

CNR President Reviews Modern Railway Methods

TORONTO, Dec. 4 — Donald Gordon, chairman and president of the Canadian National Railways, charged Saturday that "very skilful propaganda" was building up "the assumption that railways are traditionally unprogressive, insensitive to change and lack the desire or the ability to be competitive."

In an address, "Railroading in a changing world," delivered at the annual dinner of the Toronto Railway Club, Mr. Gordon declared:

"There is a degree of misunderstanding and downright ignorance about railroading, and an assumption that the railways are constantly trying to cover up their own inefficiencies by gouging more money in freight rates. There are, of course, instances of some unfortunate personal experiences, but sweeping generalizations give an absolutely false picture of railroading as a business."

In rebuttal, Mr. Gordon mentioned "the spectacular improvement" that has taken place in service and equipment on the railways during the past half-century. An impressive list of improvements includes changes in freight and passenger equipment, safety devices, road beds and literally hundreds of operations which represent progress and response to the changing conditions and requirements of the environment in which we live.

Steady Development

"I have been looking over the number and variety of freight cars in our system," he said. "I was impressed by the gradual but steady development in the specialization of freight equipment, and I was even more impressed to see the extraordinary range of operating gear and equipment that has been designed to meet the violence of speed haulage, types and conditions of traffic, endless requests for special services, wide climatic and geographic variations and so on. Truly if the ingenuity, experience and imagination of human beings have ever been combined, it has been in the development of present day freight equipment."

"It may well be that the railways have set the pace in the development of modern transportation," he continued. "They have been the target against which all other means of transportation have had to be measured. The railways have been jockeyed into a position in which the newer forms of transportation are permitted to operate in their specialized fields without having to accept the general obligations which are the historic legacy of the railways. For example, they are not obliged to follow the regulatory principles which bind the railways, nor are they obliged to provide all their own facilities."

An Impossible Task

Mr. Gordon contended that the railways should not be expected to meet all and every type of competition in the transportation field, since that sets them an impossible task. There are some things the railways can do better than anybody else. There are some things other people can do better than the railways, and there are situations in which the railway is the development of open up the country and in due course competition in transportation will follow such development.

"Granted that the original reason for regulation of railways was sound, I see no reason why attitudes and circumstances should not be adjusted to current conditions," he said. "For example, it seems to me it should now be recognized that a regulatory mechanism which was devised in a time of monopoly has now, with the advent of powerful competition in the transportation field, become transformed into restraint of competition. In effect, the railways are told 'Your competitors may do thus and so but you may not.'

"The railways do not fear competition provided the rules of the game are fair and equitable. I am not contending for the abolition of all regulatory controls in the transportation field. All that I advocate is that regulatory controls should themselves recognize our changing world and that they should be modified, amended and adapted to keep up to date with changing techniques, changing methods and changing conditions. Only in that way will the public receive the full benefit of technological changes and be assured that its total transportation cost is held to the minimum consistent with the quality of service demanded."

Unbelievable Complexity

"So long as the present rigidity of regulatory control continues to be imposed on the railways, I have little real hope about simplifying our freight rate structure. The present freight rate tariff is a structure of unbelievable complexity. Millions upon millions of words have been spread on the

record in one investigation after another and the record is replete with special pleadings, grievances, complaints, confusions and misunderstandings. I am not prepared to say that we can ever achieve a freight rate structure in Canada that will satisfy everyone. But I do claim that an equalizing of competitive conditions will bring that possibility far closer to reality as well as giving the railways a chance to develop along lines best suited to their great responsibilities and great capacities.

"Naturally if the railways are to give the public the full benefit of co-ordinated techniques, an expansion of their services to include highway competition is inevitable," submitted Mr. Gordon. "The railways are not afraid of competition and it is interesting to observe that it is now the trucker who 'views with alarm.' But this is a completely unrealistic attitude and I am encouraged to observe that enlightened opinions are beginning to be expressed."

Mounties Visit To England Causes Flood Of Fan Mail

LONDON, Dec. 4 — (CP) — "Dear Mounties," the nine-year-old writes tremulously, "do you always get your man like they say and do you see real Indians? It must be smashing to do all that."

The nine-year-old, who writes from Chester, Cheshire, wants to know whether he can join the Canadian Mounties when he grows up. From Clifton, Yorkshire, another nine-year-old sends a particularly urgent request for an autograph of "any Mountie" and in London's Manor Park district a 12-year-old girl records her regret that the poor Mounties have to travel in jeeps and automobiles, instead of romantically on horseback.

These are excerpts from three of the deluge of letters received in London since five members of the Royal Canadian Mounted Police, visiting Britain last week, proved that the lure of the scarlet tunic is a good deal stronger than many Canadians think.

Today an R.C.M.P. official, with the reticence bred in the bones of his service, declined to put a figure on the number of letters received from youngsters in the last week, but admitted under third-degree questioning that "you could probably say more than 50."

The R.C.M.P. has no official address in London, or anyway none that appears in the telephone book, so Britain's boys and girls put some weird directions on their envelopes, including simply to "Five Mounties, London," but the missives usually get their man.

About four out of five contain a request for autographs or pictures. The five visiting Mounties, headed by Assistant Commissioner M. F. E. Anthony, came to Britain with Princess Elizabeth and the Duke of Edinburgh and went home last week. Their pictures appeared on the front pages of most national newspapers.

"That's right," "Why?" "I wanted to meet her husband." "But you left before they returned." "Right." "I changed my mind about wanting to meet him." "You left the house at about what time?" "At about a quarter to eight. I'm not sure of the exact time." "While you were there, did you enter the kitchen?" "Yes." "Did you happen to notice that one of the green canisters on the sideboard at right angles to the sink contained ant poison?" "I did not." "You saw the canisters?" "I saw them, yes. They face you as you come in the door."

10% To Churches

BUCK HILL FALLS, Pa., Dec. 4 — (AP) — Most Canadian and American Protestants will be asked to give at least 10 per cent of their income to their church in 1952, the National Council of Churches of Christ said Saturday.

Leaders of 31 churches representing some 31,000,000 members in Canada and the U. S. attended the opening of the two-day conference to map the Council's educational program for 1952.

"We can see that the emphasis on Christian tithing is rapidly developing as a main theme in the churches of the National Council of Churches of Christ," said Rev. T. K. Thompson of New York, executive director of the stewardship department.

Tithing is payment of 1/10th of a person's income, a custom established thousands of years ago.

Mr. Thompson said "the average giving to church is probably less than one per cent of income now. But more and more are asking to know about Christian tithing."

He said tithing would be promoted through movies, literature, sermons and speeches.

KING COLE TEA
Finer Flavour

The Birthday Murder

By Lange Lewis
CHAPTER THIRTY-ONE
Part One

"Captain Harris tossed off his drink, put the glass down beside the bottle, straddled the chair again. His opaque eyes looked into Tuck's. 'What did you want to see me about?'"

"On last Thursday evening you visited your ex-wife, Victoria Hime. Her husband died that same night in rather unusual circumstances. I came to see if you could throw any light on a few little matters."

Harris' face did not change much. His brows raised by the fraction of an inch. "I never saw the guy," he said flatly.

Tuck nodded. "I know that."

"What did he die of?"

"Poison."

"Poison," repeated Harris.

"Yes. According to what we've been able to learn, this poison was either administered accidentally by the servant who prepared the dinner which he ate shortly after returning home, or else he was murdered."

Harris reflected. "There was no servant around when I was there."

"No. The meal was prepared by her the evening before. Mrs. Hime then heated and served it."

"I see," Harris rose, took a cigarette from the pack lying on the dresser near the whiskey, lit it, waved out the match, threw it into the wastebasket beside the dresser. "What does this have to do with me?" he asked.

"You were married to Mrs. Hime for a year, from 1933 to 1934," Tuck said.

"That's true, but scarcely relevant."

"What was your reason for visiting her last Thursday evening? I understand it had been ten years since you last saw each other."

"I visited her because I wanted to see her again. I was given a short leave before starting on my new assignment. I decided to spend it in Hollywood. I decided to look Victoria up while I was there."

"Nothing unusual occurred during your visit to her?"

"Nothing."

"You remained alone in the house while she went to fetch her husband whose car had broken down?"

"That's right."

"Why?"

"I wanted to meet her husband."

"But you left before they returned."

"Right."

"I changed my mind about wanting to meet him."

"You left the house at about what time?"

"At about a quarter to eight. I'm not sure of the exact time."

"While you were there, did you enter the kitchen?"

"Yes."

"Did you happen to notice that one of the green canisters on the sideboard at right angles to the sink contained ant poison?"

"I did not."

"You saw the canisters?"

"I saw them, yes. They face you as you come in the door."

"You did not notice that the second one from the end, nearest the sink, had on its side a white label with a red edge on which had been lettered in ink the words 'Ant poison?'"

"No."

"Was there anything out of the ordinary about Mrs. Hime's attitude when you saw her?"

Captain Harris stood up. He went to the radio again and turned it on, softly. After the tag end of an announcement in Spanish, another record began to play. It was the same woman singing.

"No, there was nothing out of the ordinary about Victoria," said Captain Harris. He seemed almost to be smiling under the heavy mustache.

He added: "Taking into account the fact that she is, by and large, the most extraordinary woman I have ever known."

"Did she say anything to you about her husband?"

"Nothing except his name."

"Did she say anything to you about a young actress named Moira Hastings?"

Harris cocked his head. "Nothing." He walked to the chair again, straddled it. "Let me ask you one or two questions, just to get things straight in my mind. When was Hime poisoned? That is, when did he eat whatever contained the poison that killed him?"

"A short time before, or during, or after dinner."

"Ah," said Harris. "Do you know what poison killed him?"

"Sodium fluoride."

"At this Harris reacted. His head went slowly and stiffly back. "So?" he said softly. His eyes were alert now, more alive. "The ant powder?"

Tuck said: "Not many people know that most ant poisons contain sodium fluoride as the basic ingredient, Captain Harris."

Captain Harris said: "Did you happen to read Victoria's book, 'Ina Hart?'"

Tuck nodded.

"So did I." After a pause, he asked: "Who is this Moira Hastings you mentioned?"

"A young actress. Mr. Hime was a film producer."

"Oh. A business associate. I see."

"Of course," said Tuck, "there's nothing tangible to disprove the fact that the man died as a result of carelessness on the part of the servant. Nothing, really, at all. She, of course, denies such an accident; that proves nothing. There seems to be no possible motive on anyone's part for murdering Mr. Hime. There is, however, the annoying matter of opportunity. Besides the servant, four people had the opportunity to use that poison in the kitchen. The actress, Miss Hastings, who had tea with

Trawler Captain Tells Of Battle To Save Ship

LUNenburg, N. S., Dec. 4 — (CP) — Capt. James Tucker of Gloucester had a laugh like a department store Santa Claus for reporters and you'd never guess he had just fended the hungry Atlantic, mostly with the help of some old, dented buckets.

He and his nine-man crew of Gloucester fishermen used fire buckets to re-inforce the pumps and keep their battered trawler Ronald and Mary Jane afloat during a howling storm.

"Those buckets saved our lives," said the 49-year-old skipper, who interspersed his remarks to reporters with long-distance telephone re-assurance to his wife at (41 Haskell St.), Gloucester.

The trawler was towed here last night by the tug Foundation Vera.

"We hit a couple of storms on the banks before heading for home but they didn't bother us," he said.

"But this one was too tough. The St. Nicholas (another Gloucester trawler) was with us on the homeward voyage and laid by all the time. We didn't try to take any short cuts."

"We had just taken one of those heavy seas—it gave her an awful blow—when she started a-leaking. It didn't seem serious at first but as the storm got worse, the leak got worse."

Five Pumps At Work

"We had to stop the vessel. We had five pumps at work, but with those heavy seas they all couldn't work at one time. As the vessel pitched, one would suck air. Another would get clogged with a floating, dirty rag, maybe, and so on."

"It got so bad I thought we would have to get in the boats and try to make the Nicholas. But I was afraid it would be suicide—the storm was so bad we couldn't lower the boats."

"So I said, 'Lads, let's get the buckets.' We worked with the buckets for 14 hours before the Vera came—thank God."

"That's the only thing that saved us—the buckets. Otherwise the Ronald and Mary Jane wouldn't be here, and perhaps we wouldn't be here either. The water was over the engines then—she was taking about 25 gallons a minute. The men below were like drowned rats."

Praises Men

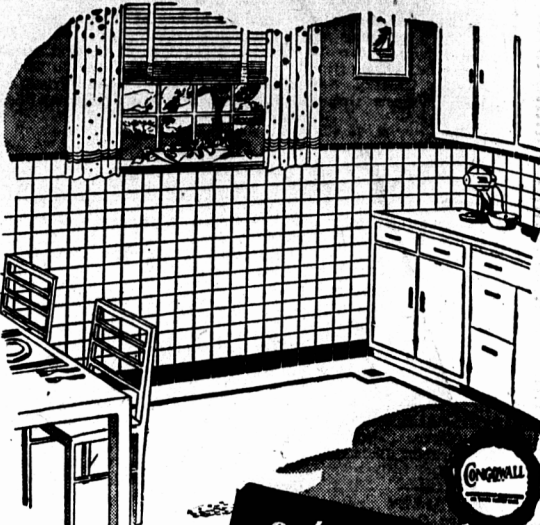
"If you're going to mention anything about this in the papers, for God's sake tell about the bravery of the men on the Vera."

"When they came alongside last night the seas seemed sky-high. They shot three cables before they got one aboard."

"These men were standing on the stern of the Vera—a man's life wasn't worth much standing there. You know the rail on a trawler is fairly high—it gives you a feeling of protection—but there's no protection on the stern of a tug. And they worked in that dangerous spot until they secured the line and started the tow."

To be continued

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HOLMAN'S 2 BIG STORES
SUMMERSIDE & CHARLOTTETOWN

LONDON, Dec. 3 — (Reuters) — The King returned to London today from a week-end at the royal lodge at Windsor. It was his first journey outside London since a lung operation Sept. 23.

ILFORD, England — (CP) — A spectator at a model airplane contest here was hit in the face by a model jet plane which broke loose from its controlling wires. The victim was treated at hospital.

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