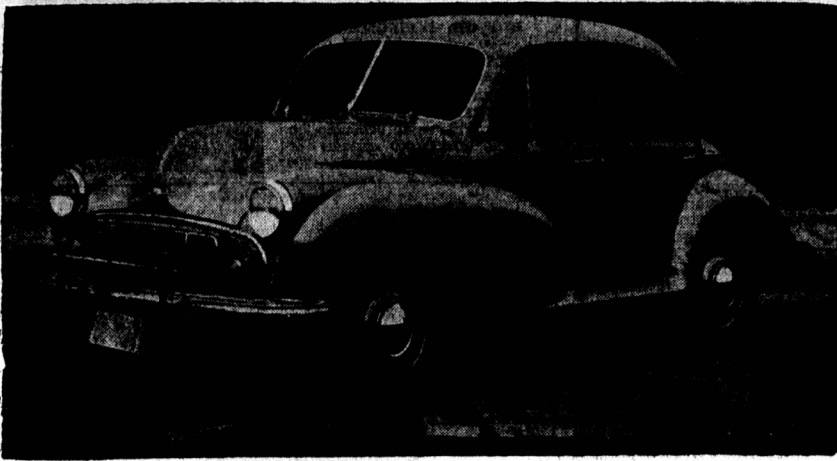


New Economy Car With Big Car Features



In an interview at the British Auto Show held in Montreal recently, Mr. W. S. Kieckly, President of Toledo Motors Limited, Montreal, and of James L. Cooke Co. Ltd., Toronto, introduced the 1951 Morris Minor 4-door sedan (photo above).

"The manner in which Canadians have accepted the MORRIS cars proves that a large section of the public now looks upon individual transportation in a practical way. Every year, more and more people are asking themselves: 'How much am I getting for my transportation dollar?'"

"This trend of thinking was a challenge to the designers of the Morris cars. Their answer was a new design, offering real economy along with big car features. This may sound simple enough but it took years of research to perfect every detail to the point where we can say the new Morris 4-door sedan shown here is the roomiest small car on the road today."

Mr. Kieckly pointed out that the makers of the new Morris 4-door sedan have incorporated along with the economy angle, space, comfort, safety and performance. In spite of its low price tag on the cars, no sacrifice has been made in design or finish. A few of the main features mentioned by Mr. Kieckly were: the rugged construction with all-steel monocoque body; torsion bar independent front wheel suspension for greater smoothness in riding, the pleasing stylish

Canadian Divorce Rates Show Sharp Decline

OTTAWA, April 17 — (CP) — Canada's marital ship of state is sailing smooth seas nowadays — in fact has been for the last three years.

The Bureau of Statistics today issued the annual divorce report for 1950. It shows fewer divorces in all provinces except Nova Scotia compared with 1949 and a continuation of the decline in the number and rate of cases which began in 1948.

In the three years the all-Canadian rate has dropped from 65.3 to 37.7 divorces per 100,000 population.

The 1950 figure was 5,208 divorces, down from 5,934 in the preceding year, 6,861 in 1948 and the 1947 peak figure of 8,198.

But, as the bureau pointed out, the 1950 total still had a long way to drop to reach the level of the years before the war.

In 1940 there were only 2,369 divorces, excluding Newfoundland which then had no divorce facilities. Newfoundland, joining Confederation in 1949, still has no divorce court and like Quebec now sends cases to parliament for decision.

All other provinces have divorce courts.

Divorce in Manitoba fell to 309 from 411; Saskatchewan to 280 from 288, Quebec to 234 from 350; New Brunswick to 194 from 202; Prince Edward Island to 12 from 20. The total for Nova Scotia was up to 199 from 181.

Newfoundland had five cases in its first divorce year as a new province.

British Columbia had the highest rate of divorce per 100,000 population with a figure of 121.0 against 133.8 in 1949. Alberta followed with 59.7 compared with 68.2; Ontario 45.7 against 54.3; Manitoba 38.9 against 52.8; New Brunswick 37.2 against 39.1; Nova Scotia 30.2 against 28.1; Saskatchewan 32.0 against 33.6; Prince Edward Island 13.5 against 21.3 and Quebec 5.9 against 9.0.

The 1950 rate for Newfoundland was 14 for 100,000 population.



HORNE MOTORS Limited
CHEVROLET & OLDSMOBILE Sales & Service

Complains Against C.N.R. Taxation

OTTAWA, April 17 — (CP) — Clarie Gillis (CCF — Cape Breton South) complained today against provincial and civic taxation on the

Canadian National Railways. Speaking before the Commons railways and shipping committee, he called this taxation "discrimination" against the federally-owned line.

Mr. Gillis protested after Donald Gordon, C.N.R. president, told the committee the company pays provincial sales tax on materials purchased in Quebec, British Columbia and Nova Scotia. It also pays civic, sales tax in Montreal and Quebec City.

READING, Berkshire, England — (CP) — This town had a drive to save paper. It involved distribution of 35,000 leaflets, urging inhabitants not to waste paper.

Highway Competition Railways' Big Problem

OTTAWA, April 17 — (CP) — Donald Gordon, Canadian National Railways president, said highway competition is the railways' big problem but he does not think they should try to meet it by stifling the opposition.

Instead, he told the Commons railways and shipping committee, it is up to the railways to improve their service and try to work out some arrangement with highway operators, that will enable each carrier to do its job.

"In the committee's annual examination of the C.N.R.'s affairs, Mr. Gordon said the railways have been losing many millions of dollars to their road competitors. They were threatened with being put out of business in some sections of the country.

"If railway service was to survive in these sections, the C.N.R. would either have to go into the highway business or work out some sort of co-operation with highway transport operators.

In an all-day question-and-answer session that ranged through many phases of railway matters, Mr. Gordon also said:

1. The boxcar situation is improving rapidly as Canadian-owned cars returning from the United States cut down the Canadian shortage.
2. The C.N.R. does not yet know how big a freight-rate increase will be asked to meet the cost of the new 40-hour week going into effect June 1.
3. The company's potential revenues from a five-per-cent rate increase application, heard by the Board of Transport Commissioners in January, and on which no decision has yet been given, would be about \$1,100,000 a month.
4. If the company gets authority to impose penalty charges on shippers and consignees to increase utilization of freight cars, it will try to see that these are imposed as suitably as possible.
5. The general rail strike of last August cost the C.N.R. \$3,300,000 in lost business.
6. The C.N.R. does not propose to go into the pipeline business. It feels there would be no special advantages in its operating a pipeline itself, if the government wants to

Blind Man Wins Bowling Award

The bowling award given by the Charlottetown firm of Moore & McLeod Ltd. to the blind man or woman showing the greatest interest and ability in the regulation candlepin bowling, was won yesterday afternoon by Mr. Russell Jenkins of Kent Street. During the candlepin bowling match at the Roll-Away Club Alleys, Mr. Jenkins made three spares during the four games and G. E. Wood made two spares.

These bowling matches had been organized through the local office of the Canadian National Institute for the Blind and are held every Monday afternoon through the courtesy of the Roll-Away Club and the interest of Moore & McLeod Ltd., and the scores made by the sightless sports enthusiasts in the four games of regulation candlepins were:

Miss Ida Alchorn	38	52	68	62
Mr. Russell Jenkins	65	70	58	46
Mr. M. I. Warren	38	56	44	43
Mr. G. E. Wood	54	27	68	64

Locusts Blight Southern Iran

TEHRAN, Iran, April 16 — (AP) — An American DC-4 transport arrived here today carrying two light planes and three tons of poison with which to fight a locust invasion in South Iran. About 180,000 square miles are being blighted by the swarms.

DEPT. OF PUBLIC WORKS & HIGHWAYS
Effective midnight 16th April, 1951, gross weight for vehicles on paved highways is raised to 12,000 lbs.

R. G. WHITE,
Deputy Minister,
Dept. Public Works and Highways.

EXPERT REPAIR WORK
Expert repairs to Magnetos, Carburetors, Speedometers and all automobile electrical units. Engine tune-up a specialty.

A few Briggs & Stratton engines in stock. Special prices to farmers and fishermen. Electric motors in stock.

¼ H. P.	\$19.60
1-3 H. P.	22.85
½ H. P.	27.55

BATT & MACRAE LIMITED
Charlottetown

WASHES YOUR MOTOR WHILE YOU DRIVE!

PEERLESS HEAVY DUTY MOTOR OIL

Peerless Heavy Duty Motor Oil was especially developed by petroleum engineers to meet the lubrication requirements of today's high compression motors. New Peerless Heavy Duty Motor Oil contains special detergent-dispersant properties that keep sludge, carbon and varnish deposits from forming on vital engine parts... contaminants are held in harmless suspension in the oil. Peerless Heavy Duty Motor Oil actually "washes your motor while you drive". The result is a cleaner, smoother-running motor that uses less gasoline, keeps operating expenses down to a minimum. Try Peerless Heavy Duty Motor Oil—now on sale at the sign of the big B-A!

You can't buy a better motor oil!

THE BRITISH AMERICAN OIL COMPANY LIMITED
The Largest Oil Company Owned By Canadians

1 The gentle washing action of new Peerless Heavy Duty Motor Oil keeps deposit-forming materials dispersed, avoids fouled piston assemblies, maintains full power and assures low oil consumption.

2 Hydraulic valve lifter mechanisms cannot tolerate any build-up of gummy carbon or sludge. New Peerless Heavy Duty Motor Oil keeps these moving parts from becoming sluggish or sticking.

3 Varnish and gummy carbon accumulations in crankcase, push-rod and rocker-arm compartments impair efficient operation. Peerless Heavy Duty Motor Oil disperses these harmful contaminants.

PEERLESS PREMIUM HEAVY DUTY MOTOR OIL

Your best buy in a Premium Type oil. Gives you that extra margin of protection for a long lasting, safe lubrication.