



EVELYN MacLURE

MARGARET MacNEILL

JEAN MacPHERSON

Evelyn Joyce MacLure, born April 2, 1939, is the daughter of Mr. and Mrs. Preston MacLure, Montague. She attended school in Murray Harbour North and Montague before coming to Prince of Wales in September, 1956. Next year she plans to continue her arts course at Mt. A.

Margaret Grace MacNeill was born June 16, 1938 in Long Creek, the daughter of Mr. and Mrs. Malcolm MacNeill. She received her early education at Long Creek School and entered Prince of Wales College in the fall of 1954. She plans to enter M. Allison University in the fall and hopes to obtain a B.Sc. degree majoring in Chemistry.

Margaret Jean MacPherson was born April 12, 1939 in Port Arthur, Ont., and is the daughter of Mrs. Margaret MacPherson and the late George Calvin MacPherson. She received her early education at Prince Street School in Charlottetown and entered Prince of Wales College in the fall of 1954. She plans to enter Mt. Allison University in the fall and hopes to obtain a degree in Library Science.

One Canadian Firm Is Not Worried By Common Market

By FORBES RHUDE
One Canadian firm whose operations include plants in Europe, apparently isn't too worried about developments which may result from the European common market or the proposed larger free-trade area.
The firm is Massey-Ferguson Ltd., makers of farm implements, which has manufacturing facilities at Marquette in France; Westhoven and Eschwege in Germany; and at Manchester and Kilmarnock in Britain—as well as manufacture of its tractors at Coventry by Standard Motor Company.
The optimistic view came from a group of the company's executives from various parts of the world—Europe, Australia, South Africa, North America—who recently met in Toronto and were asked about the matter in an interview.
J.D. Coughlan, a native of Saint John, N.B., who is works manager at Marquette, said:
"We already work a 'common market' with the French and German plants making parts for one another."
H. A. Wallace, vice-president, manufacturing, with headquarters at Toronto head office, commented:

"Our set-up in Europe and Britain is well placed for the common market; we'll take it in our stride; the shuffling now going on to some extent."
It was stated that the manufacture of farm implements differs between France and Germany in that most of the manufacturing in France is done by large firms—of which Massey-Ferguson is the largest producer—while in Germany it is done by perhaps 100 smaller firms.
W. A. Moeser, a native of Toronto and manufacturing manager at Sunshine, Australia, near Melbourne, said that with post-war migration, Australian farming has expanded, with many large irrigation schemes and the opening up of additional areas to farming.
Mechanization is traditionally high, but is expanding.
About half the Australian tractor production is exported to South Africa.
L. B. Knoll, representing South African operations, said that before the war South African farmers depended for power on animals, and used a lot of labor.
With post-war industrialization, however, labor has flowed to the cities. As a result, from no

tractors at all, many farmers now have two tractors.

Canada May Try For Air Speed Record

OTTAWA (CP)—Canada may try for a world air speed record with the supersonic Arrow interceptor.
Many members of the RCAF say privately they would like to see the air force make a bid for the record but that it likely could not be attempted soon.
The Arrow, made by Avro Aircraft Limited, Malton, Ont., under government development contract, has been flying for only a few weeks.
One test plane has been flown at more than twice the speed of sound, that is, at more than 1,900 miles an hour.
The world record now is held by a United States Air Force interceptor, the F-104A Starfighter. It was flown May 16 over southern California at an average speed of 1,404 miles an hour.
The early models of the Arrow are fitted with Pratt and Whitney J-75 jet engines.
However, the Arrow is eventually scheduled to be fitted with the Iroquois jet engine being developed by Orenda Engines Limited, sister company of Avro. The Iroquois is considered to

Safety Check Of Motor Vehicles Is In Full Swing

The two-weeks Safety Check campaign across Canada is in full swing in all provinces. Planned for the last two weeks in May it is designed to urge motorists to complete the circle of safety by checking their cars and driving and thus check accidents.

In commenting on the safety campaign A. J. Gallant, Provincial Motor Vehicle Registrar, emphasized the importance of it to all Islanders whether they are drivers or not. He said both the R. C. M. P. and the City Police were co-operating fully at various check points.

This voluntary Vehicle Safety Check gives every driver a chance to do his part in making our community a safer place to live. "Our best drivers are a poor risk if they are driving vehicles with worn out tires, bad brakes or other neglected items. Equally important in our Safety Check is the challenge to all drivers to check their conduct behind the wheel. Both safe vehicles and safe drivers are needed to check accidents," Mr. Gallant stated.

Check lanes will be set up in suitable locations to give motorists an opportunity to take advantage of the free and voluntary 10 point Vehicle Safety Checks.
"One out of five vehicles checked in the nationwide Safety Check in 1957 needed immediate attention to one or more of the 10 items affecting safe driving condition. The ten items Safety Checked are brakes, front and

rear lights, steering, tires, exhaust system, glass, windshield wipers, rear view mirror and horn," it was explained.

"It is reassuring for those who get a "Safety - Checked" windshield sticker showing their vehicles are in safe operating condition, but the vehicles discovered unsafe are more important because owners can have dangerous conditions corrected before they become a factor in a traffic accident," the registrar stated.

"Many motorists don't know they are driving vehicles that are hazards to themselves, their families and their community. A safety - Check is the best way to find out," he added.

"The Safety Check campaign in this Province is part of the Annual Vehicle Safety - Check supported by the Canadian Highway Safety Conference and the Provincial Coordinators in the interest of the continuing national campaign to, Back the Attack on Traffic Accidents," Mr. Gallant, concluded.

EXPENSIVE REPAIRS
NEW YORK (AP) — Two television repairmen admitted \$144 is too much to charge for replacing a 90-cent tube and a 15-cent fuse in a television set. Irving R. Stevens, 33, and Alber. Kaye, 49, pleaded guilty Tuesday to excessive overcharging. Each paid a \$250 fine.

have greater thrust than the J-75 and with it, RCAF officers say, the Arrow could attempt a world record.

The catch is that the Starfighter is already an operational plane and the U.S. may have something much faster in operational service by the time the Arrow reaches RCAF squadrons, if it ever does.

Comments On Construction In Russia

TORONTO (CP)—A Canadian construction executive just back from a tour of Russia says that country's heavy construction industry is large and modern but it appears to be operating at high costs.

Harold McNamara, vice-president and general manager of the McNamara Construction Company, was one of 31 Canadian businessmen who spent almost two weeks touring Soviet industry.

Mr. McNamara said in an interview Tuesday he was deeply impressed by the skill of Soviet construction engineers and the vast amount of heavy construction equipment he saw.

FINE ENGINEERS
"All the talk about Russia's output of engineers is not far wrong," he said. "Their construction engineers show a great deal of skill and are probably better on the average than ours in Canada."

Mr. McNamara said "The Russian machinery looks as good as our best," he said, "but their skilled laborers didn't seem to stack up to ours."

Mr. McNamara was one of four Canadian construction men who took side-tours from the main party to watch Russian builders at work. The others were A. D. McKee, president of Perini Limited; Thomas Irving,

general manager of Sir Robert McAlpine and Sons (Canada) Limited, and Harold Graham of Canadian Building Materials Limited. Mr. McNamara is the first of the group to return to Canada.

Want Denim Tariff Boost

OTTAWA (CP)—Canada's cotton industry Tuesday asked the tariff board for sharp - higher tariffs on denim fabrics on grounds that low-cost imports from the United States seriously penalize Canadian manufacturers.

D. R. Gormley, vice-president of Canadian Cottons Limited,

denim imports has decreased by 10½ per cent since 1939. This had resulted in the Canadian manufacturers' share of the domestic market being reduced to 81 per cent in 1956 from 99 per cent nine years ago.

Mr. Gormley appeared as a witness for the Primary Textile Institute which has applied to the board for higher tariffs on a wide range of textiles. The board is studying textile tariffs under an order issued last year by Finance Minister Fleming.





"For practical purposes the only import competition at this time is from the United States and, as the fabric is a highly-competitive volume item, Canadian prices must follow U.S. landed prices very closely," Mr.

said tariff protection against Gormley said. The price level which Canadian producers must maintain to hold a reduced share of the domestic market "has imposed severe pressure upon them."

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