

C.N.R. Crews, Summer Schedule

With the change in timetable on 'island division' of the Canadian National Railway on May 17th the following crews were assigned, by bulletin to the various trains.

For the first time in a number of years the numbers of the various trains have been changed; for this reason the numbers of the various trains are given.

39-42—Charlottetown to Borden and return daily except Sunday. Conductor, W. W. Jay; trainmen, F. L. Punche and E. Paquette; engineer, H. N. Howatt; fireman, P. E. Doyle.

43-40—Charlottetown to Borden daily except Sunday. Conductor, F. C. Glover; trainmen, G. A. Godkin and J. R. Doyle; engineer, A. Dabiel; fireman, J. D. Pound.

251-252—Charlottetown to Tignish (Sunday in Charlottetown). Conductor, Heber Bell; trainmen, F. McDougal and E. Hayward; engineer, J. J. Bowlan; fireman, J. M. Larabee.

231-232—Charlottetown to Tignish (Sunday in Tignish). Conductor, D. R. Smallwood; trainmen, R. Jay and S. J. Coffin; engineer, R. R. Dougan; fireman, G. A. Jeffrey.

206—Extra—Summerside to Charlottetown—Daily except Sunday. Conductor, J. W. Birch; trainmen, W. S. Burns and F. W. Wheatley; engineer, G. Ross; fireman, M. Soudet.

208-207—Borden to Summerside—Daily except Sunday. Conductor, D. G. McCallum; trainmen, C. V. Grant and M. Bursoyne; engineer, E. C. Costain; fireman, J. G. Hanlan.

241—Tignish to Summerside—Monday, Wednesday and Friday.

242—Summerside to Tignish—Tuesday, Thursday and Saturday. Conductor, A. S. McAssey; trainmen, J. C. Trainor and A. S. Miller; engineer, B. D. Coffin; fire-

man, F. A. McKinnon.

47-46—Souris to Charlottetown—Tuesday and Saturday (passenger).

233-234—Souris to Charlottetown—Monday, Wednesday, Thursday and Friday (mixed).

237—Elmira to Souris—Tuesday and Wednesday.

238-236—Souris to Elmira—Monday only. Conductor, W. G. Doyle; trainmen, T. S. Arbing and J. H. Davey; engineer, E. O. Began; fireman, V. J. Bowlan.

248-247-249; 275-271-273—Georgetown-Montague and Mt. Stewart—daily except Sunday.

431-432—Mt. Stewart to Mt. Herbert—Monday, Wednesday and Friday. Freight only.

Extra-249—Mt. Stewart to Charlottetown—Tuesday, Thursday and Friday. Conductor, G. D. Bursoyne; trainmen, B. H. Stewart and A. McDonald; engineer, St. C. Paquet; fireman, C. A. Fraser.

240-209—M. Harbour to Charlottetown (via Mt. Stewart) Monday, Wednesday and Friday (mixed).

66-65—M. Harbour to Charlottetown, Tuesday and Saturday (passenger). Conductor, J. L. Her-ring; trainmen, J. H. Court and A. R. Dover; engineer, J. P. Darte; fireman, G. D. McPherson.

Set up crews—Operation out of Summerside (daily except Sunday). Conductor, E. A. Lavers; trainmen, A. McCallum and T. K. Pate; engineer, E. Deighen; fireman, V. J. Bowlan.

Set up crews (2)—Operating out of Charlottetown (daily except Sunday). Conductors, E. P. Lynds and M. Graham; trainmen, E. S. Warren, F. L. Butler, J. S. Moore and T. H. Lavers.

Spare Board (5)—Trainmen, P. J. Mahar, R. J. McCarvell, M. C. Delaney, J. W. Lewis and D. M. McAusland.

Switchers (3)—Borden—Formen, P. J. Howatt, T. C. Howatt and R. C. McDougal; yardmen, L. W. McKay, J. A. Conway, D. L. McLeod, G. E. McKay, W. B. Currie and R. M. Cummings; engineers, F. N. Dorsey, W. McKay and J. W. McKinnon; firemen, W. D. Bren-

non, W. E. Boyce and J. R. Thompson.

Switchers (2)—Charlottetown. Retired During Year

During the past year the following employees of the Island division of Canadian National Railways were retired:

F. J. Higgins, who entered the service as a cleaner on March 24th, 1905, at Charlottetown, promoted to fireman July 11th, 1905, and to engineer on Oct. 10th, 1908, retired February 25th, 1953, at time of retirement was engineer on switcher at Charlottetown.

Edward Cantwell, who entered the service as cleaner at Souris in 1908, promoted to fireman Sept. 1908, and to engineer on Dec. 12th, 1912; was engineer on Borden-Charlottetown run at time of retirement.

J. J. Paquet entered service as cleaner at Souris on January 2nd, 1914, promoted to fireman April 21st, 1914 and to engineer on March 30th, 1922; retired Sept. 30th, 1952, due to ill health.

A. C. McKay entered the service as an operator on Aug. 23rd, 1907, and retired on Sept. 1st, 1952; at time of retirement was Agent at Montague, having been appointed to that position on Sept. 1st, 1916.

C. E. A. McKenna entered the service as a section man on February 20, 1908, promoted to Sec-

tion foreman June 1st, 1922, and retired on March 1st, 1952; at time of retirement was foreman at Borden.

J. P. Hogan entered the service as an operator on Sept. 22nd, 1908, was promoted to an Agent on April 22nd, 1918, and was appointed Agent at Summerside on March 1st, 1934, from which position he retired on Oct. 1st, 1952.

A. B. Bagnal entered the service as a brakeman Sept. 23, 1909, promoted to Conductor April 13, 1926, and appointed Yard Agent at Charlottetown on Sept. 1st, 1948, from which position he retired on June 1st, 1952.

A. J. Howatt entered the service as a brakeman on June 26, 1912, promoted to Conductor May 24th, 1917, and as yard foreman June 30, 1918; he retired in 1952.

Arthur W. Jay entered service as a brakeman on July 7, 1913, became yard foreman at Borden Sept. 20th, 1919 and retired from that position on March 1st, 1952.

F. H. Currie entered service as fireman Oct. 13th, 1915, was in military service from February 8th, 1916 to February 7th, 1919, promoted to conductor on May 21st and retired on July 1st, 1952.

W. E. Grimes entered the service as a porter on Sept. 1st, 1916, entered train service as a trainman July 1st, 1917, promoted to conductor Dec. 8, 1952, later reverted

to train baggageman and retired from that position on Sept. 1st, 1952.

G. E. McDougal became a section man on May 10th, 1918, and retired Dec. 1, 1952.

Cecil Stewart entered service as trainman May 21st, 1919, promoted to conductor February 6th, 1935, and retired March 1st, 1952.

J. T. Arsenault entered service as sectionman March 23, 1919, promoted to section foreman July 2nd, 1932, and to Assistant Roadmaster on Dec. 3, 1951, retiring from that position on Aug 1st, 1952 due to ill health.

Russel McDonald entered service as a deck hand on S. S. P. E. Island, April 4th, 1925, appointed assistant purser April 12, 1946, and Purser on January 25, 1950; he retired on Aug. 1st, 1952.

J. F. McDonald entered service as an ordinary seaman on car ferry May 25, 1934, promoted to 4th engineer April 26, 1936, and 3rd engineer on May 20th, Nov. 20th, 1944, and retired on Nov. 30th, 1952.

BLACKPOOL, England, (CP)—Suggestion that British postmen who ride bicycles in wet weather be provided with plastic pants and rubber trouser-seats was rejected as impractical at a conference of post office workers here. The secretary said any other suggestions would be welcomed.

Dorothy Dix's Column—

Continued from page 2

than I am. I love her, and think she loves me, but she won't commit herself. It seems that some time ago she was in love and the man jilted her, leaving her disillusioned and cynical regarding men. It would be difficult for me to forget her, but I don't want this affair to be one-sided.

ANSWER: Your role in the young lady's life seems to be that of an appeal to her vanity, and a source of entertainment until someone better comes along. The story of disillusionment is a cover to tide her over a dull period. If she cared for you, the memory of her broken romance would have faded rapidly. Better not depend on her too much.

DEAR MISS DIX: I am a girl of 15, and like a boy 17. My mother thinks he acts too old for me, and has forbidden me to go out with him. I want to know if it's all right for me to see him secretly.

ANSWER: Absolutely not! In no circumstances should a girl date a boy on the sly after her parents have forbidden the friendship. Your mother may be unfair in your estimation, but again she may know things about the boy that you don't, or she may have some other definite reason for discouraging the friendship.

DEAR MISS DIX: Mine is the old problem. I'm 26, married, and never get out. My husband is content to come home, settle down, read, sleep and eat. He gets mad if I even suggest going to a show.

ANSWER: There's not much you can do with a man who is a determined homebody. If he won't take you out, you should at least insist in getting out with your girl friends, and since you work all day naturally you have to take the evenings for your own amusement. Someone should organize a "Let's-take-the-little-woman-out-once-a-week club," in an effort to detach these lazy males from their routine. Every wife is entitled to an evening out and it should be granted with good grace. It does no good if hubby goes reluctantly, then fusses all evening over the dinner, movie, expenses, traveling, etc. Men should realize what terrific dividends they get from a movie a week. Nothing raises a woman's morale more than a little pampering.

Seeing is Believing Bargain

Truck ready for road, 1950 two-ton Dodge, equipped with hydraulic box and hoist, 12-ply tires rear, 10-ply front. Reconditioned motor with less than 200 miles.

E. MacDOUGALL, Vernon, P. E. I.



NOTICE OF POLL

TO ALL PERSONS QUALIFIED TO VOTE AT SCHOOL MEETINGS:

Take notice that for the purpose of electing one trustee for Polling Division No. 2 of School Unit No. 1 a poll will be held on Wednesday, the 10th day of June, 1953 from 12 o'clock noon until 9 p.m. in the following places:

Winsloe Station School, West Royalty School, Central Royalty School, East Royalty School.

The following persons have duly nominated for the office of School Trustee:

ERNEST MacMILLAN
WILFRED HARDY

POLLING DIVISION NO. 2 is defined as that portion of School Unit No. 1 outside the former school districts of Parkdale and Spring Park.

WHO MAY VOTE:

(1) Every person shall be entitled to vote at any School Meeting, on any question if such person or the wife or husband of such person shall be a ratepayer in the district and if such person or the wife or husband of such person shall have paid in full all district school rates and taxes, including dog-tax, imposed upon him and not otherwise.

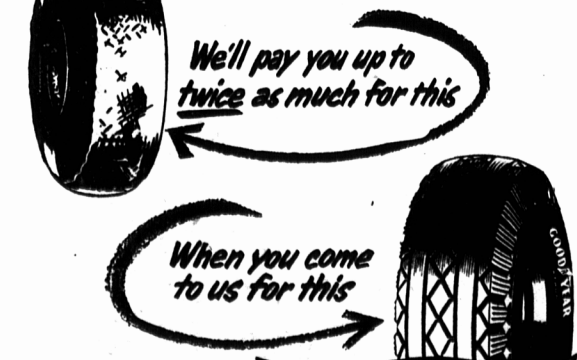
(2) Provided that every woman residing in the district and being the mother, step-mother, or adoptive mother of a child of school age residing with her and in actual attendance at the school of the district, shall be a qualified voter at all school meetings and shall be eligible for election as a trustee unless she shall be in arrears of school taxes assessed against her.

Section 27—The Public School Act.

GORDON M. RICE,
Secretary, School Unit No. 1

TRADE TROUBLE FOR DOUBLE!

90% of tire trouble occurs in the last 10% of the tire's life. Why not trade in your trouble now... for double allowance!



DON'T MISS OUR BIG OFFER - COME IN TODAY!
MARATHON only \$18.95 by GOODYEAR

Our double trade-in allowance offer is good for a limited time only. So come in today to trade your old worn tires for long-mileage, guaranteed tires by...

HORNE MOTORS LTD.
CHEVROLET & OLDSMOBILE
WHITLOCK
TIRE SERVICE VULCANIZING

NEW ESSO AND ESSO EXTRA

GREATER POWER!

FASTER ACCELERATION!

MORE MILES PER GALLON!

NO OTHER GASOLINES IN CANADA CAN GIVE SUCH A COMBINATION

The new Esso and Esso Extra are the best gasolines ever sold in Canada!

Tested in the laboratories, in engines and on the road to bring you the best overall combination of great power, easy starting, fast acceleration, higher octane and top mileage... the great new Esso and Esso Extra are the outcome of the greatest research and refining program ever undertaken by a petroleum company in Canada! They are "engine-balanced" to give you better all-round performance than any other gasolines in Canada!

The GREATEST GASOLINES EVER SOLD IN CANADA!



Let your engine tell the story
MAKE THE "15 to 50" Test

Have your tank filled with Esso if you use a regular grade gasoline... Esso Extra if you use a premium grade. Take your car out on the level highway and accelerate from 15 to 50 miles an hour. Let your engine prove the new Esso or Esso Extra can give you livelier pick-up, smoother flowing power... better all-round, 11-year performance.

MORE CANADIANS USE ESSO AND ESSO EXTRA THAN ANY OTHER GASOLINES.