

C. N. R. Administrative Changes Are Announced

Heads Atlantic Region



Mr. W. E. Robinson

To Western Region



Mr. J. P. Johnson

To Toronto



Mr. J. F. Pringle

Gen. Stilwell Disagreed With Top Politicians

(The writer of this review of the Stilwell diaries was a war correspondent for two years in the China-Burma-India theatre commanded by General Stilwell and in the Allied Southeast Asia Command where Stilwell was deputy to Viscount Mountbatten.)

By Charles A. Grumlich

NEW YORK, March 30 (AP)—Gen. Joseph W. Stilwell's own bitterly worded thoughts on the top wartime politicians were published today.

They showed his conviction in 1944 that the Chinese Communists offered the people a better deal than the government did and that Communists and Kuomintang troops should be fighting side by side against the Japanese instead of separately.

The thoughts he wrote down in his posthumously published private diaries were directed mainly against Chiang Kai-Shek, whom he usually called "The Peanut" and who eventually had the crusty old General fired out of China.

Stilwell did not spare the late President Roosevelt, his wartime commander-in-chief who agreed to Stilwell's recall from China at Chiang's bidding in 1944.

Stilwell called President Roosevelt "Old Softy" in one diary notation and suggested the wartime President was too much under Winston Churchill's influence. "Bloody Joe" was his name for Joseph Stalin after the 1943 Tehran conference of the Big Three which reversed the decision reached just previously in Cairo by Churchill, Roosevelt, and Chiang to send material for a big war effort in Asia.

Stilwell wrote his opinion in 1944 that the Chinese Communists offered a better future to the people than did Chiang's Kuomintang. This was at a time Stilwell was trying to get Chiang to curtail the war efforts of Communist and Government armies.

Whether Stilwell would think the name about Chinese Communists now is something that can't be answered. He died Oct. 12, 1946, at 63.

Stilwell had a low opinion of

MONTREAL, Que., March 31.—Changes in the senior administrative posts on the three regions of the Canadian National were announced here today by N. B. Walton, C.B.E., executive vice president of the system.

W. E. Devenish, vice president, Western region, with headquarters at Winnipeg, retires under the pension rules of the company and is succeeded by J. P. Johnson, formerly vice president and general manager of the Atlantic Region, Moncton.

J. F. Pringle, vice president and general manager, Central Region, with headquarters at Toronto, is appointed vice president of the company there. A. J. Lomas, formerly general superintendent at Montreal, is made general manager of the central region with headquarters at Toronto.

Four of the senior officers of the national system included in the changes have played an important part in the rail transportation history of the Maritime Provinces since the turn of the century. Born at North Sydney, N. S., Mr. Robinson entered the railway service as station agent at Ingramport, N. S., in 1905. The following year he transferred to the position of freight clerk at Bridgewater, subsequently serving as ticket agent, freight agent and train despatcher, and after a short time as station agent at Fort Wade, successively chief despatcher and assistant superintendent at Bridgewater, in 1927 at Moncton and two years later at Campbellton. In 1929 he was promoted to superintendent, three years later he transferred to the Moncton division and in 1937 to the Halifax division. Mr. Robinson was appointed general superintendent of transportation, for the entire Atlantic Region in 1939.

He moved to New Bay in 1944 as general superintendent, northern Ontario district and in 1946 of the southern Ontario district. Mr. Robinson was appointed assistant general manager, central region, at Toronto in 1947.

Mr. Johnson's Career

A native of Castle Bar, Quebec, Mr. Johnson was educated at Beauville Academy. His long railway career, during which he has served four railways—the Grand Trunk, National Transcontinental, Canadian Government and Canadian National—began as a telegrapher in 1906. Mr. Johnson is one of the few officers of the company who has railroaded from coast to coast, and knows every inch of the system's more than 23,000 miles of main line. Among the positions he has held are despatcher, chief despatcher, train master, assistant to general superintendent, inspector of transportation, assistant superintendent, superintendent, general superintendent and chief of transportation for the system at Montreal. He was appointed vice president, general manager, Atlantic Region at Moncton in 1944.

Mr. Pringle, a graduate in arts and science, began his railway service on the National Transcontinental Railways as instrument and resident engineer in 1907. He enlisted with the Royal Canadian Engineers in the First World War, and upon demobilization in 1919 joined the engineering department of the Canadian National Railways at Montreal. Mr. Pringle was successively promoted to transportation engineer, assistant general superintendent of transportation, Toronto, general superintendent, Ontario district, and chief of transportation for the system, Montreal in 1941. He was appointed general manager, Atlantic region, Moncton in 1943, and later in the same year vice president and general manager. Mr. Pringle became vice president and general manager, central region, Toronto, in 1944.

Mr. Devenish, a native of Cahir, Ireland, came to Canada in the early 1900's as a civil engineer and was actively connected with the construction of the National Transcontinental Railway in the Maritimes. He transferred to the Intercolonial Railway in 1913, and subsequently served as division engineer and superintendent at Moncton and Campbellton. Following a wide experience in the Atlantic region, Mr. Devenish held numerous successive posts in the central and western regions prior to his appointment as vice-president, western region, in 1944.

many military people, most of them British. In the way of a foot soldier, he thought American air forces commanders consistently over-rated their importance—except when they were making food drops to his jungle fighters. Stilwell contended Britain never intended to fight a large scale war in Burma because she was confident she could win back Burma at the peace table. He accused Chinese and British of involved intrigues to keep from fighting in Burma.

OIL PRODUCTION TROUBLED

SWANSEA, Wales.—(CP)—The capacity of the National Oil Refineries plant here is to be trebled at a cost of \$27,000,000 to increase production of heavy oil, lubricating oils and waxes. As British imports most lubricating oils from the United States, completion of the plant will help cut down her dollar expenditures.

Parkdale Junior Red Cross



A strong Junior Red Cross Branch is the proud boast of Parkdale, as well as of 90% of the schools in Prince Edward Island. In this photo Parkdale Juniors examine portfolios sent from Juniors in other countries. International correspondence is one of the many activities carried on under the banner of Junior Red Cross. Your contribution to the Annual Red Cross Campaign will assist in furthering this work.

Britons Enjoyed Fine Weather Over Easter

(By Stuart Underhill, Canadian Press Staff Writer)

The weatherman was a national hero in Britain today—he accurately forecast sunny days which made the long week-end holiday for many people "the best Easter ever."

The economic crisis, food shortages and Communist scares were fled away from Thursday night to Tuesday morning. Under cloudless skies, Britons in the millions dug in their backyards, happily peddled bicycles along country lanes or crammed into buses and trains for a glimpse of the seashore.

"Me feet hurt but I've had a lovely time," beamed a red-faced matron, settling into a seat on a London subway after a day with her family at the famous Kew Gardens, where more than 200,000 persons marvelled at a spring display of daffodils and flowering trees.

Even newspapers grew lyrical over the Easter gift of good weather. Some gave up precious front page space to photographs of rural scenes, complete with suitable quotations. The favorite picture was a gypsy caravan and the favorite quotation was the gypsy creed from George Borrow's "Rolf" "there's a wind on the heath, brother, wind on the heath."

Some holiday editions devoted whole pages to springtime features including the sound advice not to dig too hard or too long in the garden for fear of straining flabby muscles.

Meteorologists attributed the prolonged good weather to an "anti-cyclone" extending over the British Isles.

Seaside resorts which a few weeks ago complained no one could visit them because there is no gasoline for pleasure driving, were swamped at the last minute by crowds which found other means of transportation.

"With weather of this benignity, it would be a strange thing if the towns did not succeed in ejecting large numbers of people toward the sea and countryside," the Manchester Guardian commented in an editorial.

The weather was just right for a bumper sports program—the Oxford-Cambridge boat race Saturday, hundreds of football matches and several race meetings.

Despite the lure of the outdoors, religious observances were not forgotten and churches were crowded for Good Friday and Easter services. Sunday afternoon, promoters appeared throughout the country and if clothes rationing prevented complete new outfits, most managed new gloves or accessories.

Cambridge Win In Boat Race

LONDON, March 31 (CP)—The light blue of Cambridge stormed to a sensational five-length victory over Oxford in Saturday's traditional university boat race, setting a record time for the Putney-Mortlake course.

The results of the race augured well for British rowing Olympic prospects. The Cambridge crew clipped 13 seconds off the 1934 record set by a Cambridge crew to finish the 4 1/4 mile grind in 17 minutes, 50 seconds. The dark blue Oxford crew was two seconds outside the old mark.

STILL UNKNOWN

The true identity of the Man in the Iron Mask, a French political prisoner at the time of Louis XIV, and hero of Alexander Dumas' famous book, still remains a historical problem.

Emphasizes Serious Financial Situation

The serious situation of the Province financially was reviewed in the Legislature last week by Mr. R. R. Bell, Second District of Queens in speaking in the Budget debate.

Reviewing the increase which had taken place in the past five years, Mr. Bell noted that the total indebtedness in 1935 was \$5,200,000. In 1940 it was \$9,435,000 and the present indebtedness as revealed in an answer tabled in the House was \$12,300,000.

Mr. Bell recalled the boasts made by the Premier and members of the Government in 1947 about the bargain they had made with Ottawa. The Opposition had warned at the time that the Government had not received enough money and, their prophecy had proven to be true. "I suggested last year that we would be no better off this year and that we would still be in difficulties, that the extra money received would be absorbed in expenditures and that we would see very little good from it, and would be in financial straits again."

That is exactly what has happened, said Mr. Bell, who suggested that the former provincial treasurer had seen the impending danger and left the Premier "holding the bag."

The Province had gone behind one and three-quarter millions last year on total account, and it looked like another deficit of at least a million dollars this year, he said.

Regarding the seven million dollar increase in the debt in the past 12 years Mr. Bell noted that there had been very little expenditure on capital account during the war years. Other provinces had had huge surpluses during those years he said. "We did not get enough money from Ottawa to allow this or any other government to give the Province services comparable with those enjoyed by other provinces," he said.

The leader of the Government had said that it would soon be time to start planning for the next agreement with Ottawa when a new five-year agreement is signed. "I suggest," said Mr. Bell, "that he will have to look to Ottawa for more money long before the present five-year agreement expires."

He quoted from press reports statements that the Premier and his colleague (Mr. MacKinnon) had made at their nomination meeting at Eldon to the effect

that the financial agreement with Ottawa had given the Province enough money to work with and had removed financial worry. The results did not bear out such statements, Mr. Bell maintained.

The Premier had predicted a surplus of three-quarters of a million dollars for the current year, at that meeting, Mr. Bell noted. Actually the Government had had a deficit of one and three-quarter millions instead.

Election Road Work

The Minister of Highways had stated that it is no use doing road-work in election year, that it wouldn't get votes for the government. "If this is so the minister was certainly trying to help me," said Mr. Bell, who claimed that he had never seen so much roadwork done in the Second District as had been done just before the election. Gravel was piled on the roads, heaps of it were frozen so that the road machines had to dislodge them and break them up. There had been more road work done in November than there was in July, August and October combined.

He saw very little hopes of cutting the expenditure in the Public Works department because the work must go ahead. The sum of \$250,000 was estimated for hard surfacing but that would only look after very small mileage, he observed.

The Minister had told the Eldon meeting that he would pave the road to Wood Islands "if I have my way." And, added Mr. Bell, the Premier was not likely to stop any such roadwork in his own district. So there was an expenditure of at least a million. There is no sign of cutting down expenditure and the revenue is very short with no signs of an increase from Ottawa.

The only other possible source of any income of any volume is from the liquor act if it comes into force and that is very uncertain because the people may vote for a return to the old Prohibition Act which produced only \$68,000 back in 1938 instead of the \$700,000 or \$800,000 that would be received under the present setup.

Criticizes Reduction

He strongly criticized the reduction of some \$200,000 in the estimation (Continued on Page 13).

Islanders I Have Met

By 'Islander Abroad'

WINNIPEG, Man.—At Westgate by the banks of the Assiniboine River, in one of Winnipeg's more aristocratic sections, lives Malcolm A. MacQueen, son of the late John Angus and Isabelle (Nicholson) MacQueen, formerly of Orwell, P. E. I.

"Donald MacQueen of Skye, Scotland, and his wife Christina MacLeod, daughter of Malcolm MacLeod of Skye (later of Glasgow, Mt. Buchanan, Belfast, P. E. I.) emigrated on the "Polly," a ship which came out with settlers from the Old Country, under Lord Selkirk. "After living for a few years near MacAulay's Wharf, Glasgow (as above), Donald MacQueen died and was buried in the French cemetery" near the shore below the MacMillan and MacPherson farms in Eldon, P. E. I.

"About 1815," the widow Mrs. MacQueen and her six children moved to Orwell, where they took up land, which was later divided between two of the sons, Angus and John. The mother died about 1864.

One of the MacQueen sons was Malcolm, and he married a Margaret Martin of Newtown. To them were born six children, one of whom was John Angus, who married Isabelle Nicholson—father and mother of the character of this sketch.

Malcolm MacQueen, Malcolm A. S. MacQueen, was one of the first type of radar installation used by (Continued on Page 20)

Navy Trains Radar Experts At Halifax

OTTAWA, March 31.—(CP)—The Navy is developing a body of manpower to handle a two-pronged job which arises from the fact that, in the vernacular of the fleet, its big ships are getting "stiff" with radar.

Turned radar plotters, the men are trained to operate the two types of equipment that have come to be used in this field. One detects aircraft or airborne weapons, the other picks up surface craft.

The plotters are taught at the Navy's Navigation Direction School at H.M.C.S. Stadacona, Halifax, to report the detected information and then to plot, track and indicate to the ship's weapons the targets reported.

Their status is recognized by a sleeve badge consisting of a spider's web with two lightning flashes darting diagonally through it. Their branch was created late in the Second World War but where the wartime radar man was qualified only as an operator, the R.P. is a double-duty man.

They will serve on such ships as the cruiser Ontario and the aircraft carrier Magnificent. The Halifax school was set up a year ago.

Its sideline duties include courses for officers in navigation, pilotage, meteorology and other subjects, summer courses for reserve officers and occasional courses for the R.C.M.P.'s Marine Section of the Transport Department in radar and electronic aids to navigation.

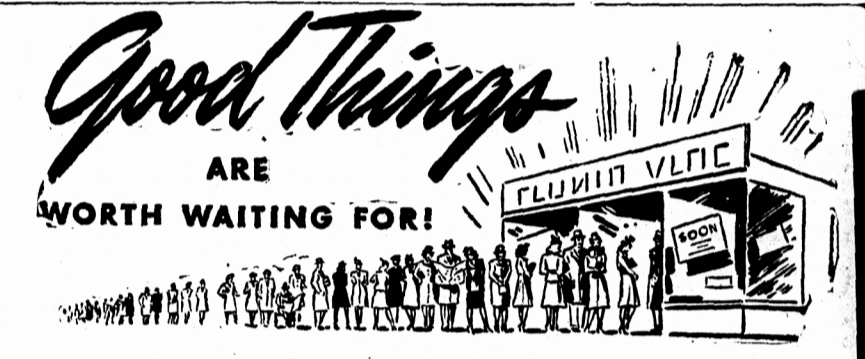
The school has every modern type of radar installation used by



Alvir Ellis, shown here, was recruited by a Malton, Ont., farmer Bill Ball, who swam out and pulled him into the tree branches. Then firemen got him back ashore by using extension ladders.

the Navy in its operational staff. Its most interesting rooms, for instance, are those called "knockup" where layouts duplicate such things as the radar display room and an air detection room of a carrier and the operations room of a cruiser.

Fleet aircraft are used to lead the plotters through their job of detecting and target-finding. The arm badges symbolize this by the web that indicates the net spread out by radar and by the flashes that represent the radar and radio transmissions.



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