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To the last man!

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"A NIGHT TO REMEMBER"

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with **FUZZY KNIGHT**
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CHARLES STARRETT — **RUSSELL HAYDEN**

LAWLESS PLAINSMEN

with **CLIFF EDWARDS** and **LUENA WALTERS**

Also BLITZ ON FRITZ — and Chapter 14 of "RIDERS OF DEATH VALLEY"

War—25 Years Ago Today

(By The Canadian Press)

April 7, -918 — Germans took 2,000 prisoners as French withdrew under pressure near Chauny but latter successfully repulsed enemy attacks near Hill 344 in the Verdun area. Turk head-quarters east of the Dead Sea, occupied by Arabs.

CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising a new way of doing things is advertised at five cents a word, strictly pay role in advance.

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FIREMEN CALLED — The firemen were called yesterday morning at 10.15 to extinguish a fire which broke out at 150 Cumberland St. They were away only a short time when they had the blaze under control.

ATTENTION HOME ECONOMISTS — The regular meeting of the Provincial Nutrition Committee will convene to-day, April 7th at the Provincial Sanatorium at F. Home Economics are cordially invited to attend. Dr. B. C. Keeping will report on his recent meeting with the Dominion Nutrition Committee at Ottawa. 7-11.

THE LATE MR. W. A. WHITE — In connection with the funeral of Mr. W. A. White at Milton on Saturday, it should have been stated service was conducted at the grave by the Rev. Canon Malone, while service in the home was held by Rev. Mr. Todd of North River, Baptist Church.

SMART GIRLS ARE WEARING AIR FORCE BLUE — The new uniforms on issue to the airwomen may be seen at Charlottetown on April 16, 17, 18 and 19th, respectively, when Section Officer, Sweetwood and Sgt. Isak of the Women's Division of the R. C. A. F. will be in Charlottetown to discuss opportunities for women within this Service. These representatives will be in Summerside on April 14, 15 and 16th.

RECEIVE CERTIFICATES — Nine members of the Nursing Staff of Falconwood Hospital who have received instruction in St. John's Ambulance Course from Dr. R. D. McLaughlin have recently been examined by Dr. R. D. Johnson and certificates have been awarded to the following: Beatrice Crozier, Elizabeth McPherson, Refina MacDonald, Jean Pickering, Euphemia McKinnon, Mary McIntyre, Ena Docherty, Evelyn Geldert, Phyllis Campbell!

RETURNS FROM TRIP — Mr. Guthrie Ballingall has returned from an enjoyable visit to Victoria, B.C. and several cities in the Prairie provinces. Victoria he visited his sister, Mrs. Ryall and family. He was greatly charmed by the beauty of the city, the delightful climate, and the lovely homes. On the prairie he noted hundreds of acres of wheat in stock almost covered by snow. Owing to rainy weather and shortage of manure this crop, which should have been harvested last Fall, was left out.

INJURED OVERSEAS — Particulars regarding injuries sustained by Lt. Andrew Gass in an accident overseas has been received by his mother, Mrs. Andrew Gass, Cornwall, Ont. The British soldier, J. Phillips, chaplain of the regiment who informs her as follows: The injuries are a compound fracture of the right forearm, the right hand dislocated, and the dislocation of other minor bones all of which will necessitate several months hospital treatment. The accident occurred while the regiment was on manoeuvres, Sgt. Gass was riding a motorcycle as D. R. when he collided with a darkened vehicle of several tons.

W. M. S. MEETING — The meeting of the W. M. S. Auxiliary of the Holy Trinity Church in Holy Trinity Hall Thursday afternoon. The President, Mrs. W. H. Johnson presided. The meeting opened by singing of hymn 98 "Beneath the Cross of Jesus." The scripture lesson and prayer were read by the President, Mrs. J. G. Bennett, acting Treasurer, and Mrs. Sec. M. A. Ward. Secretaries read their reports. The Treasurer Mrs. R. E. Mutch was welcomed back after being absent for some time through illness. There was a very enjoyable Easter Service was read entitled "The Cross of the Crown" which was then given by little Miss Meida Rogerson accompanied by her sister Miss Joan Rogerson; a reading by Mrs. J. A. Rogers; the moment of Her Majesty a violin solo was rendered by Miss Marion Pancher accompanied by Miss Edna Pancher. The service closed with a reading by Mrs. L. E. Bustin—An Easter Message From China. The program which was rendered very nicely was much enjoyed by all. The meeting was closed with prayer and Benediction.

Use Minards for Sprains

Personals

Mrs. John D. McDonald, Pisiquid, was a recent visitor to the city.

Mrs. Anna White, 10 Grafton Street has entered the City Hospital for treatment.

Senator J. P. MacIntyre has arrived home from Ottawa and will spend a few days in the city.

John David McDonald, of Veterans Guard of Canada, has returned after spending his furlough with his wife and family in Pisiquid.

Mr. and Mrs. John Stewart Peters Road, have received a cable announcing the arrival in England of their son, Private Carl Stewart, Motor Transport.

In Memoriam

BEVERLEY EUGENE McDONALD

The death occurred at Pisiquid of Beverley Eugene, infant son of Mr. and Mrs. John D. McDonald, after an illness of seven days with pneumonia. Medical skill and tender nursing was of no avail as his pure white soul winged its way Heavenward on March 18th, just a sweet bud on this earth and then taken to bloom forever in Heaven. Left to mourn are four sisters and three brothers, Norman, Phyllis, Lois and Vivian, Jackie, Foch and George. Service at St. Andrew's Church and grave was conducted by the pastor Rev. T. Campbell. Hymns were sung by Mrs. Joseph Coada, after a prayer by Mrs. Theresa McDonald. The pall bearers were Bertram McKinnon, George Birt, Johnnie McKinnon, Gordon Birt, and Mrs. Wm. Taylor, Moncton, N. B.

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In Memoriam

MRS. PASCHAL MacDONALD

Many friends throughout the province learned with deep regret of the sudden passing of Mrs. Paschal Macdonald, nee Angus, Hawaii, of Rennie Road at the Charlottetown Hospital on Monday, March 29th following a serious operation. Despite the best medical care she passed peacefully away fortified by the last rites of the Roman Catholic church of which she was a faithful member.

The news of her death was a great shock to her family and the sympathy of the entire community goes out to them in their sorrow for one so loved and universally respected by all. Mrs. Macdonald had many surviving relatives and was a kind and obliging neighbor and ever willing to help in time of need.

Her loss will be most keenly felt in the home by her sorrowing husband and family who will mourn the loss of a kind and loving mother.

Besides her husband she leaves four sons and three daughters, Mrs. N. S. Angus, Hawaii, Gerard, C. A. Army, Petawawa; Elmo, R. O. A. F. Overseas; one son and three daughters, Mrs. Joseph Chapman and Carolyn, Moncton, N. B. and Julia, Montreal. She is also survived by three sisters and one brother, Mrs. Chas. McDonald, Summerside; Mrs. Geo. Walton, Moncton, N. B.; Mrs. Leo Macdonald, Swampscott, Mass.; and Frank Macdonald, Moncton, N. B.

The funeral which was largely attended was held Thursday morning at 9 o'clock to St. Augustin's Church. The Rev. Canon Malone officiated and was assisted by Father Pire who also conducted the service.

The pall bearers were: Messrs. Charles Gallant, Peter Gallant, Fred Ford, John Proctor, Gerald Proctor and Francis Doucet.

Many floral tributes were received. They were as follows:

MASS CARDS

Husband and Family (6)
Mrs. M. S. Joseph Chapman, Moncton, N. B.
Mr. and Mrs. Patrick McArdle, Moncton, N. B.
Mr. and Mrs. Edward Martin, Moncton, N. B.
Mr. and Mrs. George Walton, Moncton, N. B.
Mr. and Mrs. Arietas White, Moncton, N. B.
Mr. and Mrs. Leslie Teed, Moncton, N. B.
Mr. and Mrs. Harold Macdonald, Moncton, N. B.
Mr. and Mrs. Adolphe Reardon, Calgary, Alta.
Mr. and Mrs. James Reardon, Moncton, N. B.
Miss Bertha Redmond, Moncton, N. B.
Mr. and Mrs. Fred Ford, Moncton, N. B.
Mr. and Mrs. Sandy Chapman, Moncton, N. B.
Francis Walton, Moncton, N. B.
Mr. and Mrs. Frank Doucet, Moncton, N. B.
Mr. and Mrs. John Gault, Moncton, N. B.
Mr. and Mrs. Charles Gallant, Moncton, N. B.
Mr. and Mrs. Abraham Peters and Family
Mrs. Gertrude Curley, Moncton, N. B.
Mr. and Mrs. Gerald Proctor, Moncton, N. B.
Mr. and Mrs. Charles Gallant, Moncton, N. B.
Mr. and Mrs. Vernon Cursey, Moncton, N. B.
Mr. and Mrs. John L. Proctor and Learning
Mrs. James McArdle, Moncton, N. B.
Mr. Charles Reardon, Moncton, N. B.
Miss Mary Bourque, Moncton, N. B.
Mr. and Mrs. Gerald Proctor, Moncton, N. B.
Mr. and Mrs. Charles Gallant, Moncton, N. B.
Mr. and Mrs. Emile Gallant, Raymond Curley

SPIRITUAL BOUQUETS

Mrs. Earle Gallant
Mr. and Mrs. J. J. Blaquiere.

FLOWERS

Mr. and Mrs. D. A. MacBeath, Moncton, N. B.
Mr. Charles Reardon, Moncton, N. B.
Mr. and Mrs. James E. Andrews, Moncton, N. B.
Mr. and Mrs. Harry Armstrong, Moncton, N. B.
Mildred and Marion Reynard, Moncton, N. B.
Mr. and Mrs. Art Gamester and Mary

MESSAGES OF SYMPATHY

Mr. and Mrs. Roderick McDonald, Moncton, N. B.
Mr. and Mrs. James Layhey, Moncton, N. B.
Miss Mary Bourque, Moncton, N. B.
Mrs. Leckie, Pearl and Gertrude, Moncton, N. B.
Mr. and Mrs. Nelson Gamester, Moncton, N. B.
Mr. and Mrs. Sandy Chapman, Moncton, N. B.
Miss Maude DeJoy, Moncton, N. B.
Mrs. Josie Murphy and Elmer, Moncton, N. B.
Mr. and Mrs. H. S. McEwen, Moncton, N. B.
Mr. and Mrs. Thos. MacGavin, Moncton, N. B.
Mr. and Mrs. John Murray and Mrs. Wm. Taylor, Moncton, N. B.

Discussion Over P.E.I. Car Ferry In Parliament

The following report, continued from yesterday's Guardian, is from the Hansard report of House of Commons proceedings, April 2, during discussion of the car ferry estimates.

MR. GRAYDON: I understand that the car ferry was insured and the minister has said that \$995,000 was recovered when the vessel was sunk, did the government intend to allow the rights of the underwriters of the insurance?

MR. MICHAUD: Yes.

MR. GRAYDON: Is there no possibility of the government getting any part of the salvage now?

MR. MICHAUD: No; that has been investigated, and it has been found that it would not be possible to salvage anything with the exception of what could be obtained from the insurance.

Since June, 1941, the service has been maintained by the ferry Prince Edward Island. It has been claimed that this boat is being maintained at a cost of \$1,000,000 a year. My information is that the Prince Edward Island was in commission continuously from 1941 to 1942. It was maintained in very good repair. After the Charlottetown was put in service the Prince Edward Island was kept in a stand-by. Every year it was inspected by the steamship inspection board, and two or three years after the Charlottetown had been put in commission and had proven satisfactory, the Prince Edward Island was overhauled at a considerable expense. Since that time it has been regularly inspected and kept in commission. In the summer of 1941 it was put in service between Cape Tormentine and Borden. During that period the service has been maintained continuously, except for three or four days in winter when either the rudder or the propeller was cracked. One Saturday the part was taken to a foundry in Charlottetown and repaired over Saturday night and Sunday, and I am told that on that occasion two and a half days were lost.

Not so long ago we were informed that what was supposed to be the acme of perfection in icebreakers, namely, the Stalin, was on the Pacific coast. We dispatched marine architects to inspect that boat, to see if they could find anything which would improve Canadian designs developed thus far. I am happy to say that upon their return they said they found nothing on that boat which they did not already know, or that Canadian science had not already explored.

MR. MICHAUD: I think it is the duty of the federal government to provide a stand-by car ferry in connection with supplying a ferry service it is my belief that the government has given careful attention by all governments and, up to the time of the loss of the Charlottetown and labour interfering with the defence boats, I think that it is difficult at this time to use shipyards for building boats of a type other than those used for war purposes, exclusively. It is my belief that the service now being provided is adequate to meet the requirements of the traffic. I agree that it would be desirable to have requirements in case of a major accident.

\$3,000,000 Authorized

With regard to the future, let me say that I sympathize as much as the hon. member for York-Sunbury with the people of the island. I agree that their contribution to the war effort has not been exceeded in any other part of the country. The island entered into a contract with them at the time of confederation, and that contract will be fulfilled. They must be given the best service possible in the matter of ferry transportation, and we intend to see that the Department has authorized the requirements of Transport to take every means possible to provide a modern car ferry, and we have been authorized in order to council to spend up to \$3,000,000 during the present year. It is estimated that this car ferry will cost at least \$4,500,000, based on the cost of the Charlottetown in 1930, plus the increases in cost of material and labour. The cost of the improvements (that would be made in a new boat).

MR. HANSON (York-Sunbury): There is nothing in the estimates for that.

MR. MICHAUD: I agree that there is nothing in the estimates for that, but that has not been authorized by order in council. The best naval architects in Canada believe it is the firm which designed the Charlottetown—have been at work preparing plans for the new ferry. When the plans and designs are completed we shall have to find a shipyard that will be willing to undertake the building of a car ferry of this type. This is not the standard type of car ferry, I believe my information is correct that all shipyards in Canada are required for war purposes, other cargo boats or defence boats of one kind or another. In order to build a boat of this type it would be necessary to take some shipyard off its present work. That would mean giving priority over war requirements. Nevertheless, as soon as the plans are completed, we shall call for tenders for the building of a ferry boat of the type required for this service.

Will Take Some Time

This will take some time. It will depend upon the architects and upon the shipyards now building ships for war purposes. Mr. Frank Mansel, Montreal, Quebec, is the architect of the Prince Edward Island icebreaker. The kind of duties under which we are labouring. It is not a question of policy.

Card of Thanks

Mr. Paschal Macdonald and family wish to thank the doctors, sisters and nurses of the Charlottetown Hospital, and the kind friends and neighbours who assisted them during their recent sad bereavement.



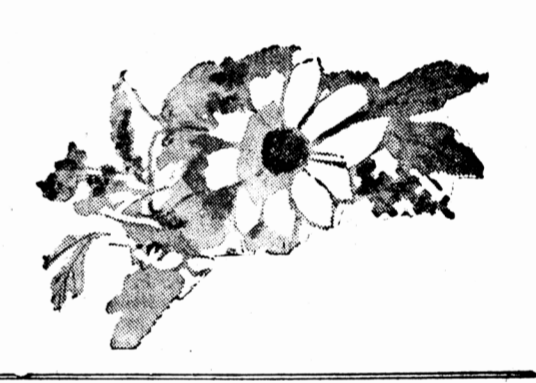
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It is not a question of funds; it is simply a question of the government appropriating the materials and labour without interfering with the way of constructing cargo boats, minesweepers, coxswains and other defence boats. I think that it is about all I have to say for the moment. Let me repeat that nothing has been left undone which was possible to do in order to replace the boat which was lost in June, 1941.

The hon. member for York-Sunbury asked the government because Captain Read, the master of this boat, was censured by Mr. Justice Archibald, who acted as investigator.

MR. HANSON (York-Sunbury): I do not criticize the government about that; I was merely stating a fact.

MR. MICHAUD: The hon. member criticized the government because Captain Read had been given a pension after having been found guilty of negligence. It should be understood that Captain Read was an old official of the Canadian National Railways. Before being employed by the Canadian National Railways in the operation of this ferry, he had been employed by the government. At the time of the accident, as I say, he was an employee of the Canadian National Railways, and he was given charge of the Prince Edward Island until the date of the findings of Mr. Justice Archibald on February 25, 1942, when he was suspended by the Canadian National Railways. Captain Read had been a contributor to the International and Prince Edward Island railways employees provident fund. This is not a government pension fund; it is a fund created by the employees and administered by them. Mr. HANSON (York-Sunbury): And by the management.

MR. MICHAUD: Supervised by the management. Under the rules and regulations of that fund Captain Read was entitled to a pension based on the amount of his contributions.

MR. BLACK (Cumberland): Would the ordinary employee of the railway, an ordinary trackman, have that privilege? Cases have come to my knowledge where trackmen have been dismissed for dereliction of duty and have been denied the benefits of the provident fund to which they had contributed for years.

Was Investigated

MR. MICHAUD: My information is that the question of a pension to Captain Read was investigated thoroughly by the administrator of the fund and by the officials of the Canadian National Railways. The case was submitted to the legal department of the railway and they were told that they had to pay the pension to Captain Read.

MR. HANSON (York-Sunbury): That is hearsay; has the minister that opinion with him?

MR. MICHAUD: I have not any writing before me, but that is the information I got from the officials of the Canadian National Railways.

MR. BLACK (Cumberland): That should apply to everybody who has been dismissed. They should all be entitled to a pension which they have contributed to the fund.

MR. MICHAUD: I think it depends upon the rules and regulations under which the fund is administered. There are several factors which enter into the matter and which, I am told, have been considered carefully by the administrators of the fund and by the officials of the Canadian National Railways who have supervision of the fund, and by the local department. The situation is that Captain Read is no longer in the employ of the Canadian National Railways; he is retired and is drawing a pension.

MR. RALSTON: My hon. friend the member for York-Sunbury has taken some time to deal with this matter. One of the suggestions he made was that the members from Prince Edward Island had not been sufficiently vocal, to use his own words, about this matter. Speaking for myself I do not conceive it to be my duty to rise in my place in the House and speak on a question regarding which I have the fullest information, and regarding which my energy has been devoted in trying to get action rather than talking about it.

MR. HANSON (York-Sunbury): We have not had much action yet.

(Continued on Page 7, Col 1)

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