

Page 16, The Guardian Monday, Oct. 15, 1956

IN MEMORIAM

CHARLES FALL

There passed away very suddenly in Craquad on September 20, 1956 at the home of his brother...

He was a man of quiet and kindly disposition and will be sadly missed by all who knew him.

The funeral was held on Sunday September 23, with service at the home of his brother and the United Church, Craquad, Rev. Lloyd Archer officiating, assisted by Rev. Geo. Elisary.

Interment was in Craquad Cemetery.

MACNEILL—In loving memory of Basil S. MacNeill, who passed away October 15, 1950.

To live in the hearts of those we love is not to die.

LYLE—In memory of Mrs. Emery Lyle who passed away October 15th, 1954.

Through the garden of our memories, Thoughts of you forever run.

There the buds from earth transplanted For our coming watch and wait.

Ever remembered by husband and family.

WARREN—In loving memory of Ernest E. Warren, who departed this life October 15th, 1955.

We look back, with tender memories, On the path which once we trod.

Always remembered by his wife and family.

MCCARRON—In loving memory of our dear son and brother, I. A. C. Charles M. McCarron, St. Mary's Road who lost his life in the sinking of the S.S. Caribou Oct. 14, 1942.

No hand like yours was so willing No heart like yours so true.

Dear Charlie, more kind than you Lovingly remembered by Mother and Sisters.

CARD OF THANKS

The family of the late Charles Fall wish to express their thanks to all who helped in any way, also cards and messages of sympathy in their recent sad bereavement.

CONWAY

The regular meeting of the Murray Road Institute was held at the home of Mr. and Mrs. George Tuplin.

The many friends of Mr. Knud Bendson, Murray Road, will regret to learn he is confined to his home through illness and wish him a speedy recovery to good health.

Mr. William J. MacNeill, eldest son of Mr. and Mrs. Oscar W. MacNeill, left on Monday, October 8th, for St. Jean's, Quebec, where he will receive his basic training with the Canadian Air Force.

family, McAdam, New Brunswick, spent a vacation at the homes of Mr. and Mrs. Colin Milligan and Mr. and Mrs. Cecil MacKinnon, recently.

Agents Wanted

HERE IS A REAL OPPORTUNITY—We are looking for an active salesman with a good general connection to carry one of the top Calendar and Advertising Specialty lines. This is the opportunity of a lifetime to make a permanent remunerative connection, with far above average earnings possible on high commission basis. Give full details regarding yourself in letter to Box 473 Guardian Office.

Boarders Accommodated

ONE MALE BOARDER ACCOMMODATED. Dial 6786.

CAN ACCOMMODATE PENSIONERS or roomers. Write Box 472 Guardian.

Cars and Trucks For Sale

1950 DODGE SEDAN, EXCELLENT condition. Mileage 17,000. Phone 66-21 Alberton.

1951 MERCURY PANEL TRUCK, good running order, can be financed. Arsenault and son, 175 Hanover St., S. side.

CAR BUYERS

A good used car is an investment in safety.

1951 PONTIAC SEDAN Priced to clear

F. R. McLaine Ltd. Malpeque Rd. — Dial 7358 Open Evenings

For Rent

APARTMENT IN KENSINGTON. Good location. Apply Box 471 Guardian.

ONE FURNISHED, HEATED housekeeping room. Use of refrigerator. \$25.00 monthly. Dial 4404

TWO UNFURNISHED ROOMS. 3rd floor, one furnished on second floor. Dial 5669, during day, 3296 after 5 p.m.

For Sale

OIL DRUM, TREADLE SEWING Machine. Dial 9862.

TRUCK LOAD OF SPRUCE LOGS Vernon MacKinnon, Union Road.

TWO ROOMS 139 KING ST. Phone 7295.

ROOM FOR MALE ADULT. Meals optional. Phone 3158.

DAVENPORT. PRICE \$15.00. Phone 6891.

LADY'S WINTER COAT, SIZE 14, beige collar, mink trimmed. Dial 6322 or 6769 after 5.

TWO FURNISHED HEATED rooms. Central. Apply 40 Grafton St.

2-1/2 YEAR OLD HOLSTEIN Steers. Eustace Reeves, Northboro.

FINLAY METEOR OIL RANGE with hot water coil. 96 Upper Hillsboro St. Dial 4757.

LADY'S WINTER COAT, SIZE 14, beige color, mink trimmed. Dial 6322 or 6769 after 5.

NEW HOUSE IN PARKDALE, 6 room and bath, oil furnace. Dial 7739 or Apply Peter Creamer.

60 ACRES OF LAND, HOUSE and barn at Scotch Fort Fifty acres clear. Apply Lea Fisher.

SPECIAL — Anti-freeze. Permanent Ethylene Glycol, \$2.85 per gallon, also Prestone. Western Fire. 181 Great George St.

FOR SALE OR RENT AT IRISH-town 250 acres of land, 30 acres wood and lumber. John Evans, Irishtown.

YOUR PURCHASE of religious literature and supplies from the Bible House, also assists the work of the Bible Society (Opposite Eaton's).

LARGE NUMBER OF BRAND new Console models sewing machine. Price \$119.50. Singer Sewing Machine Co., 164 Great George St., Phone 4551.

LIMITED NUMBER OF BRAND new portable electric sewing machines. Price \$69.50. Singer Sewing Machine Co., 164 Great George St., Charlottetown. Phone 4551.

Mr. William J. MacNeill, eldest son of Mr. and Mrs. Oscar W. MacNeill, left on Monday, October 8th, for St. Jean's, Quebec, where he will receive his basic training with the Canadian Air Force.

family, McAdam, New Brunswick, spent a vacation at the homes of Mr. and Mrs. Colin Milligan and Mr. and Mrs. Cecil MacKinnon, recently.

For Sale

Farm For Sale

At New Orleans, Lot 22, farm consisting of 60 acres, 55 acres clear. Good 8 room house. Ever-running brook through centre of farm. Apply to—

MRS. JULIA GALLANT, Fredericton, P.E.I.

FOR SALE

Shop and lot at Montague adjoining Haven restaurant.

Bell, Mathieson & Foster

Barrister & Solicitors

FOR SALE

One muskrat coat (small size) in good condition. For further particulars and inspection apply to—

THE EASTERN TRUST COMPANY

154 Richmond Street, Charlottetown, P.E.I.

PRIVATE REMOVAL SALE

6 Connaught Apts. Charlottetown

October 18th and 19th 10 a.m. to 6 p.m.

7-foot wall mirror, marble top vanity dresser, large chest of drawers, electric range, dining table and chairs, bed, couches, linen, dishes, kitchen utensils, etc.

Reasonable offers considered.

Mrs. H. K. S. Hemming

Female Help Wanted

GIRL FOR HOUSEWORK. DIAL 8397.

WANTED — EXPERIENCED bookkeeper and stenographer. Apply in writing stating experience. J.W. Don Campbell, Alberton.

EXCELLENT OPPORTUNITY for young girl to do light housework in a modern home. All conveniences. Truly a home away from home. Mrs. C. Etovitch, 5881 N.D.G. Avenue, Montreal, Que.

PART TIME PARENTS' INSTITUTE opening and expanding in Maritime will place 3 ambitious ladies in well paying interviewing positions. Introduce Parents' Magazine to mothers. Use of car necessary. 4 hours daily. Write to Parents' Institute, 261 Franklin St., Boston Mass., for local interview. No experience necessary. Training provided but please give details of qualifications and phone number.

LOST AND FOUND

LOST BETWEEN SOURS AND Charlottetown, two oxygen tanks. Please return to Lester O'Brien, 207 Great George St.

Male Help Wanted

BOYS MAROO WERLICH BIKE in vicinity of Brighton. Call 3431.

OUTSTANDING OPPORTUNITIES

for single men under 25 who are interested in a career position rather than just a job. These positions offer unusual opportunity to combine adventure with an interesting and satisfying career in fur trading and merchandising at various northern locations. Promotion to managerial level possible within a relatively short period of training. Applicants must be physically fit, with a high school education. Excellent living conditions and other benefits. Apply to Personnel Manager, Fur Trade Department, Hudson's Bay Company, Winnipeg 1, Manitoba.

THE ROSS BURNER & ELECTRIC LIMITED

Oil & Electric Ranges — Oil or Coal Ranges — Refrigerators — Vacuum Cleaners — Washing Machines — Floor Oil Furnaces — Television — Rangettes — Radios — Prest-O Heat Burners for Kitchen Ranges — Quaker Oil Ranges — Cabinet or Space Oil Heaters — Kenaco Oil Burners will burn coal, wood and garbage. Power (gas type) Furnace Burners guaranteed.

Immediate delivery & installation Cash, Terms or Lease/Installment. Credit and D.V.A. 141 Windsor St. Halifax, N.S. 58 St. Peter's Road Charlottetown, P.E.I. Dial 4633 Evenings, Dial 5888

Male Help Wanted

JOIN A WORLD-FAMOUS UNIT

Three years of adventure and comradeship await you in The Black Watch (Royal Highland Regiment) of Canada, one of our country's most historic regiments. WEAR THE COLOURFUL UNIFORM OF A HIGHLAND REGIMENT

ACQUIRE NEW SKILLS LEARN TO HANDLE AND LEAD MEN

TRAVEL THROUGHOUT CANADA, PERHAPS OVERSEAS

DENELAP STRENGTH AND CHARACTER

SERVE WITH MEN ACROSS CANADA

MAKE FRIENDS OF A LIFETIME

FINEST MEDICAL AND DENTAL CARE

30 DAYS PAID HOLIDAYS A YEAR

OUTSTANDING PENSION PLANS AND NEW, INCREASED PAY RATES

After these 3 great years, return to civilian life better prepared, or build a lifetime Army career. You are eligible if you are between 17 and 40 years old, have at least Grade 8 education, and can meet Army test requirements.

Mail the coupon below, phone or visit your nearest Army Recruiting Station.

ARMY RECRUITING STATION, 162A KENT ST., CHARLOTTETOWN, P. E. I. TELEPHONE: 3108.

Please send me, without obligation, full information on Army careers.

ADDRESS

CITY-TOWN

PROV.

TELEPHONE

Services Offered

ISLAND GRILL, QUEEN STREET serving full course dinners; specializing in Chinese dishes. Dial 5228.

McLEOD'S AUTO BODY, SPRAY painting, and welding at reasonable rates 294 A1 a Street Dial 9751.

CALL ED'S, STORM WINDOW service, cleaning and placing of windows. Phone 8612 at noon or evening.

MACDONALD'S DRIVING school. A proven series of driving lessons dual-control equipment. Dial 4937.

PUPILS IN GRADES 1 TO 8 WHO need tutoring in any subject including French and Latin, should dial 4496 or call at 99 Pownall St.

Teachers Wanted

TEACHER WANTED FOR NORWAY school. Apply to John McGrath, Tignish R.R.4

Wanted

WANTED — ALE BOTTLES plants or quarts. Dial 5895.

PIANO IN GOOD CONDITION. Phone 7740.

WANTED

Local organization wants to rent meeting hall.

Monthly or yearly. Apply—

BOX 43 or PHONE 4401

Wanted To Buy

USED 8MM MOVIE PROJECTOR Call 8645 after 6 p.m.

Work Wanted

GIRL 16 YEARS OLD WOULD like work as helper for housework. Apply Box 470, Guardian.

MEN WANTED TO TRAIN AS DRAFTSMEN!

IN A FEW SHORT MONTHS YOU CAN BE CASHING GOOD PAY CHECKS. We will train you at home in your spare time to be a draftsman. No drafting background or previous training needed. All books and instructions for as little as \$1.50 a week or \$6.00 a month. YOUR CHANCE TO PREPARE FOR STEADY PAY AND A GOOD FUTURE AS A DRAFTSMAN. Write today for free information.

AMERICAN SCHOOL, Dept. C.G., CRAGHAN BLDG., 791 MAIN STREET, MONCTON, N.B.

Mail without any obligation complete information and 136 page book on over 50 good paying jobs including—Draftsmen.

NAME Age

ADDRESS

BOUNTY

A bounty will be paid on SKUNKS, FOXES and RACCOON from October 15th, 1956 to March 31st, 1957 as follows:

Skunk \$1.00

Fox \$2.00

Raccoon \$3.00

The bounty will be paid on presentation of skunk, most with portion of white stripe attached, on ears and face mask of foxes or raccoon or the prints which will be ear punched and retained by the owner.

BOUNTY WILL BE PAID AT THE FOLLOWING RECEIVING STATIONS ONLY:

Royal Fencing Company Ltd., 151 Langworth Avenue, Charlottetown, P.E.I.

F. E. I. Fur Peel Ltd., Water Street, Summerside, P. E. I.

DEPARTMENT OF INDUSTRY AND NATURAL RESOURCES.

Charlottetown, Prince Edward Island, October 15, 1956.

Experts Take Stock Of U. K. Aviation Problems

By ALAN HARVEY Canadian Press Staff Writer

LONDON—(CP)—When the brooding wings of a giant bomber called "The Mighty Bat" brushed a cabbage patch at London Airport Oct. 1 and killed four crew members, British aviation suffered a tragic, but not necessarily alarming setback.

The mystifying end of the Avro Vulcan bomber, coupled in public memory with the spectacular crashes of the Comet jet airliner, the loss of some high-speed prototypes and delays in production of the Britannia and the Hunter, may have created an impression of malaise. Any concern among laymen, however, does not appear to be shared at the official level.

Today, the jet engine stands in roughly the same stage of development as the piston engine in 1910. Perhaps more worrying to aviation authorities than the accepted risks of jet-age flying are the problems of whether to disperse or concentrate production, and how to handle steadily increasing high-speed traffic.

With aircraft whizzing over a narrow country like Britain at 600-plus speeds, more precise methods of ground control must be developed. The ministry of civil aviation admits it is worried, and private companies are detaching skilled men to work on the problem.

In Edinburgh in September, Capt. V. K. Verneuve of the Belgian airline Sabena said that the "golden age" for jet flying will not materialize unless governments get together to do something to prevent collisions in flight.

At London Airport, which handles about 450 aircraft a day, a casual visit to the control tower might indicate the hazards of "talking down" Belgian, Dutch, French and other foreign pilots. Unofficially, this is recognized as a problem.

GOOD RECORD At conventional speeds, officials are proud of Britain's safety record. For the last eight or nine years, British Overseas Airways Corporation has operated 21 Argonauts, some on routes with 44 stations involving short hops and many takeoffs. The Argonaut, which is the Canadair DC-4, has had only one major accident. Last

June, one crashed near Kano, Nigeria, leaving 23 dead and 13 survivors.

The record of the Vickers Viscount, with only one fatality, is considered fantastic.

To some extent, British air disasters may have attracted attention by their dramatic nature. In the first years after the Second World War, two Tudors disappeared on Pacific flights. What happened has not been authoritatively explained, though weight of opinion blames atmospheric disturbances.

Similarly the Comet caught the world's eye when it started the first scheduled jet service May 2, 1952. Sir Miles Thomas, boss of BOAC at that time, said the Comet climbed like a "nostalgic angel". Pilots called it a sweet aircraft.

Then came the series of crashes—43 killed May 2, 1953 near Calcutta; 35 killed Jan. 10, 1954 between Elba and Monte Cristo; 21 killed April 8, 1954, north of the Straits of Messina. The Comet was grounded. "Metalurgical neurosis," or metal fatigue, was blamed. After exhaustive tests, a remodelled version may soon be flying again.

NEW HAZARDS

As speeds enter the supersonic realm, new hazards emerge. Aircraft flight control problems multiply, landings have to be made at an harper angle. Some say the blunt fact must be faced that there is a 50-50 chance of the latest prototypes being written off.

NO ANXIETY "Although it is conceded that this has been in some respects a disquieting year for Britain's aircraft industry, there is no special anxiety. Air experts say there is no discernible pattern in recent crashes.

"We've got to go faster, and some people are going to get killed," was the terse summary of one British authority, a former test pilot.

In the age of high-speed and high-altitude flying, setbacks are the price of progress. Officials here feel Britain's safety record with experimental aircraft is probably at least as good as that of the United States.

The RAF Flying Review, a monthly magazine, recently published an article entitled "The Americans Have Troubles, Too." It listed the difficulties experienced with such U.S. machines as the Super-Sabre, Thunderstreak Skyray and Cougar, adding:

"Most of these troubles can be rationally explained and are hardly to be avoided if the price rate of progress is to be maintained.

"Aviation is a blend of engineering and scientific skill stepping forward hand and hand into the

Steel Production In The U. S. Is Hitting New Peaks

CLEVELAND (AP)—Steel production is hitting new peaks as producers prepare to take orders on major products for the first quarter of next year. Steel magazine says.

"The end of this month should see mills accepting first quarter tonnage—either on a month-to-month basis or for the entire quarter, depending upon the product," the metalworking weekly says.

The steel industry set a weekly production record for the second consecutive week when it operated at 102 per cent of capacity last week, producing 2,511,000 net tons of steel for ingots and castings.

"Steel makers are well on their way to making October a peak production month," the publication adds.

WATCH AUTO INDUSTRY The record production was made to help fill orders on the books and added that the automobile industry is being watched for clues as to the future strength of steel demand.

"About 20 per cent of steel output normally goes to the auto industry," the trade weekly says "but its take has been light for several months. Not only would a sharply accelerated demand by the auto makers fill the gap in the steel market, but it would spur others to do protective buying."

Steel prices are steady except for a few minor fluctuations. The magazine's price composite on finished steel dropped 27 cents to \$137.48 a net ton last week. The composite on steelmaking scrap was unchanged at \$57 a gross ton.

Experts Take Stock Of U. K. Aviation Problems

By ALAN HARVEY Canadian Press Staff Writer

LONDON—(CP)—When the brooding wings of a giant bomber called "The Mighty Bat" brushed a cabbage patch at London Airport Oct. 1 and killed four crew members, British aviation suffered a tragic, but not necessarily alarming setback.

The mystifying end of the Avro Vulcan bomber, coupled in public memory with the spectacular crashes of the Comet jet airliner, the loss of some high-speed prototypes and delays in production of the Britannia and the Hunter, may have created an impression of malaise. Any concern among laymen, however, does not appear to be shared at the official level.

Today, the jet engine stands in roughly the same stage of development as the piston engine in 1910. Perhaps more worrying to aviation authorities than the accepted risks of jet-age flying are the problems of whether to disperse or concentrate production, and how to handle steadily increasing high-speed traffic.

With aircraft whizzing over a narrow country like Britain at 600-plus speeds, more precise methods of ground control must be developed. The ministry of civil aviation admits it is worried, and private companies are detaching skilled men to work on the problem.

In Edinburgh in September, Capt. V. K. Verneuve of the Belgian airline Sabena said that the "golden age" for jet flying will not materialize unless governments get together to do something to prevent collisions in flight.

At London Airport, which handles about 450 aircraft a day, a casual visit to the control tower might indicate the hazards of "talking down" Belgian, Dutch, French and other foreign pilots. Unofficially, this is recognized as a problem.

GOOD RECORD At conventional speeds, officials are proud of Britain's safety record. For the last eight or nine years, British Overseas Airways Corporation has operated 21 Argonauts, some on routes with 44 stations involving short hops and many takeoffs. The Argonaut, which is the Canadair DC-4, has had only one major accident. Last

June, one crashed near Kano, Nigeria, leaving 23 dead and 13 survivors.

The record of the Vickers Viscount, with only one fatality, is considered fantastic.

To some extent, British air disasters may have attracted attention by their dramatic nature. In the first years after the Second World War, two Tudors disappeared on Pacific flights. What happened has not been authoritatively explained, though weight of opinion blames atmospheric disturbances.

Similarly the Comet caught the world's eye when it started the first scheduled jet service May 2, 1952. Sir Miles Thomas, boss of BOAC at that time, said the Comet climbed like a "nostalgic angel". Pilots called it a sweet aircraft.

Then came the series of crashes—43 killed May 2, 1953 near Calcutta; 35 killed Jan. 10, 1954 between Elba and Monte Cristo; 21 killed April 8, 1954, north of the Straits of Messina. The Comet was grounded. "Metalurgical neurosis," or metal fatigue, was blamed. After exhaustive tests, a remodelled version may soon be flying again.

NEW HAZARDS

As speeds enter the supersonic realm, new hazards emerge. Aircraft flight control problems multiply, landings have to be made at an harper angle. Some say the blunt fact must be faced that there is a 50-50 chance of the latest prototypes being written off.

NO ANXIETY "Although it is conceded that this has been in some respects a disquieting year for Britain's aircraft industry, there is no special anxiety. Air experts say there is no discernible pattern in recent crashes.

"We've got to go faster, and some people are going to get killed," was the terse summary of one British authority, a former test pilot.

In the age of high-speed and high-altitude flying, setbacks are the price of progress. Officials here feel Britain's safety record with experimental aircraft is probably at least as good as that of the United States.

The RAF Flying Review, a monthly magazine, recently published an article entitled "The Americans Have Troubles, Too." It listed the difficulties experienced with such U.S. machines as the Super-Sabre, Thunderstreak Skyray and Cougar, adding:

"Most of these troubles can be rationally explained and are hardly to be avoided if the price rate of progress is to be maintained.

"Aviation is a blend of engineering and scientific skill stepping forward hand and hand into the

Experts Take Stock Of U. K. Aviation Problems

By ALAN HARVEY Canadian Press Staff Writer

LONDON—(CP)—When the brooding wings of a giant bomber called "The Mighty Bat" brushed a cabbage patch at London Airport Oct. 1 and killed four crew members, British aviation suffered a tragic, but not necessarily alarming setback.

The mystifying end of the Avro Vulcan bomber, coupled in public memory with the spectacular crashes of the Comet jet airliner, the loss of some high-speed prototypes and delays in production of the Britannia and the Hunter, may have created an impression of malaise. Any concern among laymen, however, does not appear to be shared at the official level.

Today, the jet engine stands in roughly the same stage of