not push his claims, he is not built that way, but no more popular appointment could be made by the School Board.

By a peculiar coincidence, the first contingents of the 2nd and 3rd Canadian Infantry Divisions arrived overseas in World War II on the same day, but a year apart. On August 1, 1940, the 2nd Canadian Division arrived safe and sound at a British port and a year later, to the day, men of the 3rd Div. strode down the gang-plank to join the ranks of Canada's rapidly expanding army in Britain. Of the two divisions, the 2nd Div. was the first to blood itself in action. To it fell the task of carrying out the raid on Dieppe, August 19, 1942, which was largely a Canadian operation. To the 3rd Div. was given the glory of being the first Canadian formation to hit the Normandy beachhead when D-Day dawned June 6, 1944. The Division, under command of General R. F. L. Keller, was well in the van of the terrific assault which within the space of a year was to liberate Western Europe and put an end to the Third Reich.

Old Charlottetown (And P. E. I.)

DAVID STEWART'S JOURNAL

Continuation from last Saturday of the journal of David Stewart Esq., recording his visit to Prince Edward Island in 1831 in connection with the affairs of his 80,000-acre estate. The last excerpt related to his arrival at the farthest extremity of his holding in Lot 47, where he stayed at the house of a Mr. Kennedy, one of the tenants, and sent word, through his agent, Captain Stewart of Mt. Stewart, for all the tenants to meet him there on the following morning.

"Monday, June 20. This morning is most beautiful. I got up at 5 o'clock, walked out and felt unwell in my bowels; much relieved. I had no brandy, no cheese, no wine, nothing but milk and eggs. I had had bread, nor bacon and fowls and potatoes. The flour beautiful—the bread very bad, nothing but dough. The day is brilliant.

"We breakfasted and the tenants began to come. I found everything in the utmost confusion and that nothing had been done effectually to secure my rights. I heard all on all sides and entered into arrangements with as many as I could but it was next to impossible to put matters to rights, notwithstanding I had Capt. Stewart and his lawyer Mr. Theophilus Stewart and the Solicitor General at my side.

"I was quite impossible to describe her what took place. It will require a large book to describe it if it should please God to spare my life to do so. The whole day was spent in discussions of various kinds. Night came and we parted to meet again tomorrow.

"Tuesday, June 21st. This day is still brilliant and the air balmy and delightful. We met again yesterday; fresh discussions took place. "Settled with some more of the tenants; others held out and I was strongly advised to sell the property or grant leases for 999 years. I had by this time made up my mind fully, and stated that I would sooner see the property at the bottom of the Atlantic—that my wish was to treat the whole of my tenants as they were my brothers or children, but that I neither could nor would alienate the Estate nor one acre of it in any way whatever; that my mind was fixed and they must either accede to my terms or quit the Estate. If the law could make them, the whole day was taken up in this way and they retired to consult one another and their friends and to meet tomorrow.

"Wednesday, June 22nd. The day still beautiful and serene; the thermometer 70° in my bedroom; my bowels continue unwell and I am altogether ill—cannot eat anything, have taken nothing but milk for the last two days and cannot touch bread nor the bacon nor the eggs. I feel alarmed being violently purged; ordered some boiled milk and hard eggs; and old cheese, but cannot get any nearer than Charlottetown 70 miles distant. Capt. Stewart is ill, being costive. I prescribe to him brown sugar molasses and hot water until salts can be procured; he takes it and is relieved; then prescribe greens or turnip tops which effectually relieve him. After some time we obtained salts for him from one of the farmers but he did not want them. I continue, ill, but say nothing, as I cannot get any nearer than Charlottetown 70 miles distant. Capt. Stewart is ill, being costive. 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