

City and Central

ROY'S TAXI—Dial 6560-6569.

GET YOUR TICKETS NOW for the Leslie Bell Singers.

"WE TREAT THE SICK WELL"—Giggey's Pharmacy, open evenings 'till 8 o'clock.

FUNERAL SERVICE—The funeral of the late J. Frank Lafferty was held from the MacLean Funeral Home yesterday afternoon. Service was conducted by Rev. J. T. Ibbott. Interment was in the People's Cemetery. Pall bearers were: G. E. Proctor, Harold Partridge, Kelsey Burhoe, Arthur Henry, William Henry and Irving MacLaren.

PLAN DEMONSTRATION—The amateur radio operators of Charlottetown and vicinity will put on a communications display at City Hall this evening to demonstrate the flexibility of their contacts and hook-up in case of urgent need. The demonstration, which is for the purpose of showing the work of the amateurs will be confined to a limited area, although the scope may be extended greater distances through mainline stations if and when required. The possibility of using these "Ham Operator" stations, which are both fixed and mobile, in case of highway accidents is also being explored by the amateurs. Red Cross officials, Chief of Police MacArthur and others interested have signified their intention of viewing the demonstration.

FUNERAL AT NORTH WILTSHIRE—The funeral of the late Cecil R. Campbell was held from his residence, North Wiltshire yesterday afternoon. The service was conducted by the Rev. C. R. Mose and Rev. Lawrence E. Blake, and Rev. Donald Nicholson. The pall bearers were: Bruce Noy, Leonard Bowman, Morrison MacLaren, Neil Campbell, Donald Campbell, Bayden Balderson. The flower bearers were Huestis Smith, W. E. D. MacPherson, Harry Balderson, Howard MacLaughlin, Stewart MacLaughlin, William Coady, James Power and Everett Nicholson.

YOUR SATURDAY NIGHT JAMBOREE — FORUM.

BIRTHS, MARRIAGES, DEATHS
50c Per Insertion

BIRTHS
Gunn—At the Charlottetown Hospital, June 18th, 1953, to Mr. and Mrs. Sheldon Gunn, St. Peter's Lake, a daughter, 3 lbs. 14 oz.

MacDonald—At the Charlottetown Hospital on June 19th, 1953, to Mr. and Mrs. J. Raymond MacDonald, Howe Bay, a daughter, 6 lbs. 12 1/2 oz.

McKay—At the Prince Edward Island Hospital, to Mr. and Mrs. G. Stewart McKay, Mt. Edward Heights, a daughter, 9 lbs. 5 1/2 oz.

Crabbe—At the P. E. I. Hospital, June 20th, to Mr. and Mrs. Frank Crabbe, Milton (see Edith Baginall) twin girls, 5 lbs. 11 ozs. 5 lbs. 14 ozs.

MacNeill—At the P. E. I. Hospital, June 21st, 1953, to Mr. and Mrs. John MacNeill, Cavendish, a daughter, weight 7 lbs. 1 oz.

Roach—At the Charlottetown Hospital, June 16, 1953, to Mr. and Mrs. John E. Roach, Avondale, a daughter, 9 lbs. 4 ozs.

Wall—At the Prince County Hospital on June 21st to Mr. and Mrs. George Wall, Darnley, a son, 10 lbs. 12 ozs.

DEATHS
Doucette—Suddenly at his late residence at Summerside West, on Tuesday, June 21, 1953, Alyre Doucette, in his 25th year. Resting at the Bonness Funeral Home until funeral arrangements are completed.

MacKenzie—At Charlottetown, June 18, 1953, Henry D. MacKenzie, formerly of St. Peter's in his 79th year. The remains are resting at the Cutcliffe Funeral Home where a short service will be held today at 1 o'clock, Standard Time, followed by service in St. Peter's United Church at 2.30. Interment in Midgill Cemetery.

Goodwin—In Charlottetown on Monday, June 20, 1953, Henry Goodwin, aged 53 years. His remains were transferred last evening from the Hennessy Funeral Home to his late residence, Baldwin's Road from where the funeral will be held on Thursday morning to St. Cuthbert's Church, St. Theresa's for Requiem Mass at 9.30 Standard Time. Interment in church cemetery.

N. D. MacLean
UNDERTAKER
EMBALMER
Charlottetown and North Wiltshire
DIAL 5549

Charlottetown Funeral Home
78 Euston St.
DIAL 4626
Complete Funeral and Ambulance Service
— Director —
ROBERT E. BRADLEY

VISIT THE Windmill Restaurant for a fresh lobster plate.
SAD NEWS RECEIVED — Mr. John L. Beaton received the sad news yesterday morning by telephone that his father, Mr. John Beaton, had passed away at Mary Fletcher Hospital, Burlington, Vermont, on the night of June 20th. The funeral will be held at Waterbury, Vermont.

FUNERAL YESTERDAY — The funeral of the late Mrs. W. E. Bentley was held from her residence, 17 Water St., yesterday afternoon. The service was conducted by the Rev. A. Frank MacLaren and Rev. Howard Christie. Interment was in Sherwood Cemetery. The Rev. A. Frank MacLaren, Rev. Howard Christie and Rev. Thomas Wilson officiated at the grave. Pall bearers were: E. M. Martin, Robert Gallant, James MacDonald, Alex MacDonald, Judge H. L. Palmer, Albert C. Dinis.

Personals

Mr. Harry Heartz of Sydney, N. S., is visiting friends in the city and province.

Mr. Fred Duffy, Riverton has entered the Charlottetown Hospital for an eye operation.

Mrs. Karl J. Cameron of Halifax spent the week-end with her husband's parents, Mr. and Mrs. John E. Cameron, Grafton St. Before returning to Halifax Mrs. Cameron will stay a few days with her mother, Mrs. L. H. Douglas, Georgetown.

Miss Donna Shaw, daughter of Mr. and Mrs. R. H. Shaw, Halifax has successfully passed all her examinations with honours at Vancouver Hospital where she specialized in Physiotherapy. Miss Shaw leaves for Regina shortly to spend a term in the hospital there.

(Continued from page 1)

Railway Hearing

W. Elliott, Assistant Director of Traffic.

Other witnesses in addition to Mr. Hayes were Messrs. D. F. Mills, C. N. R. Transport Economist, Department of Research and Development, Moncton; G. Carl Byrd, General Manager S. M. T. Eastern Ltd., Bruce L. Stewart, Imperial Oil Co. Ltd., and Vernon Fraser, Head Livestock Buyer for Canada Packers.

Against the application were Mr. J. O. C. Campbell, representing the Provincial Government; Messrs. K. M. Martin and A. H. Balch, representing the Railway Transportation Brotherhood; Peter Pate, representing the Alberta and West Prince Board of Trade; John Mungall for the Summerside Board of Trade; Major John A. MacDonald for the Canadian Legion; Mr. Melvin Macdonald represented the Souris Board of Trade and questioned the C.N.R. on one point.

Premier Matheson

Premier A. W. Matheson spoke briefly in general terms about the application during the afternoon. He recalled that the Hillsborough Bridge had been a condemned new bridge ago for rail traffic and at present it appeared as though a new bridge might be part of the Trans Canada Highway.

He stated that the bridge should be wide enough and big enough to accommodate rail traffic and suggested that the rail line between Lake Verde and Mount Stewart might be abolished if a railroad over the bridge.

He said that the people of Prince Edward Island wanted good transportation service and thought there was some common ground between rail service and road service for a satisfactory solution.

After the hearing was opened by Mr. Graham MacDougall called on his first witness Mr. Hayes. Hayes stated that train schedules would be re-arranged to give better service during heavy freight seasons.

He stated that freight trains would run three days a week in most sections and where necessary, extras would be used. He noted that many extras are being used here at present. He also stated that this type of economy is being used throughout the Dominion in every Province.

Mr. Hayes stated that the C. N.R. would continue to operate trucks as at present and they would handle any additional business which might result from the cancellation of trains. He did not see any need for the passenger service as the people were not patronizing it.

Under questioning by Mr. K.M. Martin, Mr. Hayes stated that the decline in passenger travel was due to the popularity of travel by highway as evidenced in other provinces. He stated that employment would be free to take rail-holders positions on the mainland but would lose their seniority if they took jobs different from their work in this Province.

Cross-examined by Mr. Pate, Mr. Hayes said that he did not agree that the roadbeds in the Province had deteriorated in the past number of years. He told Mr. Pate that if the roads were too bad in late April and May to operate trucks upon them, the local train service would be continued during that time.

He agreed with Mr. J. O. C. Campbell that the dates from Mid-April to Mid-December were not fixed and would vary according to the weather.

RAILWAY ECONOMIST

The next witness, Mr. D. F. Mills, stated he had worked with the C.N.R. as an economist for

about nine years and was a graduate of the University of Toronto in Arts.
He produced a number of reports on train schedules, passengers conveyed and the economics of the proposed changes. The economics of the application showed that the C.N.R. would spend about \$100,000 less under the proposed plan than they now spend on the present service.

The reports also showed that there were a 3,824 extra freight trains operated in the Province last year.

According to the proposed service the C.N.R. will make three freight trips during the week between Charlottetown and Murray Harbor in the summer months and two trips a week from Charlottetown to Georgetown.

The summer service between Charlottetown and Elmira will be four trips a week for two months and two trips a week for six months.
From Charlottetown to Tignish there will be three freight trains for eight months during the summer period. All winter services will be the same as the present.

Mr. Mills thought passengers could be adequately handled by the existing bus service and that the C.N.R. would be quite prepared to handle the mail if the Post Office desired to give them the contract.

Under cross examination by Mr. J. O. C. Campbell, Mr. Mills stated that he did not know what it cost to operate the Island Division for one year but that he had the figures on the traffic earnings.

Mr. Campbell then surmised that Mr. Mills could not say whether in a normal recent year the operations of the C.N.R. on the Island had been profitable.
"How much did you save by the substitution of diesels in the Province?" asked Mr. Campbell, to which Mr. Mills replied he did not have the answer.

In referring to a Guardian news item of March, 1953, Mr. Campbell stated that Mr. Mills had been quoted as saying there would be a staff reduction of 23 men and he (Mr. Campbell) asked if this statement were correct.

Mr. Mills stated it was and Mr. Campbell then pointed out that the railway proposed to save half of their \$100,000 through the laying off of these employees.

Mr. Campbell asked if any estimate had been made of the loss the railway might suffer if a tri-weekly service were instituted. Mr. Mills stated he has assumed there would be no loss.

Mr. Campbell suggested that the shipper would look for some other service to transport his products.

EXTRA TRAINS
Speaking of extra trains Mr. Campbell asked: "If you cut out daily trains and employ tri-weekly service instead would you not need more extras than before?"

Mr. Mills replied that the number of extras required would be arrived at in the following manner. The C.N.R. would base its calculations on the 1954 figures. They would take the total number of cars handled over the Island Division and estimate the number of trains required to handle the freight for a year.

Mr. Campbell then asked if the C.N.R. proposed to run freight trains twice as long as the ones now in operation.
Later Mr. Campbell asked Mr. Mills if he would deny that a tri-weekly freight service would be disastrous to the potato industry of the Province; if it would be a serious matter for the delivery of gas and oil in the Province; or if it might result in the establishment of oil tanks in Souris and other points.

Mr. Mills stated he would deny the question about the potato industry while agreeing that there could be the possibility of establishing oil tanks for the storage of oil from ships at various centres.

Mr. Campbell then asked if the type of passenger car used on P.E.I. was very attractive and indicative with their oil lamps and coal stoves.

Mr. Mills replied they were as attractive as many of the trains on the branch lines on the mainland.

Mr. Campbell inquired about the possibility of road conditions preventing the delivery of exports. He referred to spring or fall weather when weight restrictions were placed on the highways. He suggested that these conditions would prevent the speedy delivery of goods and that perishable goods would be lost.

Mr. Mills stated that according to the proposed plan extras would be run when needed.
Mr. Campbell then supposed that he was a shipper at Mills and he had a contract to deliver two carloads of potatoes on a certain day but the freight trains were not operating on that day. He wondered if the C.N.R. would send him an extra.

Mr. Mills replied that he would if there was enough business along the line for the C.N.R.

Mr. Campbell stated that the C.N.R. was promising to send out extras when needed and in this case an extra would be needed even if there were only two carloads along the line to be moved.

He summed up his argument by saying that the total number of the extra and freight trains on the three day a week basis would be greater than the total of the dailies and extras now running so there would be no economy saving for the C.N.R. in making the change.

Following recess Mr. MacDougall of the C.N.R. stated it was his company's interest to serve the public and if they couldn't be served by highways they would be served by rail.

Mr. Hayes stated in conversation with Mr. Chas that if there were any holdup on account of the roads the C.N.R. would have a train rolling in two hours after notification and they would assume responsibility for any damages suffered by perishable goods.

DEFECT IN 1953
Mr. G. Carl Byrd of S.M.T. stated his company could handle all the passenger business in P.

P. E. I. Superior Holstein Bull Club Meeting

The annual meeting of the P. E. I. Superior Holstein Bull Club was held yesterday in the Prince of Wales College. Mr. Parker Newton, Kingston, presided. The secretary, Mr. Cecil Stewart, read the financial statement, showing a substantial balance to the credit of the organization. A committee of three, comprising R. L. Burge, R. A. Proffitt, and Parker Newton, was appointed to purchase a new bull.

The directors for the year were appointed as follows:
Prince County: James D. MacLean, Lot 16, Lloyd Waugh, Willmot Valley.

Queens County: Robert Chappell, York, Walter Buntan, Rustico, Parker Newton, Kingston.
Kings County: R. L. Burge, Five Houses, Fred Aitken, Rollo Bay.
Resident: R. L. Burge, Secretary, Cecil Stewart.

Service Station Operator Wins

SEATTLE (AP)—A federal court jury Monday night awarded a former service station operator \$240,000 in damages against seven of the country's largest oil companies.

George F. Moore had charged in the civil action that the seven ruined his business in 1952 by agreeing to refuse to sell him gasoline because he cut his prices.

The suit, filed under federal anti-trust laws which provide for treble damages, had asked damages totalling \$275,000. A jury found Moore had suffered actual damages of \$90,000, and gave him three times that amount.

Named in the suit were Standard Oil of California, Tidewater-Associated, General Petroleum, Richfield, Texaco and Shell. An oil company spokesman said there will be an appeal.

E. I. and were anxious to do it. He said he had lost \$12,000 here last year. The C.N.R. brought in \$18,420 in revenue from passengers during the year.

He stated that additional business which might be obtained from the C.N.R. would enable S. M. T. to give a better service.

Mr. Campbell asked why the S.M.T. was replacing the C.N.R. in seeking a bus contract in 1952 and Mr. Byrd replied that the company did not feel there was enough business here for two companies.

Mr. A. H. Balch, representative of the National Committee of the Automobile Brotherhood, Ottawa, stated that he had been talking to a T.C.A. official who had said that his company had lost business since the railway had put two transcontinental trains in service. He added that if the C. N. R. had given better service here they would not be in the position they are in today.

Mr. Melvin MacQuinn speaking for the Souris Board of Trade asked if any provision would be made for the shunting of freight on the siding at Souris if daily freight service were discontinued.

He stated that four or five cars of oil are being shipped into Souris weekly and only one car can be unloaded at one time. He called Mr. Bruce L. Stewart of Imperial Oil as a witness.

Mr. Stewart stated that present oil shipments would require four shuntings a week and more would be needed in the future. After cross examination by Mr. MacQuinn he agreed that the problem could be overcome by arranging to have the necessary number of shuntings or movements of the cars each week.

Major John A. MacDonald in presenting the Canadian Legion brief noted that it was important to a sizeable number of veterans who had been employed since the end of the war that the present railway service be continued.

He pointed out that the railway played an important role in the time of war and there were ports here which could be used extensively should other nearby ports be knocked out.

Mr. J. O. C. Campbell called on Mr. Vernon Fraser of Canada Packers. He pointed out that Mr. Fraser was expressing his own views and not necessarily those of the company for whom he is senior livestock buyer in Charlottetown.

It was stated that 60% of the hogs, 62% of the calves, 73% the lambs, and 15% of the cattle shipped into Charlottetown meat plants were transported by rail.

Mr. Campbell asked if a delay in shipment would be of any importance to him in receiving animals to which Mr. Fraser replied in the affirmative.

Mr. Fraser stated that daily freights during the summer months were almost a necessity for the shipment of hogs and lambs.

Under cross examination of Mr. Campbell he stated that if the freight service were cut down to three days a week his company would probably have to double their buyers.

Mr. Campbell stated this would double the company's purchasing costs and as they were not in business for love alone this increase would likely result in smaller payments to the farmer would have to pay what the C. N. R. planned to save.

Grand Jury Report Received At Supreme Court Yesterday

The June sittings of the Supreme Court opened at Charlottetown in the Law Courts building at eleven o'clock yesterday morning.

The laundry equipment is far from adequate to take care of the institution's needs; there is only one washing-machine, the mangle ironer has been out of condition for several years and other laundry equipment is not sufficient to do satisfactory work.

"The first aid fire-extinguishers have not been checked or recharged for over a year and should be attended to at once. Many of the rooms require painting and redecorating."

"The building is being kept in a sanitary condition by Mrs. Keating and her staff."

QUEENS COUNTY GAOL

"At this place we found 21 prisoners confined. The cell quarters appeared to be clean and no refuse was in evidence."

"A shed should be erected in the goal yard for garbage storage, as at present it is dumped in a pile in the open yard."

"The lighting-rod conductors are also in poor shape and should be repaired and tested immediately."

"The first aid Fire Extinguishers have not been checked or recharged for some considerable time."

"The heat in the kitchen of the basement was most intense, and a suction fan should be installed to remedy it."

"Two metal tables in the overnight cells are extremely dangerous and should be removed."

"Mr. McAleer was most cooperative in showing us the premises."

BEACH GROVE INN

"Mr. Bonnell conducted us throughout the building, which is in splendid condition. The occupants, consisting of 100 males and 61 females, appeared to be quite happy and comfortable."

"We recommend that the heating be provided in the two large sun-porches so that they may be utilized throughout the entire year, and that the heating pipes passing through the food storage section be insulated, as too much heat was in evidence."

Respectfully submitted, I. A. Stewart, Foreman.

His Lordship thanked the Jurors for what appeared to be an excellent report and released them from further service during the Court sessions, unless called.

GRAND JURORS REPORT

Mr. Justice Mark R. MacGuigan, Presiding Judge, June Assizes, Queens County.

"We found that the institution was inhabited by 158 male and 144 female patients. The premises were found to be in excellent condition except that the ceilings in the Women's Division were warping and dropping, that some tiles on the same section are broken and that the toilet facilities are inadequate, 50 patients being compelled to use one bath-tub and two toilet bowls."

"The ventilators on the roof of the male section are badly corroded and in a dangerous condition, and should be removed or replaced immediately. The lighting-rod conductors should be examined and tested as to their efficiency, as they appear to be detached from their ground connections in some places."

"The new Medical Treatment Center under construction gives promise when completed to provide additional mental treatment facilities not now available."

"Dr. Murchison and his staff conducted your Jury throughout the premises, and answered all enquiries to our complete satisfaction."

"At this institution there are 101 female and 74 male patients and a staff of 37 to care for their many needs. The building appears to be adequate for the purpose, as they appear to be over-crowded and during inclement weather there is not sufficient accommodation for patients to relax comfortably."

"There are many years of work to be done for pre-vaccine cases," one member said, "and also in the provision of services and treatment for all new cases that may develop."

The foundation president, Mr. Justice L. D. Currie of Halifax, had a word of caution for those "who think that the end of polio was a menace to human well-being has arrived... nothing could be more fallacious."

"We cannot sit placidly by and allow others to take over the burden of assisting in the case of the new cases that are bound to develop and the rehabilitation of the old cases. Every member of our foundation, every worker in the field will be overjoyed when the doors of this institution are closed forever, but there is much that remains to be done."

Basing his statement on a survey taken in Nova Scotia, the president told the directors that old and unrecorded cases in all provinces are probably "very large indeed, and the sums of money required would probably run to several millions of dollars."

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Wins Scholarship

Sgt. R. A. Pitclair, (above) 80 (Charlottetown) Squadron has been awarded a private flying training scholarship, according to an announcement made by the Air Cadet League of Canada.

The scholarship was made possible by a donation from the local R.C.A.F. Association and through the cooperation of the flying clubs and the Department of Transport.

Sgt. Pitclair will commence his pilot's training course at the Moncton Flying Club on July 11. On successfully completing the course, he will be granted his private pilot's license and awarded the coveted air cadet wings.

Sgt. Pitclair is a son of Mr. and Mrs. C. Pitclair, Mt. Edward Heights and a student at Prince of Wales College. Cpl. M. M. Brown and Cpl. E. Tombs, who have been previously announced as scholarship winners, begin their training on the same date and at the same school.

(Continued from page 1)

Ottawa Bows

investment and other measures to keep employment high.

This subject is to be taken up at the Oct. 3 conference of premiers, following study by an advisory body of federal-provincial finance deputies here early next month.

The relief proposal, embodying a number of qualifications, was taken back by delegates to provincial governments for decision on signing of pacts. Agreements would have to be backed up by federal legislation for funds. Officials said legislation would not be introduced until the next session of Parliament, but would be retroactive to cover any deals signed before then.

For the first year, the agreement will be based on the bureau of statistics' estimate of population

Holstein-Friesian Ass'n Annual Meeting Yesterday

ANNUAL MEETING — The annual meeting of the F. E. Island branch of the Holstein-Friesian Association was held yesterday in the Prince of Wales College building. President Max Thompson, Victoria, presided. After the reading of the minutes and financial statement, the first item of business was the selection of judges for the Charlottetown Exhibition. First choice, E. A. Lines, Bramford, Ont., Altrusa, Douglas Dunlop, Brampton, Ont.

The meeting adjourned for luncheon at noon at Milton's Old Spain. Production certificates were presented to the Estate of J. Walter Jones; to Cyril Jones, Pownal, George Godfrey, North Wiltshire, Andrew Jardine, Freeport, Granville, Bunting, Rustico, and Walter Buntalan and Son, Rustico. Following the presentation of these certificates remarks were made by the new Minister of Agriculture, Hon. Eugene Cullen, who warmly commended the organization on its activities.

Highlights of the meeting were remarks by the President, and also a panel discussion, which was conducted by W. R. Shaw as moderator, assisted by R. A. Proffitt, Lincoln Dewar, Ira Lewis,