

# National Fuel Policy Is Voted Down By Parliament

OTTAWA (CP)—Prime Minister St. Laurent said Wednesday that parliamentary approval of a CCF proposal for a national fuel policy would constitute federal invasion of provincial control of natural resources.

The proposal, last non-conference motion in the government this session, was moved in the Commons by Clive Gillis (CFP-Cape Breton South) and voted down 72 to 38 after a 45-minute debate. The motion was supported by all opposition parties and opposed solely by Liberals.

Mr. Gillis recommended a national fuel policy to permit all sources of energy to be used to maximum advantage in Canada. This would permit peak power development and a more balanced economy.

## CONSTITUTIONAL MATTER

However, Mr. St. Laurent said the government would have to seek a constitutional amendment

to enable it to carry out the policy proposed in the motion. The Liberal party was not prepared to take over fields which came under provincial jurisdiction. One of these was natural resources.

Federal control of fields now delegated to the provinces might be desirable under a unitary form of government "but it is not the situation that results from the British North America Act."

The federal government already was doing what could be done in developing fuel resources. This included payment of subsidies to promote the movement of coal from one area to another.

## COMMISSION STUDY

Mr. St. Laurent said resources will be considered by the royal commission on Canada's economic future. If the commission recommended a national fuel policy it would be considered.

A former coal miner Mr. Gillis said his proposed policy would

enable the government to give effect to recommendations made by opposition parties during a debate Monday on Canada's ailing coal industry. They included establishment of new industries in coal-producing areas, encouragement of coal-fueled generation of electricity, research on new chemical derivatives from coal and planning of immigration to help develop coal-producing areas.

Mr. Gillis disagreed with Mr. St. Laurent that the constitution would have to be amended. The Dominion Coal Board could be expanded to take in other fuels and electricity.

## PARTY LEADERS HEARD

Opposition leader Drew said the Progressive Conservative party supported the CCF motion on the understanding it did not involve socialization of fuel resources. He said Ottawa should take the initiative in bringing about federal-provincial co-operation in the development of coal-burning plants as sources of electrical power.

Social Credit leader Low said the coal industry might have been saved if the government had adopted a well-defined national fuel policy. The government had been short-sighted and irreparable damage already had occurred in the coal industry.

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# City and Central

## "YOUR DOLLAR BUYS MORE — AT THE HUGHES DRUG STORE."

GOLDEN WEDDING ANNIVERSARY — Mr. and Mrs. A. N. McInnis yesterday celebrated their 50th wedding anniversary quietly at their home, 22 Elm Ave.

EXCHANGE PULPITS—Rev. J. M. Sproule, York, and Mrs. Sproule and sons Donnie and Hubert leave Sunday by car for Germantown, Maryland, U. S. A. They will be away for a period of three weeks.

Mr. Sproule is exchanging pulpits with the Rev. Albert W. Lenz, pastor of Newville Presbyterian Church, Germantown. He will be accompanied here by his wife, young son and daughter.

Mr. Lenz will be preaching two Sundays at York and the third Sunday at Mount Stewart. Mr. Sproule on the third Sunday of his visit to the U. S. will be guest preacher at the Presbyterian Church, Northwest Washington.

VISITING PROVINCE—Arriving in the City yesterday afternoon were Mr. Robert G. Groom, Q.C. with Mrs. Groom and their two boys. The Groom family was met yesterday morning at Borden by Mr. Allison Profit of Freeborn who took them on a tour of the island beauty spots.

Mr. Groom with Mr. Groom who is Town and County Magistrate in Tilsonburg, Ontario, is in the Maritime Provinces for the purpose of addressing the Maritime Conference Men of the United Church held at Berwick, N. S. this weekend. Today at noon he will address upwards of 100 men who will attend a luncheon at the social hall of Trinity Church. Mr. Groom was one of the Commissioners who attended the General Council of the United Church held at Sackville last fall and visited the island that time. He will take as the subject of his address "First Things First."

## BIRTHS, MARRIAGES, DEATHS

50c Per Insertion

### BIRTHS

MacMillan—At St. Luke's Hospital, Lennox, Mass., July 19, 1955, to Mr. and Mrs. Gavan MacMillan, a son, Thomas Ambrose.

BENTLEY—At the P. E. I. Hospital on July 27, 1955, to Mr. and Mrs. George Bentley, a son, weight 8 lbs., 2 ozs.

WOOD—At the P. E. I. Hospital on July 27, 1955, to Mr. and Mrs. Hollis Wood, Hazelbrook, a son, Ronnie Hollis.

JOLLIFF—At the Prince County Hospital, July 22, 1955, to Mr. and Mrs. Robert Jolliffe, (nee Olive Stavert), French River, a daughter, Edyth Marion. Weight 11 lbs., 11 ozs.

MCCARVILLE—At the Charlotteville Hospital on July 23, 1955, to Mr. and Mrs. R.J. McCarville, Mt. Edward Road, a son, Ronald Joseph Gerard, 7 lbs., 4 ozs.

### MARRIAGES

ANDREWS-TAYLOR—At Kensington Presbyterian Manse on July 20th, by Rev. E. H. Bean, Beattie Geraldine, daughter of Mr. and Mrs. Fred Taylor, Granville, to John Lowell, son of Mr. and Mrs. John Andrews, Norboro.

## N. D. MacLean

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## ISLAND COLORED VIEWS — CRAWELL STUDIO.

PLAY DIRECTORS — The Little Theatre Guild presentation of "Anne of Green Gables," which took place Tuesday night at the Queen Charlotte High School, was under the direction of Mr. Sterling Walker and Mr. George Anderson.

PERSONALS

Misses Brenda Scott and Norma Stone, City, are visiting in Hazelbrook, the guests of their aunt, Mrs. Henry Jones.

The many friends of Mr. Fulford Darrach, Clyde River, are sorry to hear that he is a patient in the P. E. I. Hospital.

Mr. and Mrs. Colin Campbell, Beatty, Sask., are vacationing with Mr. and Mrs. William V. Campbell, DeSable, after an absence of eight years.

Miss Annie Campbell of the Dietary Staff, P. E. I. Hospital, is spending her vacation with her parents at DeSable.

Mr. Victor Campbell and Mrs. Bennett MacDonald were visitors at the home of Mr. and Mrs. William Campbell, DeSable, on Wednesday.

Mrs. Leonard J. Ray and daughter, Gayle Ann, left by plane today for their home in Cupertino, California, after visiting Mrs. Ray's parents, Mr. and Mrs. Charles Donovan, City.

Mr. Ambrose Herrell, Hunter's River, accompanied by his daughter, Mrs. George Myers and her husband, recently returned from Rogersville, N. B. where they attended the funeral of Mr. Herrell's daughter-in-law, Mrs. Arthur E. Herrell.

Mr. and Mrs. Harold C. Bernard of Charlottetown spent Sunday at the home of Mr. and Mrs. David Rennie, Miss Mary Bernard of Charlottetown is spending her vacation with her grandparents, Mr. and Mrs. David Rennie, New Wiltshire.

## Costal Shipping

responsibility lies for improving services of this kind. He said lack of facilities is an involved story. The commissioners said such services appeared to be a job for private capital.

RAPS N.S. FACILITIES

J. P. Steinhauer, manager of a coal company said coal-loading facilities at North Sydney, N.S., are "very inadequate" and within the last year his firm has begun buying coal in the United States.

Being loading methods used at North Sydney, he said, coal being loaded from Newfoundland is broken down and is about 25 slack.

He told the royal commission he would rather buy Cape Breton coal, if he could get it in good condition without long delays.

"Facilities at North Sydney," he said, "probably haven't been improved in 50 years. There is not even a stockpile."

## U.K. SHIPS ESSENTIAL

Like other witnesses, Mr. Steinhauer said British ships were essential to his business and he predicted that if these boats were banned from the Canadian coastal trade the rates would jump between \$3 and \$5 a ton on coal between here and Sydney.

He saw no reason why Dominion Steel and Coal company could not operate their own self-unloading boat between Sydney and Newfoundland.

E. P. Reese, Canadian director of the Furness-Whitby company, submitted a brief asking that coastal shipping, as far as U.K. ships were concerned, be left unrestricted. And if restrictions were imposed, he asked that his company be allowed to continue operating.

He said Canadian coastal trade amounted to 22 per cent of the total freight business done by ships of Furness-Warren and Furness-Red Cross lines. He said any further restrictions on shipping between Newfoundland and the mainland would be a "horrible mistake."

## LOOSE MOOSE

SUBBURY, Ont. (CP)—A moose on the loose here recently ate a few decorative bushes and nearly ran over a car before it disappeared. Several residents saw the animal. Its weight was estimated at about 1,500 pounds.

## Stresses Need

mid-June to July 31. They ship potatoes to Canada free of duty the rest of the year.

The Queens member said that when the present tariff structure was arranged — it was some 16 years ago — the schedule did make some sense.

## QUOTES P.E.I. BRIEF

Quoting from the Prince Edward Island brief to the Tariff Board hearing, he noted that it had stated at one part: "In former years we exported substantial quantities of table stock to the United States and imported supplies from that country only when fresh supplies were not readily available in our own country or in the occasional year when our domestic crop was below normal."

But the trend has changed, Mr. Matheson observed. "In recent years United States imports have reached alarming proportions. After the cessation of guaranteed prices in the United States—that was about 1951—the Americans poured their potatoes into Canada."

In the past three years, Mr. Matheson said, Canada shipped seven million bushels to the U.S. and they shipped nine million bushels into Canada.

It was explained that the American quota of one million bushels of tablestock is only a little more than one quarter of one per cent of their estimated potential requirements. The shipments to Canada in the last three years of three million bushels annually compares with the annual production of 56 million bushels in this country.

Mr. Matheson said he understood the mid-summer tariff of 27½ cents against American potatoes was designed to protect the early growers in southern Ontario and southern British Columbia. The Queens member said he was not offering any protest against that, but he was pointing out that there was no protection at all for potato growers in the rest of the country.

## GEN. PEARKES' SUPPORT

Major General Pearkes was speaking for the most part of the competition from American potatoes for the early crop on Vancouver Island and on the British Columbia mainland. However, he added his support to what Mr. Matheson had said about the situation in general.

The Tariff Board, it was revealed, had been asked by Mr. Harris "to get the most complete information that can be obtained regarding production, consumption, marketing, imports and exports of potatoes, and regarding the effects on Canadian producers and consumers of the operation of the Canadian tariff relative to potatoes."

The minister had told the Tariff Board in ordering the hearing that he had "received numerous representations to the effect that there has been a significant increase in imports of potatoes in recent years and that this has caused concern among Canadian potato producers."

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# To Feature Old Ch'town In Big Pageant Program

Time, patience and perseverance have been lavishly expended in the formation of the Pageant Program which will roll back the curtain of time and give a brief authentic review of headline events in the history of Charlottetown during the 100 years since incorporation.

Early in Centennial Year planning it became obvious that an Historical Pageant, which would faithfully reproduce outstanding events in the lapse of time during which Charlottetown has developed into "no mean city," would be highly interesting to citizens and visitors alike.

The assignment of visualizing and bringing into effect such an ambitious program went to Ment Whitlock as a member of the Centennial Committee, who with a background of years in amateur theatrical production and stage experience entered wholeheartedly into the work.

The necessity of having accurate dialogue and period costumes as the story unfolded in the Historical Pageant was early recognized as the proposal was discussed in committee, and as a result, two other experienced producers with a flair for the dramatic art, Mrs. A. H. Roper, C.D.A. and Mrs. Arthur Henry were called into the picture. After considerable research the work among the volumes in the Public Library and elsewhere, dealing with the history of Charlottetown, these two ladies compiled the dialogue and checked on the period costumes all of which were gratefully accepted by the general committee as a notable contribution to the success of Centennial Year.

The outstanding events depicted in the Historic Pageant are the Indian, French and British periods of occupation, scenes dealing with the sailing of the brig "Fanny" which carried Islanders and supplies around Cape Horn to the California gold rush of 1849, the Town Crier proclaiming the Incorporation of "Charlotte Town" in 1855; Tracing responsible Government from the granting of the same in 1881, and other events of historic interest. Dr. Frank Jelks is narrator.

Fifty authentic period costumes have been rented from the manufacturer of such special features, to which will be added the necessary equipment dealing with local conditions.

Other features of this outstanding program to be unfolded in the Coliseum at the Exhibition Grounds on August 8-9 are the singing of a chorus of eighty trained voices conducted by R. F. Mugford, A. R. C. O.; music by the band of the Royal Canadian Corps of Signals, Kingston, Ont., on the opening night and the R.C.C.S. band on the night following.

Twelve trumpeters accompanying the Signals band will give (Continued from page 1)

## Parliament Still

night was that prorogation likely would come by 8 p.m. Wednesday. But debate on finance department estimates started at 3:55 p.m. and was continuing when the House rose for supper.

The Senate held two brief afternoon sittings in the expectation that the Commons might complete its business, but this did not develop.

## DISCUSS CAPITAL PLAN

Before the finance debate, a good part of the Commons' proceedings were taken up with a long discussion by Prime Minister St. Laurent and several opposition members on the national capital plan for Ottawa and the work of the federal district commission which is studying on the job.

Earlier, a CCF motion that the government formulate a national fuel policy was defeated by the Liberals 72 to 38, all opposition members supporting the proposal.

At times during the day, number of members in the chamber fell to less than 20, a quorum. But business went right over the last to be considered. His was last in 1954, too, when he was immigration minister.

J. M. Macdonnell (PC—Toronto Greenwood), the Opposition's chief financial critic, led off the debate by saying the government's treasury board, which rules on federal spending, isn't tough enough.

## WOULD ACCEPT STERLING

Harold E. Winch (CCF—Vancouver East) said Britain has again been forced to lower its standard of living because of a rise in imports and a fall in exports.

Mr. Winch suggested that Canada ship goods to the United Kingdom in exchange for sterling credits.

"Or are we going to sit on our surpluses if we can't get dollars?" he asked.

Social Credit leader Low said the government should provide at the next session an opportunity for a Commons debate on financial policies.

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# Reunion Of Old 105th Battalion Is Being Planned

When surviving members of the 105th Battalion meet for re-union on August 4 nostalgic memories will be brought back with the singing of the old familiar marching song of the Battalion. There were few families on the Island that were not represented in this fighting outfit which saw concentrated action during World War I.

Sung to the air "Solomon Levi" the words are: "We're from Prince Edward Island, This is a land of noble worth, You can see by our geography It's the only island on earth. We've water all around us, But we're the boys to raise the noise. With our regimental cry.

## Chorus

Who are we boys? We're the 105th. Marching, marching, to give our Old Mother a lift; We can lick this blooming Kaiser Man, His Bosches we will shift. Yet you ain't no flake, you're there On the boys of the 105th.

The heathen call us Abegweit, They say we're fed on spuds, And that we've eaten codfish. Till we can't take our duds, But when Kitchener gets his eye on us, He'll shout "Why man alive! We've got the Hun upon the run. Here comes the One-O-Five."

Oh! the day is not far distant When we'll hear the word ADVANCE. But just for now, we're learning how to make the Kaiser dance. When General French is planning For another forward drive, The Hun will be humming "The Campbell's Are Coming," "Mein Himmel, the One-O-Five."

## No Evidence Of Late Blight

Again we are pleased to report that potato late blight has not made its appearance, although, for several days, the weather was moderately favourable for its development in Prince Edward Island, states the weekly Potato Bulletin prepared by the Science Service Laboratory, Charlottetown.

The Nova Scotia dry weather has prevented its introduction. Probably the greatest factor contributing to the present healthy situation is the absence of potato refuse piles. Growers and dealers, having realized the danger of the waste potato menace, have made the refuse pile practically obsolete. Only two or three such disease sources have been observed this year, and these have been cleaned up.

Potato insects are not numerous at the present time. During the past week in some fields small Colorado potato beetle larvae have been seen but it is possible that aphid populations will build up rapidly during the next few weeks.

## Canadian To Try For Water Speed Record

WHITBY, Ont. (CP)—William H. Hinch, 28-year-old Whitby motorboat racer, who has won major events in Canada and the United States, said Wednesday he hopes to crash the 200-mile-an-hour water barrier next year and set a water speed record.

Hatch said he plans to use a revolutionary craft, consisting of a modified CF-107 jet fighter fuselage with two Orenda engines mounted on sponsons, to beat the record of 202.32 miles an hour set up recently in England by Donald Campbell.

He said the craft probably will cost \$500,000 to build and will have to be able to withstand the great structural stress experienced in passing the 200-mile-an-hour mark. Campbell was the first man to pass through this water speed barrier and live.

He plans to make the attempt in July, 1956.

## FELINE FOLLY

OAKVILLE (CP)—Harry Ridout turned his car into a garage for a check-up and noticed unusual noises coming from the engine as he drove 20 miles along the Queen Elizabeth way. A mechanic soon located the trouble—a seven-week-old black striped kitten riding alongside an air vent under the hood.

## Soviet

and London Wednesday, saying the Soviet leaders had accepted an invitation to Britain.

It appeared likely Bulganin and Khrushchev will visit Queen Elizabeth at Buckingham Palace, probably at a luncheon or dinner.

The visit will be the second by the goateed, affable Bulganin to London. As mayor of Moscow he came here in 1936 with a party of Russian officials.

The trip will be the furthest venture outside the Iron Curtain by a Russian premier since the Soviet state was established, and the first visit by a Russian head of government to one of the Big Three western capitals since the start of the Cold War.

## MID-SUMMER SALE

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# Former Islander Has New Idea About Wheels

WINDSOR, Ont. (CP)—James M. Maclean is an inventor who wants to improve the world's oldest and simplest invention—the wheel.

For the last 30 years, Mr. Maclean has been trying to find some way of making a wheel that would absorb the bumps and jolts of the path it travels. Now, after thousands of models have been tested and tried, he thinks he's got something.

His basic idea is to insert shock absorbers between the rim and the hub of the wheel. That way, he says, a wheel can combine the long life of a solid wheel with the smooth-riding comfort of an air-filled tire.

RUBBER CUSHIONS

The shock absorbers are inserted by having a series of spokes or paddles extending from both the hub and the rim, and putting rubber cushions between them.

The rubber acts as an insulation against vibration noises as well as a shock absorber, Mr. Maclean says. This means travel can be quieter as well as more comfortable. He says his principle can be used on all kinds of vehicles, from cars, trains and streetcars to specialized military and agricultural equipment.

He says the Canadian and United States governments are interested in helping develop the wheel, and also watching his experiments closely. One of his basic ideas was incorporated on the wheels of Toronto's newest streetcars.

P. E. I. NATIVE

Mr. Maclean, 68, was born near Charlottetown, P. E. I., and received his early schooling there. He went to Vancouver in 1907, and came to Windsor in 1946.

Between working for a construction company in Vancouver and a shipyard in Seattle, he worked on his plans. Since retiring 13 years ago, he has devoted all his time to his invention.

"The ordinary tire used on cars and trucks uses air, trapped inside the tube, to absorb jolts," he says. "But a rubber tire wears out quickly, and it is limited in its use. My wheel can give just as much comfort, it lasts longer and can be used on all kinds of vehicles, from be erected.

The affable young Mayor of Halifax in an interview stated that the matter of erecting such a plant in the city has been under discussion for some time and an organization has an application before the Halifax City Council on the advisability of erecting such a plant in the Nova Scotia capital.

Headed by the Mayor of Halifax, Leonard A. Kitts, the party comprising 28 men included the City Manager, Mr. A. DeBard; City Health Commissioner, Dr. A. R. Morton; Commissioner of Works, George F. West; the Sanitary Engineer, B. Watson, along with the Deputy Minister of Agriculture, four aldermen and a group of citizens near whose homes the proposed plant would

be erected. Halifax in an interview stated that the matter of erecting such a plant in the city has been under discussion for some time and an organization has an application before the Halifax City Council on the advisability of erecting such a plant in the Nova Scotia capital.

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# Halifax Group Inspects Plant Of Canada Packers

An inspection by a group of interested officials and citizens from the