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The Guardian

"Covers Prince Edward Island Like The Dew"

CHARLOTTETOWN, CANADA THURSDAY, JANUARY 10, 1957

WEATHER

Widely scattered snowflurries clearing during morning. Clear. Low-high at Charlottetown 25 and 15.

14 PAGES

PRICE 5c

Eden Resigns Post As British Prime Minister

Successor Not Yet Announced

LONDON (CP)—Sir Anthony Eden resigned Wednesday night as prime minister. He said his health does not allow him to carry on.

The 59-year-old statesman stepped down with the "utmost regret" after 21 months as Sir Winston Churchill's successor.

Robert A. (Rab) Butler, 54, government leader in the House of Commons, was most talked of as Eden's likely successor.

There was some feeling that Harold Macmillan, 62, chancellor of the exchequer, was still in the running.

There also was a chance that a dark horse might emerge for the job. Among those mentioned in this category was Duncan Sandys, Sir Winston Churchill's son-in-law.

The new prime minister is expected to take office today.

The leader of the opposition Labour party, Hugh Gaitskell, called for a general election "because the whole cabinet has publicly identified themselves completely with the foreign policy pursued... in the last three months."

But there was no indication the opposition would get its wish.

GIVES HEALTH REASON
The Conservatives won the last election in May 1955 and have three years to go before another is necessary. But as the majority party they could call one at any time they desired.

HAD SHORT TERM
The Queen normally would go by the advice of the retiring prime minister in calling upon another statesman to form a government.

But she is not bound to accept it and can consult others.

Eden's tenure of office—21 months—is the second shortest in this century. Only the seven-month term of the Canadian Born Andrew Bonar Law in 1922-23 was shorter.

Gaitskell, the opposition leader, was in Cambridge, Mass., when the Eden resignation broke.

"I am sorry that Sir Anthony Eden's health has not recovered despite his trip to Jamaica," the Labour party chief said.

"He has done the right thing in resigning, but as the whole cabinet has publicly identified themselves completely with the foreign policy pursued by the late government in the last three months I consider that there ought now to be a general election."

ATTLEE "SORRY"
Earl Attlee who as Clement Attlee formerly headed the government and was Labor party leader, said he was sorry to hear that Eden's health "has broken down."

Lord Attlee was in Moline, Ill., on a lecture tour.

Herbert Morrison, foreign secretary in the former Labor Government, said that Eden's resignation is "an indication that the Conservative Party must be in a bad way."

Sir Winston Churchill at his home in Kent made no comment.

Gaitskell's deputy James Griffiths, calling for a general election, said:

"In the circumstances caused by Sir Anthony's resignation the people are entitled to an immediate opportunity of expressing their view on the conduct of international and domestic affairs by the Conservative government."

EXTREME CHANGE
Temperature on the North African deserts may range from 120 degrees in the afternoon to below freezing at night.

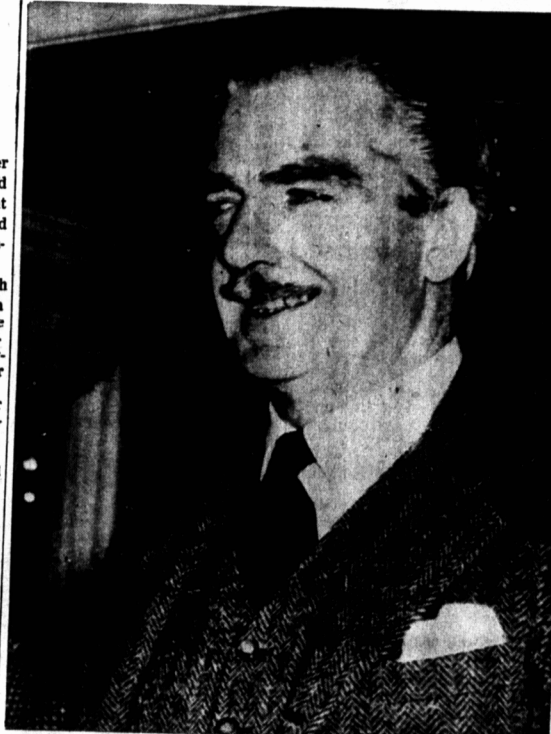
Escape From Snowmobile Just Before Explosion, Pair Safe

THICKET PORTAGE, Man.
(CP)—Two men who leaped from a Bombardier snowmobile seconds before it exploded while crossing an isolated northern Manitoba lake escaped injury and have reached safety at this northern outpost, 350 miles north of Winnipeg.

First reports reaching Pin Flon said 17 men were aboard the Bombardier and were missing. It was not immediately known how the erroneous report originated unless through a gabled message. The explosion occurred on 17-mile lake.

Driver of the Bombardier was identified as Ernie Wright, superintendent of Patricia Transport Company. The name of his companion was not immediately known.

H. N. Everett, company representative at Thicket Portage, said the Bombardier was on route from Thicket Portage—a railway point on the Canadian National Railway line to Churchill—is a drill



SIR ANTHONY EDEN

Tribute At Ottawa To Sir Anthony

OTTAWA (CP)—Prime Minister St. Laurent Wednesday expressed "deep regret" at the news that Sir Anthony Eden has been forced to retire as Britain's prime minister because of his health.

"I am sure we all share with the people of the United Kingdom their regrets at what seems to be—I hope not the end—but a serious alteration in the kind of service Sir Anthony Eden can render his fellow citizens."

Opposition Leader Diefenbaker joined the prime minister in paying tribute to the Commons to the British leader.

CCF leader Coldwell and Social Credit Leader Low commented outside the Commons.

Mr. Coldwell said the resignation of the 59-year-old British prime minister after 21 months in office does not surprise him "because of the obvious division of opinion among the public and the British cabinet over the way the Middle East situation has been handled."

Mr. Low said Sir Anthony's resignation is "to be regretted at a time like this."

N. H. Aims Law At Canadians

CONCORD, N.H. (AP)—A bill to ban Canadian-owned motor vehicles from New Hampshire state highways unless their owners have liability insurance was filed in the state House of Representatives Wednesday.

The measure would force Canadians to carry liability insurance under supervision of the New Hampshire motor vehicle commissioner.

The bill would take effect July 1, 1958.

Resignation Of Eden Appeared Welcome Move At Washington

WASHINGTON (AP)—President Eisenhower Wednesday welcomed Sir Anthony Eden's resignation as "an old and good friend... A dedicated leader in the cause of freedom... A staunch believer in the need for unity among the community of free nations."

When a reporter asked James C. Hagerty, White House press secretary, whether diplomatic protocol prevented the president from expressing "regret" at Eden's departure, Hagerty pointed to the paper in front of him and said "that's the statement."

Eden stepped down while the repercussions still were sounding from the ill-starred invasion of Egypt he authorized in October. In resigning he said:

"I do not feel that it is right for me to continue in office... knowing that I shall be unable to do my full duty."

Eden's doctors in a statement said he has symptoms which recall the serious abdominal operation he underwent in 1953, and "in our opinion his health will no longer enable him to sustain the heavy burdens inseparable from the office of prime minister."

Eden has been under unremitting pressure since Egypt nationalized the Suez Canal last summer.

Eden said a formal farewell to his ministers at a cabinet meeting and then went to Buckingham Palace to hand his resignation to the Queen.

NATION UNSUSPECTING
He spent 40 minutes with the Queen. Then came the palace announcement, breaking the news on the unsuspecting nation.

"The Right Honorable Sir Anthony Eden M.P. (prime minister and first lord of the treasury) had an audience of the Queen this evening and tendered his resignation as prime minister and first lord of the treasury, which her majesty was pleased to accept."

After the palace visit, Eden issued this statement:

"When I returned to this country a month ago from his Jamaica trip I hoped that my health had been sufficiently restored to enable me to carry out my duties effectively for some considerable time. That hope has not been realized."

"I do not feel that it is right for me to continue in office as the Queen's first minister knowing that I shall be unable to do my full duty by my sovereign and the U.S. than to 'blast' it for conduct that Canada might disapprove.

COLDWELL DISAPPOINTED
Mr. Coldwell said he was disappointed that the throne speech contained no mention of a national health plan with provision for provincial participation.

"By the rigid limitations the government has set on its hospitalization program," he said, the government has made its proposal into "something of a political football."

The throne speech had revealed "the refusal and incapacity of the government to deal with the needs of the common man and the common woman." It had pointed to economic expansion in Canada but showed no awareness that large groups of Canadians do not share its benefits.

Mr. Coldwell said the speech also ignored the "continuing chronic crisis" of Canadian agriculture and recommended a parity program to ensure "a fair and adequate return for the produce of the farm" and a crop insurance plan.

APPROVE SENATE PLAN
Both Mr. Coldwell and Mr. Diefenbaker expressed approval of the government's plan to have a Senate committee make an extensive study of agricultural land use.

President Eisenhower "must be made to realize that conduct such as this is not advisable for the maintenance of the strength of the free nations and is a denial of the undertakings of the U.S."

Mr. St. Laurent replied there are better ways of dealing with



ARRIVING TODAY

Captain Antony Fenwick Pickard, O.B.E., C.D., R.C.N., chief of staff to the Flag Officer, R.C.N. (Reserve), Hamilton, Ont., will arrive in the Province today to inaugurate a special recruiting campaign in this area.

Maritime Mayors Seek Better Taxation Deal With C. N. R.

Negotiation of agreements with the Canadian National Railways, with the idea of obtaining a basis of full taxation now in effect on the federal government was the chief matter under discussion at a meeting of Maritime Mayors held at Moncton yesterday.

The meeting was held in the presence of Mayor J.D. Stewart of Charlottetown who presided.

Present for the discussions were the mayors from Halifax, Moncton, St. John and Fredericton.

The meeting was held in the office of Mayor Joyce of Moncton. Arrangements have been made for a meeting to be held with Canadian National Railway officials in Montreal on January 21 at which time negotiations will be continued.

Mayor Stewart stated last night that yesterday's meeting was the first of its kind that Maritime mayors have ever had. He was highly enthused over the Federal Government's policy as it relates to the taxation of Crown properties and felt that it would, in the case of Charlottetown amount to considerable additional revenue.

He said any benefits that would accrue from this policy would be a direct result of proposals made to the Government by the Confederation of Mayors and Municipalities in their annual brief at Ottawa.

Most of the existing agreements between the Canadian National Railways and Maritime Cities have terminated on December 31, 1956, Mayor Stewart said.

DIEFENBAKER BLASTS GOVERNMENT Charge Leadership Weak

OTTAWA (CP)—Opposition parties charged Wednesday that the government has lost the confidence of the Canadian people. Prime Minister St. Laurent suggested an election soon will test that charge.

The opposition accusations were levelled in non-confidence motions presented by the Progressive Conservative and CCF parties as the Commons throne speech debate got off to a vigorous start.

Conservative Chief Diefenbaker, in his new role as official opposition leader, said in his motion that the Liberal government has lost the confidence both of Parliament and the Canadian people because of its "indifference, inertia and lack of leadership in the face of serious national and international problems."

At the house opening Mr. Coldwell tried unsuccessfully to have the throne speech debate set aside while the Commons considered the "urgent public importance" of the CPR firemen's strike.

He said the House should debate the "need" of the government appointing a controller for the CPR to take over temporary management so that operations could be resumed pending settlement of the dispute.

Mr. St. Laurent promptly replied members would have the opportunity in the throne speech to make any suggestions they thought were in the public interest.

Speaker Rene Beaudin ruled Mr. Coldwell's motion out of order.

Later, Mr. St. Laurent said he

CRITICIZE SPEECH
Then, in an apparent reference to reports that a federal general election likely will be held in June

Fire Destroys Dwelling Of Alfred MacPhail At Bonshaw

An hour and a half after smoke was discovered coming from the dwelling of Mr. Alfred MacPhail, Bonshaw, a pile of smouldering embers was all that was left to mark the spot where previously a seven roomed dwelling had stood. The fire started some time between nine and ten o'clock yesterday morning while Mr. MacPhail, the only occupant of the house was a short distance away at the village store.

Mr. MacPhail said he could not offer an opinion as to how the fire started. He had a fire going in the kitchen range from 7.00 a.m. and as was his custom on many other occasions, had left it burning while he was away from the house.

Willing neighbours quickly gathered at the scene of the fire but lack of fire fighting equipment made it impossible to save the building. Considerable furniture was salvaged from the home but a quantity of cash, between \$250 and \$300 which was in Mr. MacPhail's clothing in the upstairs of the house was lost.

There was some insurance. Playing a valuable part in preventing the fire from spreading to nearby adjacent buildings was a group of volunteer firefighters from the Village of Crapaud. The Crapaud boys arrived on the scene with an auxiliary gasoline pump and with a four hundred foot line of hose laid in the river were able to keep a fire from joining buildings. This no doubt prevented a more serious loss.

Mr. MacPhail who is unmarried runs a meat business and occupies a stall in the City meat market each market day.

Consider Trying European Oysters In The Maritimes

OTTAWA (CP)—The federal fisheries department is considering the introduction of European oysters in Maritime waters the fisheries research board was told here Wednesday.

The step may be taken in an effort to create an oyster fishing industry in areas where clam fishing has been seriously depleted. The information was contained in a report presented the board's annual meeting.

A fisheries official said the department has found it impossible to devise methods to restore clam beds. The depletion of the beds has occurred over a period of years and is due to the fact that young clams are accidentally killed by fishing methods.

\$506,537 OVER 1955

Island Fisheries Enjoyed A Most Favourable Year

The following is a review of the Fisheries of Prince Edward Island for the year 1956 prepared by District Protection Officer L.C. Johnston. The figures quoted in this summary are taken from preliminary reports and are subject to change when final returns are completed for the year.

The year's operations were very satisfactory. Most all the important varieties show substantial increases in catch and landed value, as compared with the previous year. The increase in the catch amounted to 47,616 hundredweight, with an increase in value of \$605,537.

The total quantity of all fish landed during the year was 406,940 hundredweight, with a landed value of \$3,742,085, as compared with 359,324 hundredweight landed in 1955 valued at \$3,136,548.

LITTLE LOSS
Weather conditions during the year were good for fishing until the fall months when, as is usual, windy weather hampered the groundfishing operations of the inshore boats along the north and

eastern shores. There were no very heavy storms, consequently there was very little loss of boats and gear.

The fleet of small dragners operating out of Souris had a very good year. Twelve of these boats are owned in the Province and they, with some from other Provinces, landed all the haddock, plaice and witch as well as a considerable quantity of cod and hake.

COD PLENTIFUL
Cod were plentiful, especially along the north shore from North Point to East Point. The favourable weather during most of the season was a contributing factor to the increased catch, although the fleet curtailed fishing operations to some extent. There was a substantial increase of 24,306 hundredweight in the catch, with an increase in value of \$36,383, as compared with 1955. The inshore boats landed 68,482 hundredweight while the dragners landed 16,540 hundredweight making a total catch of 85,032 hundredweight. About fifty-eight percent of the

catch was salted with the balance being sold fresh, frozen filleted and canned.

The catch of haddock, which was almost all taken by the dragger fleet, was up by 2,494 hundredweight with an increase in value of \$18,408 as compared with the 1955 catch. Practically all the haddock were filleted and frozen. Plaice and witch were fairly plentiful and the total catch of these species was 43,926 hundredweight with a landed value of \$146,494. These were all landed by the dragger fleet and were filleted and frozen.

HAKE IN DEMAND
Hake were taken in considerable quantity as the demand for them was greater than in the past few years. The increase in the catch as compared with 1955 was 17,089 hundredweight with an increase in value of \$11,143. The total catch amounted to 59,681 hundredweight of which 20,162 hundredweight were landed by the dragners and 39,519 hundredweight by the inshore boats.

Herring were not as plentiful as usual during the spring season, consequently, the fishermen received a slightly better price for these fish. The spring catch is practically all used for lobster bait with a small quantity being processed as boaters. There was a small catch taken during the fall months and pickled. The windy weather during this period kept the landings down.

The quantity of mackerel taken was greater by 4,612 hundredweight than the catch in 1955. Spring mackerel were scarce but during the late summer and fall months they were fairly plentiful along the north shore. As with other species the windy weather during the fall months hampered fishing operations and kept the catch down.

The catch of smelts shows a substantial increase, as compared with 1955, but it was still below average. The total catch amounted to 9,104 hundredweight valued at \$102,869. In some areas they were more plentiful during October and November. Prices paid were slightly better than in the previous year.

MORE OYSTERS
More oysters were taken than in 1955 by about 2,794 hundredweight. The demand for these shellfish was exceptionally good with prices higher than in the previous years. A considerable quantity was taken from public fishing areas, but the bulk of the catch was taken from leased areas.

A much smaller catch of barclams was taken than in 1955 as the demand for this variety is not great.

There was a very small catch (continued on page 13 col 3)

Get Treat In Seamanship As Maggie Takes On Fuel At Sea

By JACK BRAYLEY
Canadian Press Staff Writer

BOARD MAGNIFICENT (CP)
Troops aboard this carrier were treated to some nice seamanship Tuesday as the Maggie met with a pair of United States 6th Fleet service ships for oil and fresh provisions.

As Capt. A. B. Fraser-Harris edged his ship into a tricky parallel running position with the big, well-armed supply ships he got complimentary hail from the senior American captain, "wish our ships could do it as well."

The ships met in mid-morning and steamed three abreast for five hours as Maggie took on oil and water from the tanker which also acted as transfer ship for provisions from a supply vessel.

As the maze of pipelines, cargo slings and other rigs made transfer in turbulent white seas that sometimes wetted hard-working hands, the ships rocked along at a 12-knot clip. They had reached the troughs in Tunisia when the operation was completed.

SERENADE AT SEA
As curious Canadian troops watched the touchy replenishment chore they got a real rock 'n' roll serenade from American ships which turned up their PA systems and blared the latest numbers of

Eartha Kitt and Elvis Presley across the foaming rush of water to the Maggie.

The troops heard numbers like "Tonight You Belong to Me, Blueberry Hill and Hound Dog played with ear-splitting vigor.

Most interesting part of the operation for the troops was the switch of provisions from the outside supply ship over the tanker to the Maggie and without so much as wetting a cabbage, Maggie's rig fixed, so cluttered with army vehicles the provisioning rig had to be diked to lower deck which made it more delicate operation in the choppy water.

After the oil, fresh water and fresh food were taken aboard, the U.S. navy's ships—the Mississippi and Hyades—turned toward their Italian base and the Maggie plowed on toward Malta and her destination of Port Said.

Tuesday was a day of reminiscences for some of the army veterans aboard. They had been in these waters on another and even more serious occasion. Men like Maj. W. A. H. Law, the OC of the troops, looked toward Sicily and recalled his Second World War landing with the armored corps.

"I hardly seems possible that we're back here again," he said, looking at the pink haze built up by the sun on the apparent peaceful island coastline in the distance.