

"Covers Prince Edward Island Like The Dew"

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### P.E.I. IS INCLUDED

## Six Provinces Support Proposed Rail Subsidy

By JOHN LEBLANC  
Canadian Press Staff Writer  
OTTAWA (CP) — Six provincial governments Thursday expressed support for the federal government's proposed \$200,000,000 a-year subsidy for reducing freight rates.

The provinces—Albert, Manitoba and the Atlantic group—attacked earlier submissions of Canadian Trucking Associations to the Commons railway committee in opposition to the rate relief.

The CTA, which speaks for some 7,000 for-hire truckers, was accused of distorting facts and delivering "mumbo-jumbo" in attacking to have federal legislation for the subsidy sidetracked.

Besides the provincial governments, the committee heard representations in favor of the subsidy Thursday from the chambers of commerce of the twin Lakehead cities of Port Arthur and Fort William.

While the Ontario cabinet made no public representations to the committee, it was understood a drop from that government endorsed the measure at a private conference this week with Transport Minister Hees, sponsor of the legislation.

**DISSENTION CHARGE**

In Thursday's submissions, the truckers were attacked most strongly by Manitoba government counsel Arthur V. Mauro, who said they had distorted facts and had used a faulty approach in trying to show there was little regional "discrimination" in rail freight rates.

It was Mr. Mauro who said the truckers had been using mumbo-jumbo about railway revenues per ton-mile to try to make their point.

He cited individual rates to show that charges on many individual products moving between the West and central Canada had taken considerably higher increases than within central Canada.

For the Atlantic governments, executive manager H. A. Mann of the Maritimes transportation commission took issue with the truckers' claim that rate-reducing rail subsidies received in the seaboard area since 1927 had a bad effect through truck competition.

**EVIDENCE LACKING**

"There is no direct evidence so far produced which would prove that a subsidy to the railways leads to a decline in the trucking industry," Mr. Mann said.

He said the new subsidy measure would be of benefit to Maritimes shippers sending products to the competitive central market, to consumers and to Maritimes industry bringing in raw materials.

"And it won't cause the collapse of the trucking industry in the Maritimes," he said.

Committee member Thomas Bell (PC — Saint John — Albert) asked whether there had been "widespread discrimination" against the Atlantic area in the railways' application of last fall's 17-per-cent increase.

"I would say so," Mr. Mann replied. "We can't escape this through competition against the railways as much as central Canada can."

# Immediate Ferry Action Is Urged By Island Govt.



THE PROPELLOR blade of the ferry stands at bottom of picture are about five and one-half feet long and weigh up to 40 pounds each.

## Wires Stress Dire Urgency Of Situation At Borden

Immediate action to relieve the transportation crisis on the Borden-Tormentine run was urged yesterday in three urgent telegrams dispatched by the Island Government to the Prime Minister of Canada; the Federal Minister of Transport and Hon. J. Angus MacLean, minister of fisheries and representative for Queen County.

The Provincial Cabinet yesterday afternoon discussed for over three hours the recent situation caused by a breakdown in the SS Prince Edward Island which occurred on Wednesday evening and caused the ship to be taken off the run for repairs.

In the meantime the SS Scotia II, an old ferry formerly used between Hawkesbury and Mulgrave has been pressed into service in an effort to keep passenger train service moving.

**LIMITED CAPACITY**

The Scotia II has no facilities for carrying autos & trucks and is very limited in its passenger carrying capacity.

In the longest of the three telegrams, Premier Matheson recalls to Transport Minister Hees, a conversation he had with his Deputy Minister last fall and makes reference to a letter received from the Federal Minister recently.

Mr. Matheson informed Mr. Hees that no greater emergency (Continued on page 11 Col. 7)

## Anti-Tank Missile Bought For Army

By DAVE McINTOSH  
OTTAWA (CP) — The defence production department has ordered a French missile — the anti-tank SS-10 — for the Canadian Army, it was learned Thursday.

Terms of the contract between the department and Nord Aviation of Paris, the manufacturer, are classified but it is understood that the initial order is for a limited number for evaluation purposes. The United States Army also has the SS-10 on order.

The SS-10, capable of knocking out the heaviest known tank, will be the fourth guided missile to join the arsenal of Canada's armed forces.

The other three are all American weapons. The air-to-air Sidewinder is already in use with the Canadian navy fighter squadrons. The surface-to-surface Lacrosse will be delivered to the army this year. The BCAF is scheduled to get the anti-aircraft Bomarc in 1961.

The SS-10 is guided by infantrymen or tank men by remote control through wires which uncoil as the missile speeds toward its target.

**WIRE HOOKUP**

The weapon can be launched from the ground, a ground vehicle, a helicopter or a plane. It can be carried and operated by a single soldier. Its range and speed are secret.

The army's current chief anti-tank weapon possessed by the infantry is the heller, designed and built in Canada. Its range is extremely limited although it is a potent tank-killer at short distances.

The armed forces want still other types of missiles, including the ground-to-air American Hawk for the army for defence against low-flying aircraft and a surface-to-surface anti-submarine weapon for the navy and BCAF to supplement their depth charges and homing torpedoes.

## Blast Used To Suicide

MONTREAL (CP) — Room 422 in the Queen's Hotel exploded Wednesday night—killing the man inside it.

Police said the man—Guy Charbonneau of nearby St. Lin, Que.—blew himself up, using 20 sticks of dynamite and an electrical detonator.

The force of the blast ripped out a wall, punched a four-foot hole in the floor, splattered glass and debris onto the street and sent acrid smoke seeping through hotel corridors.

Some hotel guests thought it was fire and fled down fire escapes. Others were just stunned.

Two people—David McAndrew, 45, and his son, Michael, 42—were in the room underneath the death suite.

**CEILING FELL**

"There was kind of a dull vibration, a huge shock—like nothing I had ever heard before. Then the ceiling fell on us and I don't remember much after that," said Michael McAndrew.

Police found him wandering dazed and bleeding in the hotel lobby. His father was discovered in a chair in the room, covered with plaster and wood.

## Trains Will Run Despite Strike Says CNR As Firemen Contradict

MONTREAL (CP)—The CNR said Thursday it will operate normally if the firemen's union calls a country-wide strike.

The union promptly replied that if a strike is ordered, the railway will not run normally.

The two sides, faced with a threat of a strike, appeared to be juggling for position.

"Regardless of the possible work stoppage by the Brotherhood, we intend to maintain normal service and to insure that there will be no interruption to the free flow of traffic," said S. F. Dingle, CNR vice-president of operations. Shippers in Canada and the United States have been told that all freight will be accepted and handled even if a strike is called.

Asked to comment, W. E. Gamble, vice-president of the Brotherhood of Locomotive Firemen and Engineers (CLC), said: "It is our intention to take the necessary steps so that the railway will not operate normally if a strike is called."

"We are making the necessary preparations in case a strike is necessary," said Mr. Gamble. "Key points will be tied up."

If the firemen's union orders a strike, it would look to other railway unions for support. When the union went on strike a year ago against the CPR, the railway kept operating and most railway workers continued on their job.

## MP Assured Ships To Run

Assurance that both the SS Prince Edward Island and the Scotia II will run today was given Health Macquarrie M.P. yesterday by David Blair Vice-president and General Manager of the Canadian National Railways, Atlantic Region.

Mr. Macquarrie was returning to Ottawa by air after addressing a seminar of Board of Trade delegates held in Summerside Wednesday evening.

According to the federal representative the service will be of an irregular nature with two hours required to make the trip.

The MV Abegweit is away in Montreal undergoing her annual drydock overhaul. Mr. Macquarrie was informed that the regular boat will return to the run on or about May 24.

It was during a short stopover at Moncton that Mr. Macquarrie got in touch with the CNR official. He said he would present a detailed picture of transportation difficulties when he arrived in Ottawa yesterday.

## Old Ferry Works On Only 2 Engines

The long suffering car ferry SS Prince Edward Island was expected to limp back into service this morning operating on two of her three engines.

The ferry was due to make her first crossing this morning at 7 o'clock to begin together with the little Scotia II, what Moncton Canadian National Railway officials describe as a "modified" service.

The CNR said the ferry would carry only passengers and automobiles while the Scotia, which is unable to ferry cars and trucks, would carry trains.

The ferry was put out of operation Wednesday evening after a blade on one of her propellers was discovered to be loose while docking at Tormentine on the 4:30 run. CNR divers worked through Wednesday night and all day Thursday to effect repairs. In the meantime the Scotia was pressed into service.

**TRAFFIC A TRICKLE**

Traffic to and from the Island was tied up almost completely. Only a "trickle" of passengers were able to leave the Island on the Scotia. Cars and trucks lined up at Borden early in the morning but headed back to their starting points when news of the damage was revealed.

CNR officials say the repairs to the starboard propeller shaft will be made while the P.E.I. is out of service at night. They did not say when they expect the repairs would be completed.

Severe vibration while the ferry was docking at Tormentine was the first indication of trouble. Using its other propeller the ferry made it back to Borden where underwater inspection by divers Bill and Gus Gallant revealed a number of large studs holding the propeller blade in place had worked loose. The blade will have to be put in perfect balance with the other three before the propeller can be used.

**ABBIE IN MONTREAL**

The big M.V. Abegweit is undergoing her annual spring overhaul in Montreal.

## Herter Is Best Bet To Replace Dulles

By MARVIN L. ARROWSMITH  
AUGUSTA, Ga. (AP) — President Eisenhower is reported to have decided to name Christian Herter as his successor — if Herter's health is up to it.

That picture of the situation developed further Thursday as Eisenhower and John Foster Dulles conferred for a second time on selection of a successor to Dulles, who resigned Wednesday because of cancer.

Herter, 64, is undersecretary and has been acting chief of the state department since Dulles was stricken anew early in February. Herter suffers from arthritis of the hip.

**"STANCHER BELIEVER"**

Eisenhower formally accepted Dulles' resignation Thursday and named him as "a staunch believer of our nation against the aggressions of imperialistic communism."

And Dulles, in arriving official notification he must step down, wrote Eisenhower that free world liberty and justice "face a formidable and ruthless challenge" from communism.

The president's vacation headquarters disclosed that Eisenhower and Dulles first talked by telephone Wednesday night regarding a successor. They had a second conference Thursday.

The word later was that the two men are agreed on selection of Herter — provided there is medical assurance the job wouldn't be too crushing a physical burden for him.

Herter's personal physician, Dr. Theodore B. Bayles of Boston, said Wednesday night the undersecretary is "perfectly capable" of handling the full burden.

Herter relies on lightweight metal arm crutches to ease the discomfort he experiences when standing.

## Red East German Action Dims Agreement Hopes

By SEYMOUR TOPPING  
BERLIN (AP) — Communist East Germany dimmed hopes Thursday for East-West agreement at next month's foreign ministers' conference. Premier Otto Grotewohl ruled out any accord at Geneva to reunite Germany or place all Berlin under United Nations rule.

In a belligerent speech before East Germany's parliament, Grotewohl outlined an uncompromising policy that probably forecloses the stand Soviet Foreign Minister Andrei Gromyko will take at Geneva May 11.

Geneva prospects also were darkened by another exchange of Russian and U.S. protests over E. latest buzzing of a high flying American transport plane by Soviet MIG jet fighters on a flight to Berlin.

In his speech Grotewohl declared: "The question of reunification is an internal German affair and will not be a matter for debate at Geneva."

Grotewohl also rejected Western suggestions that his East Berlin capital be placed under international control together with West Berlin.

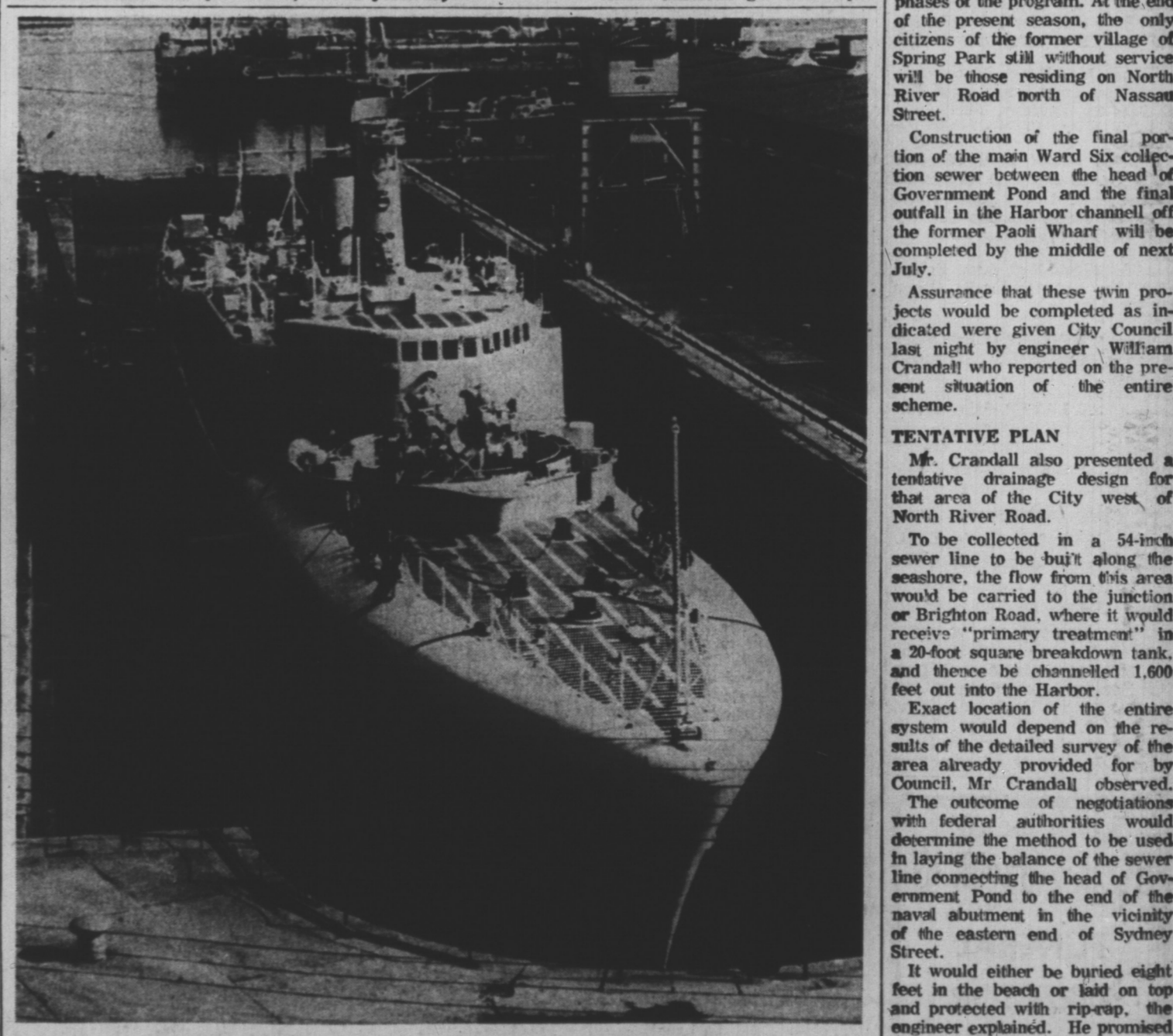
"We have no intention of allowing this," the premier said.

**BACKS RED PLAN**

Grotewohl called for acceptance of a Soviet proposal—already rejected by the West—for transforming West Berlin into a demilitarized free city inside a loose confederation of the two Germanys.

Grotewohl opened his policy statement by accusing the West of pursuing aggressive policies and equipping the West German army with nuclear weapons.

Government sources in London expressed fear the controversy may prejudice next month's negotiations.



Spring time is refit time for this sleek sub-hunter of the Royal Canadian Navy — HMCS Skeena. The destroyer-escort is seen here "low and dry" in the historical drydock of HMC Dockyard, Esquimalt, B. C. The Skeena is one of seven such modern, anti-submarine ships which form the Pacific Command's Second Canadian Escort Squadron. (National Defence Photo)

## Completion Dates Set For Sewage Problems

Sewerage service will be extended this coming season to practically all householders in Ward Six not reached by the earlier phases of the program. At the end of the present season, the only citizens of the former village of Spring Park still without service will be those residing on North River Road north of Nassau Street.

Construction of the final portion of the main Ward Six collection sewer between the head of Government Pond and the final outfall in the Harbor channel off the former Paoli Wharf will be completed by the middle of next July.

Assurance that these twin projects would be completed as indicated were given City Council last night by engineer William Crandall who reported on the present situation of the entire scheme.

**TENTATIVE PLAN**

Mr. Crandall also presented a tentative drainage design for that area of the City west of North River Road.

To be collected in a 54-inch sewer line to be built along the seashore, the flow from this area would be carried to the junction of Brighton Road, where it would receive "primary treatment" in a 20-foot square breakdown tank, and thence be channelled 1,600 feet out into the Harbor.

Exact location of the entire system would depend on the results of the detailed survey of the area already provided for by Council, Mr. Crandall observed.

The outcome of negotiations with federal authorities would determine the method to be used in laying the balance of the sewer line connecting the head of Government Pond to the end of the naval abutment in the vicinity of the eastern end of Sydney Street.

It would either be buried eight feet in the beach or laid on top and protected with rip-rap, the engineer explained. He promised that he would make his decision in a week, with tender specifications available in an additional week.

Allowing two and one half months for construction, the project (Continued on page 5 Col. 7)

## Deputy Warden Killed By Rioting Prisoners

DEER LODGE, Mont. (AP) — Rioting convicts armed with knives and guns shot and killed a deputy warden Thursday and grabbed 15 hostages including warden Floyd E. Powell at the Montana prison.

Powell was released unharmed about two hours later, apparently as the result of an ultimatum by governor J. Hugo Aronson.

The 18 others, all guards and prison employees, remained prisoners of the shouting convicts. Two hours after the riot broke out, Aronson called out the Montana national guard to bolster the armed men already ringing the walls of the 39-year-old prison.

The armed convicts called immediately for the governor, saying they would talk only to him.

But Aronson, from his Helena residence 55 miles to the northeast, said, "There will be no talk with any of the riotous convicts by me until warden Powell and all other hostages have been released and the convicts have returned to their cells."

Minutes later the warden walked out of the prison gates, kissed his wife and took command of the situation.

Prison officials identified the dead officer as Theodore Rothe, a deputy warden for two years. He was dead on arrival at a Deer Lodge hospital after the convicts gave up his body.

Rothe was the father of two children.

One guard, identified only as Bill Cox, was reported wounded by a knife. But whether he was still inside the prison wall was not immediately known.

A hospital spokesman said one wounded man was taken to surgery about an hour after the riot broke out. Prison officials said Powell and several aides had gone behind the massive grey-stone walls to try to quell the uprising.

After his release, Powell said only, "I'm glad to be out."

Cause of the disturbance was not immediately known.

## Truckers' Rate Claims Debated By Provinces

OTTAWA (CP) — The Atlantic provinces Thursday attacked the claim of truckers that subsidized rail freight rate reduction have slowed the development of the trucking industry in their area.

Before the Commons railway committee, the governments were defending the proposed \$20,000,000 subsidy for rate reductions, opposed by the truckers' national organization.

From the point of view of the Atlantic provinces, they said, the measure under study by the committee is "a very desirable piece of legislation."

The reply to the truckers was presented by H. A. Mann of Moncton, N.B., executive manager of the Maritimes Transportation Commission, which speaks for the four eastern governments on freight rates.

Mr. Mann said the Atlantic area would benefit particularly from the subsidy because it will apply only to non-competitive freight rates. It has the highest proportion of these rates of any Canadian region.

Mr. Mann took issue with the truckers' claim that the rate-reducing subsidy under the 1927 Maritime Freight Rates Act had "reduced the competitive force of trucking and thus prevented the Maritimes from enjoying a railway rate experience as favorable as that of Western and Central Canada."

"If rail subsidies inhibit the development of the for-hire segment of the trucking industry," he said, "it is inconceivable that the rail-subsidized province of Nova Scotia should produce more net ton-miles per capita than the unsubsidized province of Manitoba."

Also, New Brunswick had more ton-miles of private trucking than Ontario.

## Floor Is Asked For Island Spuds

OTTAWA (CP) — A request for a floor price on Prince Edward Island potatoes was made Thursday in the Commons by J. J. Michaud (L—Kent, N.B.).

Mr. Michaud said that Prime Minister Diefenbaker was quoted Feb. 28 in a press report as stating that all farm products are subject to floor prices. He asked whether a floor would be applied to potatoes as they were selling at about half the price received by farmers last February.

Agriculture Minister Harkness said he had not seen the press report and could not comment on it.