

Minto Has Faith In The Future Of Coal Industry

By DON HOYT
Canadian Press Staff Writer
MINTO, N.B. (CP)—This drab central New Brunswick community places its faith in the future on coal, unafraid of the market depression that threatens neighboring Nova Scotia's widespread coalfields.

Dingy homes and weather-marked store fronts are contrasts in a picture of the miners who boast that "no one has ever gone hungry in Minto."

One oldtimer says "They spend their money on television and cars. That's their way of showing prosperity."

TRADE IS STEADY
Basic pay for shaft miners is a little lower than in the Nova Scotia pits, and production of the unincorporated town's mines is inferior in quality to the coal torn from the seams of Nova Scotia.

Minto last year yielded between 700,000 and 800,000 tons, compared with Nova Scotia's total production of about 5,840,000 tons.

An official of the Miramichi Coal Company, biggest Minto producer whose 200,000 tons annually are chiefly consumed by the parent New Brunswick International Paper Company, concedes that "We can't compete with Nova Scotia coal in quality."

But mine operators have assurance of readily attainable and increased markets within the province for the 1,000,000 tons of black diamonds they expect to draw from the earth this year.

The coal will go to railways, pulp mills and power plants and a surplus is unlikely if producers stick to the policy that has kept them in business—mine only what you can sell.

A small part of the output is shipped by rail to Ubec or Maine but most is destined for New Brunswick buyers.

W. C. Fanjoy, manager of the unemployment insurance commission office here, says "production just about equals demand."

"There's enough business from pulp mills and power stations to offset the inroads of oil," he adds. Oil, blamed for the shutdown of the 1-B colliery in Glace Bay, is shrunken to the sturdy independent who look to at least 30 years more of tapping the Minto seams.

CAN'T COMPETE
Lorne Crawford, who strips the earth from about 60,000 tons of oil a year with his mechanical dragline, says sharply: "Oil can't compete with coal in cost. Oil isn't competitive," he continues. "Doseo just wants more money from the federal government."

Crawford, however, offers no objections to government subsidies on coal.

"Coal should never be imported to New Brunswick or Nova Scotia," he says. "Give the operators more subsidy but don't import. That's the way to save the industry."

Minto residents are beginning to achieve a sense of security in the town of 7,000 that was considered only temporary—"to mine coal and get out"—in the early 1900s.

A lot of people ask how long our coal seams will last," says Mr. Fanjoy. "The resources were last estimated in 1945 when it was found the existing coal would last for 50 years."

"And there are new seams being found all the time. A large majority of the workers own their own homes. Ten or 12 years ago they were living in company houses."

GOOD ON FINANCING
While little money or effort has been spent to attract visitors to the town, the miners are "very good" when matters of school finance arise, says school board chairman Fanjoy.

Two new primary schools were built this year and there is a move

CORRAN BAN C.W.L.
On October tenth the monthly meeting of the Corran Ban subdivision was held in the parish house. Meeting opened with prayer by Fr. Wood. The minutes of the last meeting were approved as read.

Mrs. Frank Connick was appointed to organize a lending library for the members. It was decided to start the weekly card parties in the parish hall on Oct. nineteenth. A successful lay retreat was held on Sept. 11th and 12th for the CWL members of Corran Ban and Covehead subdivisions. The retreat master was Rev. Arnold Toner of the Holy Cross Fathers. Meeting closed with prayer by Fr. Wood.

SCHOOL PATROLS
OSLO (CP)—Girls as well as boys serve in school traffic patrols in Swedish cities, which now have about 1,300 schools using the system. Only pupils in the sixth and seventh grades are eligible, and teachers supervising the patrol members receive a bonus.

Gov.-General Is Co-pilot In First Helicopter Ride

OTTAWA (CP)—Governor-General Massey rode co-pilot Monday on his first helicopter ride.

And when it was over the 68-year-old governor-general, beaming, told a reporter: "I enjoyed it enormously."

"It's a wonderful machine—smooth as could be."

The 10-passenger navy helicopter was practising takeoffs and landings from the lawn of Rideau Hall, the governor-general's residence.

Mr. Massey saw his opportunity and took it, despite an overcast sky threatening rain and gusty winds rattling the autumn leaves

across the grounds.

The single-rotor Sikorsky HU43-3 was waiting for him near some trees at the edge of the spacious lawn. Ignoring the powerful drafts from the whirling blades, M. Massey scrambled up the side of the helicopter and took his seat beside

Cmdr. F. W. H. Bradley of Clearwater naval station at Dartmouth, N. S., the pilot.

With a roar and an increase in prop-wash that blew the hats off a couple of Mounties on hand for the takeoff, the plane rose and went heating off around the capital. Twenty minutes later it dropped

HAMPTON

Relatives, friends and neighbors assembled in a large body at Crapaud United Church on October 21,

to convey final tribute to the late Mr. Edward Fall, whose death occurred at his home at Crapaud on October 19. Interment was in Crapaud Cemetery.

Mr. and Mrs. Heath Delaney weekend visitors here on October 23, guests of Mrs. Delaney's parents, Mr. and Mrs. John H. Myers.

Mr. and Mrs. Keith Myers, who have been enjoying a visit among friends in Toronto, were visitors at the home of Keith's parents, Mr. and Mrs. John H. Myers, on October 15.

Rev. Dr. W. A. MacQuarrie left on return to Hopewell, following a holiday at Hampton guest of his mother, Mrs. Morey MacQuarrie.

Sympathy is extended to the surviving relatives of the late Daniel S. MacLean, whose death occurred

at Moncton General Hospital following a lingering illness. He ceased was a brother of Mr. K. W. MacLean, M.M. of Victoria, who, with Mrs. MacLean, attended the funeral.

Sympathy is extended to the relatives of the late Mr. Heber MacVittie, whose death occurred at his home at Crapaud on October 17. Funeral Services at the home and at the graveside were conducted by Rev. Dr. Barrass, of Tryon Baptist Church. Interment was in Westmoreland Cemetery.

The death occurred at the P.E.I. Hospital, on October 15, of Mr. Ernest Warren of Warren's Mills. Funeral Services were conducted by the church pastor. Interment was in the church cemetery.

Mr. Victor MacPadyen, accompanied by his wife, are enjoying a brief holiday visit among relatives and friends at Hampton and Canoe Cove.

Wed., Oct. 26, 1955

The Guardian Page 13

FOR RELIEF OF
ARTHRITIC PAIN
DOLCIN
A clinically tested formula used on five continents

FIRST LOOK at an eye-stopper

NEW 1956 Custom Royal BY DODGE



DODGE CUSTOM ROYAL FOUR-DOOR SEDAN

No better quality at any price!



When you're really thirsty, you may as well buy the best ... EVANGELINE. Enjoy some today.

EVERYBODY loves **Barbour's JELLY DESSERTS**

RURAL ELECTRIFICATION NOTICE

Notice is hereby given that the proposed rural electrical extension to serve the Nine Mile Creek area has been approved for construction.

Residents in this area, who have completed contracts with the Maritime Electric Company Limited, are hereby notified to wire their premises.

Any complaints or disputes regarding the placing of poles on private property or otherwise, or the cutting of trees necessary for line construction, must be referred to this Commission through the local committee at the earliest possible date.

The committee representing this area comprises the following members:

- Daniel Taylor Lee Taylor Milton McLaine
- Nine Mile Creek Nine Mile Creek Nine Mile Creek

THE PUBLIC UTILITIES COMMISSION
CHARLOTTETOWN
PRINCE EDWARD ISLAND

FLY TCA
CENTRAL & WESTERN CANADA
PRINCIPAL U. S. CITIES
EUROPE
BERMUDA, NASSAU AND THE CARIBBEAN
All are within easy reach by TCA with connections at Moncton.
Also connections to Boston at Halifax.
See your Travel Agent or TCA Office in Moncton, 995 Main St., (adjacent Brunswick Hotel), also Lobby, the Nova Scotian in Halifax, phone 2-7411.

TRANS-CANADA AIR LINES



Introducing TOUCH-AND-GO driving

You'll love this—the shift lever is gone! In the new Custom Royal you just push a button and take off! The new push buttons are in a special panel you can touch with your finger, without even raising your arm from the armrest. Power-Flite with push-button control is yours at no extra cost in all Custom Royal models.

Manufactured in Canada by Chrysler Corporation of Canada, Limited.

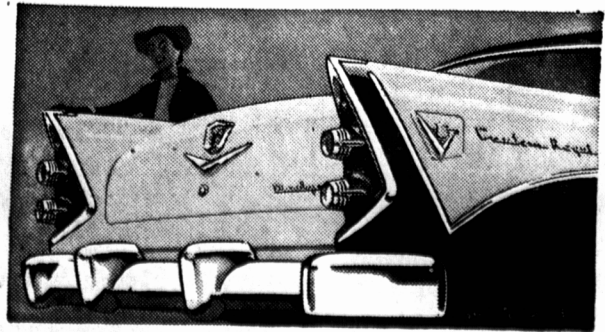
Bringing new flair and function to the Forward Look

Most exciting car you ever saw is the flashing new Custom Royal—finest car in the glamorous Dodge line.

Jewel-brilliant from sparkling grille to glowing rear lights, set in a bold frame of chrome. So long and lithe . . . so low and sleek. Every lively line seems to reach forward for the road ahead!

Full of fire and flash with an all-new Super Red Ram V-8 engine. Full of exciting surprises like the push-button operation of the new PowerFlite automatic transmission.

But sample the thrill yourself. Take a new Custom Royal out on the road for a brand-new kind of driving pleasure.



New Flight-Sweep Styling!

Rear fender lines sweep gracefully backward and skyward, then angle sharply down to frame the jet-like taillights. Long, classic lines from tip of hood to taillights emphasize length and sleekness.

COME IN TO LOOK . . . GO OUT AND RIDE . . . IN THIS BRILLIANT NEW PERFORMER. YOUR DODGE-DE SOTO DEALER HAS A DEMONSTRATOR WAITING FOR YOU NOW!

W. G. BARBOUR LTD.
127 Euston St., Charlottetown

JOHNSTON MOTORS LIMITED
Murray River

IN CHARLOTTETOWN, PHONE 8541
MORTON DEW LIMITED
GENERAL AGENTS