



DREW AND FAMILY

George Drew walks arm-in-arm, the first since his recent retirement as national leader of the Progressive Conservative party. Left to right: son David, Mrs. Drew, Dr. Edward Johnson, his father-in-law, and daughter Sandra. Mr. Drew is resting at the home of Dr. Johnson in Guelph. (CP Photo)

# Declares Railways Vital To Canada's Coal Mines

OTTAWA (CP)—Canada's largest coal producer told the board of transport commissioners Wednesday that coal operators must have the co-operation of the railways in meeting the challenge for markets from oil and natural gas. The coal operators have confidence in the future, but they think that future," said Malcolm Brody, managing director of Western Dominion Coal Co., Brandon, Man. He expressed concern especially for prospective competition from the trans-Canada pipeline, now under construction between Alberta's natural gas fields and Winnipeg and destined eventually to serve Ontario and Quebec markets. The board is considering the railways' application for a general rail freight rate boost of 15 per cent and reviewing the seven percent interim increase granted in June. The railways want a flat 25-cents-a-ton hike on coal shipments. They got an interim increase in June, effective July 3, of 12 cents a ton. Mr. Brody said if coal operators could co-operate with present customers by holding prices down, then it could keep gas out of some areas. But "they must have the co-operation of the railways in meeting the challenge from oil and gas."

## W.C.T.U. NOTES

Few drinkers advocate drunkenness. No social drinker ever intends to become an addict. The resolve is to drink "just a little"—"occasionally"—"Now and then"—at a "Special event." The occasional drink is to be in deference to friends whom a person does not wish to embarrass, to be sure he or she is not misunderstood in recognizing the "gracious hospitality of a host, and to 'keep in' with the 'right people.'" There is no line of demarcation between so called moderation and excess. There is no stage in a person's drinking which can be called a safety zone. One cannot be guided by the apparent non-effects or slight effects of alcohol on another. The outcome of the first drink can never be predicted. The risk for the future is more important than its present effects. Responsibility for one's self, and in measure, for others is a Christian imperative. Excessive drinkers in majority, were once only social drinkers. A "little" alcohol is dangerous. Why take the risk? "The first glass is the worst."

## NEWSY NOTES

By J. A. Clark, D.Sc.

### THE SUEZ CANAL

This great world waterway, connects the Mediterranean Sea with the Red Sea, a distance of one hundred miles. More recent descriptions mention the canal as being 103 miles long; this includes the Port Said breakwaters, 6,940 feet long and the mole that was constructed about 2 miles south of Suez. The Suez Canal shortened the distance between London, England and Bombay, India, by over 5,100 miles. A statue of Ferdinand de Lesseps, stands on the jetty leading to the harbour of Port Said at the northern entrance to the canal, has the following inscription beneath it: "Aperire Terram Gentibus"—To open the earth to all people—De Lesseps' motto led away for eighty years permitting all ships of every nation to pass freely to and fro, except for four days, in 1880 during the revolt of Arabi Pasha; until Egypt blocked the passage of Israel-bound ships in 1948, encroaching on the international function of the Suez Canal.

### EARLIER CANALS

An inscription at Karnak states that a canal existed in the time of Seti I (1380 B.C.). It is said that the first of the pharaohs, the legendary Scosotis, built such a canal. Another claim is that Ramses II, was the first to excavate a canal between the Nile delta and the Red Sea. The channel of this canal can be traced in parts of Wadi Tumilat and its direction was followed by the engineers of the fresh water canal, Pharaoh Necho (609 B.C.) started another canal from the Nile River and 120,000 persons perished in the undertaking which was not finished and was allowed to fill up. Darius I of Persia (520 B.C.) continued this work started by Necho, but his canal did not connect with the Red Sea, so that vessels using it ascended the Pelusiac arm of the Nile River from the Mediterranean as far as Bubastis, from there they followed the canal to Heropolis where their merchandise had to be transferred to Red Sea Ships.

In (285 B.C.) Ptolemy Philadelphus connected this canal to the Red Sea. This canal filled up with drifting sand and it was again cleared out and used for the passage of boats by the Arab conquerors of Egypt. Later during the reign of Cleopatra and Pelusiac branch of the Nile filled up closing navigation. From another source we learn that a large canal existed from the Red Sea to the Nile River from the sixth century B.C. to the eighth century A.D. that finally became choked up and useless. A French engineer, J. M. Lepere in 1798 reported that there was a difference between the level of the Mediterranean Sea and the Red Sea of 29 feet. This, however, was disproved in 1846-47.

### DE LESSEPS' CANAL

The French diplomat, De Lesseps went to Egypt in 1841. He set himself to thoroughly study the isthmus between Asia and Africa in 1849. He succeeded in interesting the Khedive of Egypt, Mohammed Said Pasha, in his scheme in 1855 for connecting the waters of the Mediterranean and the Red Sea. Two years later he was granted permission to proceed and formed a corporation known as Compagnie Universelle du Canal Maritime de Suez which was incorporated in Egypt under Egyptian law with its main administration of offices in Paris.

sonnel and secretariat are always French. There are 32 directors who meet in Paris. Great Britain did not buy shares, until Disraeli, who when Prime Minister paid \$20,500,000.00 for the Turkish shares that were offered on the market. She now holds 46 per cent of the canal shares. In order to secure the important concessions from the ruler of Egypt, the Corporation was obliged to construct a fresh water canal from the Nile River near Cairo to Lake Timshah.

### CONSTRUCTION

At Port Said on the Mediterranean where deep water occurred nearest the shore, the first ground was broken on April 25th, 1859. From there the course of the canal is nearly straight to Lake Timshah, from there it passes through the Bitter Lakes and valleys to Suez on the Red Sea. The first 77 miles of the canal was constructed to a width of 377 feet at the water surface; 72 feet wide at the bottom and 26 feet deep. The remaining distance was dug 198 feet wide at the water surface, 72 feet wide at the bottom and 26 feet deep. At one point the dredges were elevated 20 feet above sea level by admitting water from the fresh water canal to cut a 200 foot wide excavation through a sandstone rock formation. This highest point on the canal wall does not exceed 30 feet above sea level. Sidings or side basins were cut at intervals of 5 to 6 miles to enable ships to pass one another. There are regular stations at intervals with station Masters to control traffic.

### control traffic.

The Suez Canal was officially opened on November 17th, 1869. The grand inaugural ceremonies with Empress Eugenie of France on the French yacht L'Aigle, Emperor Francis Joseph of Austria and the Crown Prince William of Prussia being present when the imposing international procession, of 68 ships proceeded through the canal. Khedive Ismail, Viceroy of Egypt, under the Turkish Sultan provided a fabulous entertainment to celebrate the day. We were interested to read in the Guardian that the late Mr. Fred Hyndman, then an officer on H. M. S. Newport "had the distinction of paying the first canal dues for any vessel passing through the Suez Canal."

### CANAL IMPROVEMENTS

The canal was widened and improved in 1876 and again in 1885 to 1890 when it was deepened to 28 feet. From March 1887 night navigation was permitted. A prow searchlight was adopted and taken aboard by the pilot at Port Said and taken off by a second pilot at Port Tewfik opposite Suez. Two pilots are required for each trip, they change as Ismailia a midway port. Since 1915 the depth of the canal has been 26 feet to accommodate ships of 31½ foot draught. Its width at the waterline is 300 feet sloping to 180 feet at the centre.

### INCREASED TRAFFIC

De Lesseps estimated that a few hundred ships would use the canal each year. By 1910 the number of ships passing through was 4,533 with a net tonnage of 16,581,898. In 1954 there were 13,215 ships passed through carrying 102,458,851 long tons of cargo; paying over \$84,000,000.00 in transit fees. During 1955 the tonnage carried was almost 116 million tons by ships from over 40 nations. Great Britain moved more than a quarter of this tonnage through the canal last year.

The convoys of ships passing through the canal at a speed of 6.21 miles per hour, unless affected by winds. When a ship enters a harbour at either end, it is signalled to its berth; where it anchors until a convoy is made up. While waiting it is refueled, its tanks filled with fresh water and all passengers and crew are given medical inspection.

### CONVOYS AND CURRENTS

We have been told by those who have passed through the Suez Canal several times, that many dredges are at work all the time pumping the sand out that drifts in from the desert, back over the top of the canal sides. They say it is a wonderful sight to see a lighted convoy move through the canal at night. There is no tide in the Mediterranean, but there is a 3½ knot current that flows south from the Mediterranean and it stirs up strange tricky currents when it meets the 4 foot tide that comes in from the Red Sea. This tries the skill of even the most experienced pilots. One ship stopped holds up the whole convoy.

### WASHINGTON (AP)—President

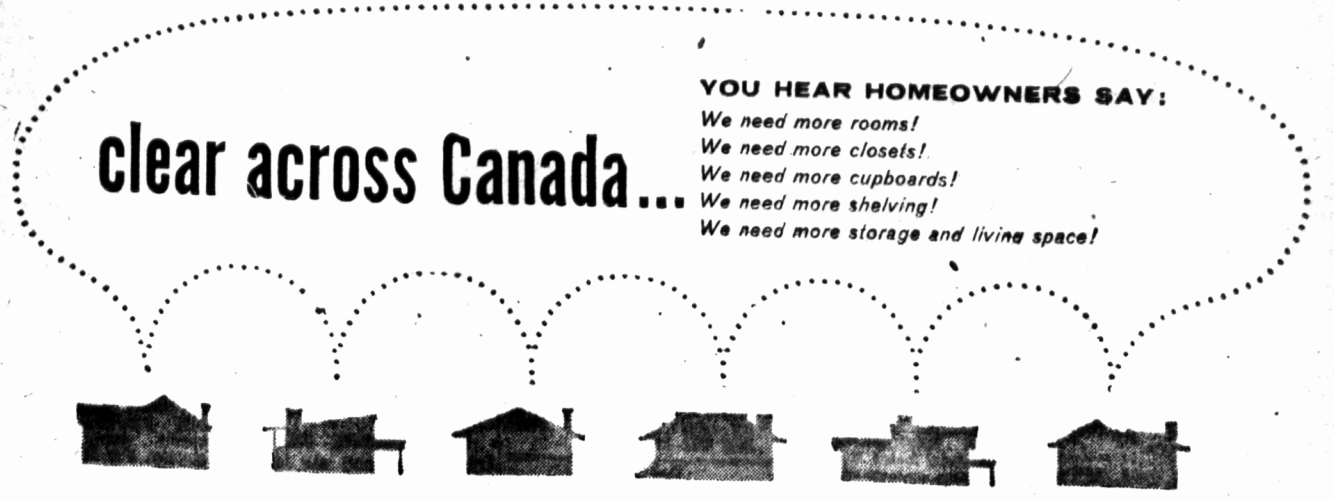
Eisenhower repeated Thursday that the people will get a fresh report on his health before the Nov. 6 presidential election. He told a press conference a date has not yet been set for a new physical checkup but said it will be before the end of this month.

Mr. Carl McAully, Truro, Nova Scotia, was a recent visitor at the homes of Mr. and Mrs. Arthur Milligan, Poplar Grove and Mr. and Mrs. Colin Milligan, Conway, Nova Scotia, is spending a vacation at the home of her parents, Mr. and Mrs. Arthur Milligan, Poplar Grove. Mr. Arthur Milligan, Poplar Grove, is visiting his mother Mrs. Hannah Milligan, Truro, Nova Scotia. Mr. Colin Milligan has returned to his home after a pleasant visit at the home of Mr. and Mrs. Cecil Kilbride and family MeAdam, New Brunswick. Mr. John J. Murphy, Charlotte-

town, spent a few days recently at the home of Mr. and Mrs. Bradford MacKinnon. Mr. William MacNeill, accompanied by his mother, Mrs. Oscar W. MacNeill, were business visitors to Summerside on Friday, October 5th. Mr. Frederick MacNeill, Grade X student at St. Dunstan's spent the holiday at his home in Cor-

Friday, October 5th. Mr. William E. MacKinnon, Summerside, spent the holiday at his home in Conway. Mr. and Mrs. Robert H. Palmer, Freeland, were in Summerside on business recently.

Mr. Regionald Ramsay was a business visitor to Summerside on Friday, October 5th. Mrs. James Hardy, accompanied by Mrs. Cecil Hardy and Mrs. Frank Hardy, Freeland, were business visitors to Summerside on



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