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**NORTH MILTON SCHOOL**  
Report for month of February:  
Grade X: 1. Wendell MacKenzie,  
2. Audrey Coles, 3. Stewart Crabbe,  
Grade VIII: -1. Beryl Coles, 2. Nanne Coles, 3. Horace Coles and Beverly MacQuarrie, (equal),  
Grade VI: 1. Heather Coles, 2. Audrey MacQuarrie, 3. Marie Coles.  
Grade IV: 1. Doris Coles,  
Grade III: 1. George MacKenzie,  
Grade II (a) 1. Gordon Neill, 2. Jeanette Neill,  
Grade II (b): 1. Barry Moreside,  
Grade I (a): 1. Shirley Neill,  
Grade I (b): 1. Freddie Andrews.  
Teacher—Alice MacPherson.

**WELLNER'S**

**March Double Value Features**

**FRIDAY and SATURDAY**



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**4 DIAMOND BRIDAL PAIR \$110.00**

**PEN AND PENCIL \$8.95 up**

**WELLNERS**  
JEWELERS SINCE 1868

**Surprise Visit And Presentation**

On Wednesday evening, March 5th, Mr. and Mrs. J. P. Crockett were very pleasantly surprised when about twenty of the Argyle Shore friends of Mrs. Crockett called to extend greetings to her in her new home. During the evening Mr. Leslie McKeen, acting as chairman, called the gathering to order. In his usual pleasant way he somewhat enlarged on the high esteem in which Mrs. Crockett was held in Argyle Shore where she had lived all her life and then called on Mrs. Fred McPhail to read the following address which was accompanied by a well filled purse presented by Mrs. Goodwill McPhail.

Mrs. Crockett in her usual graceful way thanked them very kindly for their kind words and the splendid gift which was supported by Mr. Crockett who assured them that her friends were his friends and that both their Charlottetown and Argyle homes would always be open with a hearty welcome. A dainty lunch served by the visiting ladies closed a very pleasant evening.

March 5, 1947.  
Mrs. J. P. Crockett: We your friends of Argyle Shore have taken the liberty of calling on you in your new home tonight to wish you much happiness and to extend to your husband our heartfelt congratulations. We sincerely wish you both all of the joys of a long and happy wedded life. Your departure from our community, has been keenly felt. Your ideal home life has been such that many have enjoyed your excellent hospitality and have gone out strengthened in body and refreshed in mind and heart. Your willingness to help your neighbours in sickness or in health and your kind and obliging manner have endeared you to all. We rejoice that your new home is so far distant and we look forward to having you spend your summers in our midst. We trust that you remember our latch-strings are on the outside of our doors and that you will visit each and all of us who assure you a hearty welcome. As a memento of this happy occasion in your life we ask you to accept this gift from your friends in Argyle and rest assured that it carries with it the best wishes of each and all of us.

**Miners Widow Awarded \$10,000**

SYDNEY, N.S., March 12 — (CP) — Berton A. miner's widow, Mrs. William Bugden, was awarded \$10,000 damages today because her husband died from an injection of adrenalin administered by mistake while he was under treatment for a dislocated thumb.

Mrs. Bugden sued Harberview Hospital at nearby Sydney Mines, Dr. W.T. McKeough, and nurses Patricia Bonnar and Kathleen Spriggs for \$25,000 after her husband died last week from the administration of what his attendants thought was novocaine to relieve the pain in his thumb.

Mr. Justice John Doull of the Supreme Court of Nova Scotia in his decision filed today entered a judgment against the hospital and the two nurses but dismissed the claim against the doctor with costs.

The judge summarized the evidence in his findings:

"The doctor asked Miss Bonnar to bring him a local anesthetic. She asked Miss Spriggs for novocaine and was handed a labelled bottle but she did not look at the label.

"The doctor filled his syringe and injected the liquid into Bugden's thumb. After a few minutes he gave him another injection.

"Shortly after the nurse had left the mixer she was called back and found him 'looking very badly'.

"In 30 minutes he was dead."

"The result of the mistake," the judge found, "was that instead of an injection of 4 C.C.S. of a solution of novocaine which could do no harm other than produce anaesthesia, 4 C.C.S. of a solution of adrenalin, a heart stimulant was injected."

"This would be a fatal dose in most cases and from the evidence I find that the death of William Bugden was caused by the injection of this quantity of adrenalin."

**RENNIE'S ROAD SCHOOL**  
Report for February:  
Grade X: 1. Uldine White,  
Grade IX: 1. Vernon Gallant, 2. Melvin White, 3. Jean Gass,  
Grade VIII: 1. Bernadette Gallant, 2. Vincent Gallant, 3. Jackie Bernard,  
Grade VI: 1. James Andrews,  
Grade IV: 1. Clarence Gallant,  
Grade III A: 1. Mildred Gass,  
2. Lawson Gallant,  
Grade III B: 1. Arthur Gallant,  
Grade III C: 1. Faustina Gallant,  
2. Elta Marie Gallant, 3. Sheldon Ford,  
Grade II: 1. Vernon Matheson,  
Grade I—No Tests.  
Perfect Attendance — Vernon Gallant, Jean Gass, Vincent Gallant, James Andrews, Mildred Gass, Arthur Gallant, Sheldon Ford, Vernon Matheson, Louis Ford, Ralph Bagnall.  
Teacher—Una Court.

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**Saskatoon M. P. Stresses Advantages To Maritimes Of A Grain Elevator Here**

(Speech on the Draft Address in the House of Commons, March 4, by Mr. R. R. Knight, C. C. F. member for Saskatoon City, continued from yesterday's Guardian.)

**Traffic Since 1945**  
As to the actual use of the railroad and port since the debate in the House of Commons in 1946, in that season there were shipped from the port approximately 3,000,000 bushels of wheat, of which 2,000,000 bushels had been in storage at Churchill all during the war and which were in perfect condition after all that time.

Import of commodities was very small, only some forty tons, made up in part of curling stones, Scotch whiskey, earthenware and some china from Britain destined for prairie points. These amounts were inadequate to furnish proof of anything except that shipment by the route is physically possible, and that, all other things being equal, such shipments would bring advantages to shipper and receiver alike.

I shall only briefly review the physical set-up at Churchill. The port facilities as at present would allow about forty-five ships during the effective season. When I say unloading and loading I put the emphasis on the export of grain rather than on imports, because the situation is such that too great an import would interfere with the export business.

Six or seven ships can be in the harbour at the same time and three can be loaded simultaneously. The loading of a ship a day is quite possible under the best conditions, but the average would be a day and a half. The capacity of a ship is on the average, 225,000 bushels and storage capacity of the elevator at Churchill is 2,500,000 bushels.

With regard to the railway, this Hudson Bay railway is the property of the people of Canada. Its operation is in the hands of the Canadian National railway under a general manager.

**Effective Capacity**  
The effective practicable capacity of the Hudson Bay railway in the navigation season is about 150 cars of fairly conservative. It could be increased, but I want to give the picture exactly as it is.

The distance from The Pas to Churchill is 510 miles over an excellent roadbed. I am informed that there is none better in Canada from the point of view of handling freight. This roadbed is furnished with eighty-five pound steel.

An old railroader who travelled that line for years told me that it was quite possible to haul the wheat to Churchill, unload it, and have the cars back at The Pas inside of four days; and a car of cattle could reach the port within the thirty-six hour limit, feed and water live stock in transit.

So we have a good port. We have modern elevator equipment with large storage capacity. We have a working railroad. Now let us look for a moment at the things which militate against the fullest use of these facilities.

In speaking of these difficulties, I am speaking of things as they are in relation to my proposal that line for years look me that it was quite possible to haul the wheat to Churchill, unload it, and have the cars back at The Pas inside of four days; and a car of cattle could reach the port within the thirty-six hour limit, feed and water live stock in transit.

There is, first, the handicap of its geographical position — and, contingent upon that, its climate.

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| Spinner Flies . . . . . 50c                        | Small Double Spinner . . . . . 50c    |
| Enamel Lines . . . . . 2.25                        | Red Loop Leaders . . . . . 1.10       |
| Other Lines . . . . . 10c - 2.00                   | Nylon Leader Material, 35c - 50c      |
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And the report added: " - - in consultation with our chairman, the Joint Hull committee - - have agreed that if some twenty cargoes in all are brought away from Churchill in 1946 and no serious loss occurs, they will be prepared to give favourable consideration to the question of recommending a further reduction in 1947 from the rates of premium chargeable in 1939."

But, as hon. members will remember, in 1940 we were engaged in a still more serious matter, and the ships en route to Churchill were diverted, in another direction. It is, however, reasonable to assume that the principle of the statement which I have just read still applies, and will have weight if twenty or more ships enter the bay in 1947, which is the thing for which I am pleading in this particular address.

The fact that the route never did have a proper test to capacity has left many problems unsolved, and has prevented the accumulation of accurate data for future guidance.

The equipment at the port necessary for efficient operation was not complete until 1936, and during the war years the whole plans for operating the port for the exporting of grain were shelved. Then came the operations of 1946 which I have described as being too pupy a test upon which to base any reasoned judgment.

**Rail Rate To Churchill**  
The rail freight rates at which wheat will be hauled to Churchill has a distinct bearing on this whole question. Should wheat coming down the Canadian National Railway on a long-haul rate be saddled with a heavier rate when it reaches The Pas? We must have an extension of the import-export rate to The Pas-Churchill track.

Is the full-time salary of a general manager all charged against the operations of the Hudson Bay railroad? If it is, should it be?

Is the Canadian National Railway encouraging or discouraging the use of the Hudson Bay railroad?

It is because the farmers of Western Canada do not know the answers to such questions that the United Farmers of Canada, Saskatchewan section, asked by resolution that a royal Commission be set up to find the answers.

Mr. Chevrier: If the hon. gentleman will permit an interruption, the answers to these questions can be obtained when the committee on railways and shipping is sitting. I do not want to interrupt the hon. gentleman, but surely he must know that such information can be obtained from that committee.

Mr. Caldwell: The hon. member has a right to make his speech.

Mr. Knight: There are some other points about operations at the bay which such a committee

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