



KEEPING WATCH IN HAVANA

Supporters of the revolutionary government of Cuba man a machine gun post overlooking one of the main streets into the heart of the city of Havana in back- city somewhat but Fidel Castro's supporters kept a close armed watch.

Fisheries Bd. Called Envy Of The World

OTTAWA (CP) — Fisheries Minister MacLean said Monday the work of the Fisheries Research Board is the "envy of other nations of the world." The minister was opening the board's three-day annual meeting which will discuss 1958 operations and line up those for 1959. Biology, technology and other aspects of the inshore and offshore fisheries are to be covered for the Atlantic, Pacific and Arctic waters. The board's participation in the International Geophysical Year is included in the review of 1958. The minister paid tribute to three retiring board members — president Raymond Gushue of the Memorial University of Newfoundland, Dr. J. R. Dymond of the University of Toronto's zoology department and R. E. Walker of Vancouver. Their replacements are Arthur H. Munroe, St. John's, Nfld., D. F. Miller, Vancouver, and Dr. J. M. R. Beveridge, biochemistry department, Queen's University, Kingston, Ont.

Singer Enjoyed Tour Of Russia

TORONTO (CP) — Soprano Lela Marshall, home from a long European trip, says her Russian tour was the high point in her stage appearances in many of the world's music capitals. She said in an interview: "I've never had such applause, such an outstanding understanding of music, such an overwhelming reception. All sorts of Russians — shopkeepers, taxi drivers, fans and newspaper men — hounded me continually. I gave as many as four press interviews a day to newspaper men who were interested in the Toronto conservatory, our rising artists, and the latest in the arts." Everywhere she went people were still talking about pianist Glenn Gould of Toronto, who also gave concerts in Europe last year Miss Marshall said.

Big Newspaper Transaction Is Reported From Chicago

CHICAGO (AP) — The owners of the Chicago Sun-Times Monday bought control of the Chicago Daily News in one of the biggest newspaper transactions in U.S. history. The announcement was made jointly by Marshall Field Jr., editor and publisher of The Sun-Times and head of Field Enterprises, Inc., and John S. Knight, editor and publisher of The News. It said a majority interest in Daily News stock had been sold to Field Enterprises, Inc., at \$50 a share. George Young, vice-president of Field Enterprises, said Field has acquired more than two-thirds of the news stock. That would involve \$16,000,000. Field also offered \$50 a share to holders of the balance of the stock. Purchase of minority holdings would raise the total to \$24,064,650.

RECORD TRANSACTION That would top the \$18,700,000 S. I. Newhouse paid for the Birmingham, Ala., News, the Birmingham, Ala., Times, a television station and three radio stations Dec. 1, 1955. That was termed the biggest newspaper transaction in U.S. history at that time by the magazine Editor and Publisher. The News stock was quoted at a bid price of \$45 a share on the over-the-counter market Monday. It was the second huge newspaper sale in Chicago in a little more than two years. The Chicago Tribune purchased the Chicago American Oct. 20, 1956. The price was not made public. Field, 42, announced that the News will continue to function as a distinct and independent news paper. Major daily newspaper publication in Chicago now is divided into two camps. The Tribune operates in the morning field and the American in the evening. CIRCULATIONS The Sun-Times has an average daily morning circulation of 561,978 and an average Sunday circulation of 630,006. The News, an evening paper, has an average circulation of 575,371. Knight, 64, who bought control of The News Oct. 18, 1944, stated he is not retiring and said: "Knight newspapers — owners of the Akron Beacon Journal, the Detroit Free Press, the Miami Herald, the Charlotte Observer, a newsprint mill, a newspaper supply company, TV and radio interests and two Florida weeklies — will continue to expand in areas where the demands upon my personal supervision will not be as insistent."

Boy Scouts Aid During Revolt

OTTAWA (CP) — About 2,000 uniformed boy scouts have been on duty in Havana and other Cuban cities during the revolution, international scout headquarters reported. "It's quite the thing in Latin American revolutions," said Maj. Gen. D. C. Spry, director of the scout international bureau. "The scouts have become known as neutrals and are able to assist with public service duties — traffic control, first aid and the like." The director said Monday the head of the Havana boy scout regional office told him by phone that about 2,000 of Cuba's 6,000 scouts have been thus employed. None of their buildings has been damaged.

Experts Tackle Big Bomb Today

LANGSCHEID, Germany (Reuters) — About 60 families of Canadian servicemen were evacuated today before experts attempt to trundle away a 12,000-pound unexploded bomb lying since the war at the base of the Sorpe Dam. The families are mostly those of men with the 1st Regiment Royal Canadian Horse Artillery and the Royal Canadian Dragoons stationed at nearby Hemmer, Iserlohn.

Montreal Snowstorm Traffic Better Than Havana Bullets

MONTREAL (CP) — Mr. and Mrs. Sy Feldman of Montreal arrived home during the weekend with signs of relief after a harrowing stop at Havana, Cuba, aboard the S. S. Mauretania. "I'd rather be dodging traffic in a Montreal snow storm than dodging bullets in Havana," Mr. Feldman said with a smile. The Feldmans arrived at the height of a blizzard that brought six inches of snow and almost halted road traffic. The couple was on a southern cruise with a scheduled stop in Havana when news reached the liner that rebel leader Fidel Castro's forces were overpowering the forces of dictator Fulgencio Batista. But on Jan. 1, Mr. Feldman said, the captain told his passengers they could go ashore safely.

"We noticed six Cuban sailors with guns standing outside a building. Then we saw a brown car covered with Castro slogans and flags come into the square. The car stopped about 20 feet from the Feldmans and six youths got out, laughing. Mr. Feldman took a movie of them."

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Transportation Changing Tremendously In Canada

By ROBERT RICE Canadian Press Staff Writer MONTREAL (CP) — Transportation is changing swiftly and radically in Canada. New forces are at work in this sprawling nation that grew up astride a continent-spanning railway track, forces that are drastically altering the movement of goods and people. The new influences have become more apparent in recent months — the federal government's northward push through its "roads to resources" program, building of new railway links in Quebec's mineral-rich hinterland, growing pressure for winter-long navigation on the St. Lawrence River and the soon-to-be opened St. Lawrence Seaway. A NEW APPROACH On land, sea and in the air, transportation experts are rethinking their approach to their own business. The railways, caught in a financial squeeze between mounting competition and dwindling freight and passenger traffic, are putting on thinking caps to solve their problem, a knot that other North American railroads are also trying to untangle. The publicly-owned CNR is trying new tricks — cost-saving automation for one — to narrow the gap. After announcing and then rescinding plans to cut its transcontinental train services in half, the CNR is going all-out to sell its cross-country runs and at the same time preparing to build up its short-run traffic. TRANSPORT WEDDING The privately-owned Canadian Pacific Railway is giving thought to plans for a shotgun wedding of its trucking enterprises — covering 10,000 miles — with its freight business, moving on 17,000 miles of steel track. CPR President N. R. Crump said the move was "top priority" in plans afoot for 1959. In the passenger field, both railways face competition from the jet age, spearheaded in Canada by the CNR's aerial brother, Trans-Canada Air Lines. The CPR is trying to get a firmer

foot hold in space through its wholly-owned subsidiary, Canadian Pacific Air Lines, which is seeking several air routes in competition with TCA. While the railways and airlines juggle for business, the trucking industry is developing new techniques and a widening network of clients. In some areas, trucks have put up a stiff fight against the railway box cars, forcing the railways to match rates on freight. On the theory that if you can't beat 'em, join 'em, the railways have adopted piggy-back services — a truck trailer that travels aboard a train flatcar, then transfers to a truck for doorstep delivery. FISHY-BACKS TOO The same idea — dubbed fishy-back — is being considered for ships travelling through the new seaway route that is to open in April. The seaway — a seven-lock \$473,000,000 construction marvel, built by Canada and the United States — puts the Atlantic Ocean on inland North America's front porch

transforming the Great Lakes into the world's eighth ocean. Its biggest impact, however, is expected to be on the movement of bulk cargoes — iron ore, grain and coal. The railways and some United States ports, including Boston and New York, expect to lose some traffic to the seaway, but they are banking on the long-run benefits. New industries and new markets are expected to result from the waterway, which converts a series of treacherous rapids in the river into a deep-water highway to North America's rich interior. FIND ANCIENT WARRIOR HONG KONG (Reuters) — The well-preserved corpse of a Mongolian warrior, believed to have died 600 or 700 years ago, has been found in the Chinghai province of northwest China, the New China news agency reported Monday. The warrior was wearing a fur coat with light armor on it and a fur hat with a red feather. Besides it lay a horse's tail, a saddle, a bow made of horn and 11 arrows.

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