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"Covers Prince Edward Island Like The Dew"

CHARLOTTETOWN, CANADA WEDNESDAY, JANUARY 23, 1957

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14 PAGES

HOPES FOR EARLY START

Hillsboro Bridge Plans To Be Finalized This Week

Finalization of plans for the construction of the Hillsboro Bridge will take place at a meeting to be held at Ottawa this week between Deputy Minister of Highways, R. Gordon White and Hon. Robert Winters, Federal Minister of Public Works.

Analysis Of Federal Gov't Estimates For P.E. Island

OTTAWA (Special)—Including tax rental and other federal subsidies and the meeting of the deficit on the Borden-Tormentine car ferry, the Government proposes to spend \$10,000,000 in Prince Edward Island in the fiscal year 1957-58. This is revealed in the main parliamentary estimates for the forthcoming fiscal year tabled in the Commons Tuesday afternoon by Finance Minister Harris.

LOWEST ON RECORD

Estimates for public buildings in the Province are the lowest on record. Sole public building provided for is the one at East Souris which requires \$26,000 for completion.

Steamship subsidies to be paid in the next fiscal year include \$163,000 for the Wood Islands - Caribou run; \$120,000 for the Pictou-Charlottetown - Magdalen Islands service and \$80,000 for the Prince Edward Island - Newfoundland service.

A special new project is construction of a lighthouse supply and buoy vessel which is earmarked in the estimates for "Charlotte-town, Prince Edward Island Agency." Estimated cost of the vessel is \$1,000,000 but in the current estimates only \$10,000 is provided to pay for the plans. It will be 160 feet long, 28-foot beam and 15-foot draught and will have a 1,500-hp engine.

NO AIRPORT GRANT

There is no provision in this year for any general grant for the Charlottetown Airport. On the other hand, Charlottetown will get an increased grant this year as compensation in lieu of taxes on federal property.

Largest vote for proposed public works in the Province is \$250,000 for the wharf and frost-proof potato warehouse at Georgetown. A vote of \$200,000 was passed last year for this million dollar project, but delay was occasioned by a change in engineering plans. Sec-

Youth Makes Brief Appearance In Court In Child Murder Case

TORONTO (CP)—Peter Woodcock, the sensitive, 17-year-old foster son of a well-to-do couple and a student at a private school, appeared in court Tuesday charged with what police say is the most savage murder in Toronto's history.

He is accused of luring four-year-old Carole Joyce from the steps of a church with an offer of a ride on his bicycle, taking her beneath a viaduct, several blocks away and then attacking her. Her 30-pound body, beaten, mutilated and raped, was found Saturday after an eight-hour search.

Dressed neatly in a blue blazer and grey flannels the slight youth made a 30-second appearance in court, exchanged a few words with magistrate F. C. Cullen and was remanded to Jan. 29.

In the afternoon detectives took him to Cherry Beach, a wooded waterfront area where the body of four-year-old Gary Morris was found three months ago. He, too, was slain after being abducted by a boy on a bicycle.

When Woodcock was taken to police headquarters, he covered his head with a coat to forestall photographs being taken.

NO PICTURES PLEASE

When flashbulbs popped, he said: "You can still identify me under my coat, can't you?" And he equipped: "all these pictures you fellows are taking of my rain-coat should be good publicity for the firm that made it."

Mr. MacKay said his Department hopes to get started on the construction of the approaches of the bridge early next Spring with the expectation that they will be completed and ready for final construction in 1958.

The Hillsboro Bridge, Mr. MacKay said, would be built under an agreement with the Federal Government in which Ottawa has agreed to assume 90 per cent of the cost.

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Next in line is \$145,000 for developments at Skinner's Pond, J. Watson MacNaught, Liberal M.P. for Prince told the Guardian that this important harbor has been standing over seriously despite the fact that a cut was made to relieve the situation. A long breakerwater will be built which will check the sanding of the run.

A vote of \$100,000 is listed for Borden. This will be an entirely new fishing wharf, Mr. MacNaught said, and has no connection with ferry terminals. At Howard's Cove \$30,000 will be spent to dredge out the basin of the completed boat harbor. At Summerside, a vote

Councillor McCormac Explains His Stand Re Snow Removal

The following statement was given to the press last night by Councillor F.R. McCormac, following an emergency meeting of the City Council:

"Unfortunately due to illness I was unable to be present at the last two meetings of the City Council—the regular monthly meeting on Monday night Jan. 14th—and an emergency meeting on the following night (Tuesday). This emergency meeting was called to deal with matters pertaining to the Street Department of which I am chairman.

"It has been the custom in the past, and a courtesy always extended to the chairman of every department that no matters of importance be discussed and definitely no important decision reached in the unavoidable absence of the chairman of the department under discussion. This courtesy I did not receive on this as well as on two previous occasions.

"At Monday night's meeting one Councillor stated that he would welcome a motion to ask the chairman of streets to resign, and I was not there to defend myself. Previous to making this statement this particular Councillor remarked that it was almost impossible to get any information concerning the street department.

"On Saturday just two days previous I had a long conversation with this Councillor, and at no time did he mention the street department, and on inquiring from the Engineer's Office the street and bars superintendent, the timekeeper and City Clerk, I learned that not at any time had that particular Councillor or any Councillor, ever been refused information regarding the street department.

"Now what is all the fuss, about? Apparently snow removal. And what brought it about? Because one Councillor stated that it was rumored around the streets that it was costing the City between six and seven hundred dollars a day for hiring equipment to remove snow. To get the true facts, all this Councillor had to do was to phone the timekeeper, the City Clerk or myself.

"Now the facts are, as stated at Tuesday night's meeting that the cost to the City, between Jan. 8th to 15th, inclusive, for hired equipment—this included, trucks etc.—was approximately \$2,000.00.

"Now what is the argument between City owned and hired equipment? To open up conditions existing in the City, on and since Jan. 8th and conditions as they exist at the present time, this City would need to spend for capital investment approximately \$60,000 to provide extra new equipment. Now let us compare this with renting equipment when required. You depreciate equipment at this kind of rate of twenty per cent a year, which would be \$12,000 a year for depreciation; interest on the investment at five per cent, would be another \$3,000 a total of \$15,000 per year. Add to this your maintenance and operators' cost and you will have a total yearly expense of approximately \$20,000 dollars. The society said it knew nothing about his father and extremely little about his mother.

The foster parents described him as an introverted youth, a brilliant student and a lover of books, music and "all the beautiful things in life."

ARRESTED ON TIP Woodcock was arrested Monday afternoon, 48 hours after the slaying, at Bloodside College, a private co-educational school. He was questioned 12 hours, then charged. A muddy bicycle, cream and red in color, was seized at his home.

During their investigation, detectives traced every licensed bicycle in the city in an effort to find the killer. Four-year-old Johnny Auld, the slain child's playmate, told police the pimply-faced, bespectacled teen-ager who abducted Carole was riding a green and red bike.

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Gasoline, Fuel Oil Prices Up In The Maritimes

HALIFAX (CP)—Residents of the Atlantic provinces started paying more to operate their cars and heat their homes Tuesday in the wake of price increases in gasoline and domestic fuel oil by major oil companies.

Imperial Oil Ltd. announced a one-cent-a-gallon boost for all grades. Other distributors quickly followed suit.

In Nova Scotia there was the prospect of another gasoline increase. Gas station operators have asked the public utilities board for a one-cent-a-gallon increase.

Meanwhile, the Maritime Retail Gasoline Association, representing dealer outlets in the three Maritime provinces, sent protest messages to provincial premiers over the boost.

They said "the increase seems to be unwarranted at this time" and asked for a royal commission inquiry.

Tuesday's increases brought the retail price for premium grade gasoline in Halifax to 49.2 cents a gallon and in Saint John, N.B., to 47.7.

Prices are proportionally higher in other areas of the Atlantic region, depending on freight charges. For instance, in Nova Scotia outside the Halifax area the price now is 51.2 cents. The Nova Scotia provincial gasoline tax is 17 cents a gallon, two cents higher than in New Brunswick.

Furnace oil price in Halifax and Saint John, N.B., went up to 18.7 cents a gallon and to 20.3 elsewhere.

W. D. Outhit, Nova Scotia public utilities board chairman, said no action has yet been taken on the dealers' bid for a boost.

Protest Gasoline Price Increase

MONCTON CP — The Maritime Retail Gasoline Association Tuesday sent telegrams to the three Maritime premiers protesting the announced one-cent-a-gallon increase on the wholesale price of gasoline. The association asked for a royal commission investigation into the higher prices.

J. J. O'Brien, executive manager of the association, said at least two of the companies have gone ahead with the hike and the rest are expected to follow suit soon.

The telegrams, sent to Premier Robert L. Stanfield of Nova Scotia, Alex Matheson of Prince Edward Island and Hugh John Flemming of New Brunswick, stated:

"With the announced increase of one cent per gallon the wholesale price of gasoline by oil companies effective today, this association wishes to officially protest this increase and of possible additional increases in the near future."

"We maintain if the retailer of gasoline is controlled then the wholesaler and producer should be controlled in price raises. This increase seems to be unwarranted at this time and in order to protect the motoring public we respectfully request that your government take under immediate consideration the appointment of a royal commission to investigate the petroleum industry in your province."

Gordon Commission Costs Million Plus OTTAWA (CP)—The total bill to Parliament for the work of the Gordon royal commission on Canada's economic prospects has reached \$1,235,500.

MAIN ESTIMATES Tabled IN COMMONS

Record Ottawa Spending In Fiscal Year Is Forecast

Exorbitant Freight Rates Scored By Kings Member

OTTAWA (Special) Freight rates from the Atlantic Provinces to Central Canada have risen 100 per cent in some cases since 1945, T.J. Kichham, Liberal M.P. for Kings told the House of Commons this afternoon. These rate increases make it extremely difficult for Maritime producers of potatoes, fish and coal.

To remedy the situation and permit primary producers of the Maritimes to compete on even terms with those of New England and the Central Provinces, Mr. Kichham suggested that the Maritime Freight Rates Act be amended so that the Federal Government will itself absorb a large proportion of the horizontal increases over the past 10 years.

Mr. Kichham complained that the farmers of Prince Edward Island find it difficult to secure loans for expansion and improvement of their farms from the Canadian Farm Loans Board. The Board, he held the chamber, exacts such a high level of security that only a proportion of farmers in the Province are able to meet its requirements.

Losses sustained by the Board in its 27 years of operation, Mr. Kichham said, have been insignificant. He urged that the security for the loans should be reduced by 25 per cent.

CRITICISES DELAYS If this were done, he contended, many applicants now ineligible for loans under the Act would become qualified and could take advantage of the favorable terms provided. He also said the delays are too long between the Board's receipt of an application for a loan and the actual appraisal of the farm property for which the loan is requested.

Discussing fisheries problems, Mr. Kichham said he hoped that the Government would broaden its legislation and system of grants for cold storage warehouses and refrigeration plants. Were this done, he said, it would be of immense advantage not only to packers and processors, but to every fisherman in the Province and to consumers as well. He praised Fisheries Minister Sinclair and Parliamentary Assistant J. Watson MacNaught, M.P. for their action in transferring quahaugs from certain waters in Queens County to Kings for cleansing purposes.

While praising Works Minister Winters for the extensive public works in his county, including the railway wharf at Georgetown and construction of a frost-proof potato warehouse at the same location, the Kings member reminded him that there was still considerable work to be done on the score of wharf and breakerwater repairs, dredging of harbors and new shore-line construction.

WAR VETERANS Mr. Kichham joined with members of all parties in the Commons in requesting the Government to make veterans of World War I whose service was confined to the United Kingdom, eligible to the same benefits received by veter-

ans who served in other theatres of war in 1914-1918. He went further and urged that veterans of World War II, who because of their special qualifications were retained in Canada and Newfoundland for training and instructional purposes, should be eligible for veterans benefits including war veterans allowances.

An additional benefit for war veterans suggested by Mr. Kichham was the granting of a \$40-a-month pension to all Canadian war veterans on reaching the age of 60. This could be in every respect similar, he said, to the \$40 a month automatically granted to Canadians who reach the age of 70. The grant to veterans, he said, would be in recognition of their services to Canada, and would be of great assistance to veterans over 60 who find it difficult to get jobs and are in distressing financial circumstances.

OTTAWA (CP)—The federal government appears headed for fiscal year that will see a general election. The main estimates—which indicate roughly what the government wants to spend during the coming fiscal year and for which parliamentary authority is sought—reach a peacetime high.

They consist of \$4,827,600,000 in what the government describes as "budgetary" spending plus \$392,536,000 for universal old age pensions for those 70 and over, an item which does not directly enter into budget accounts because it comes mainly from special income and excise taxes.

LOANS, ADVANCES APART Apart from these—and not added into the expenditure total—is \$181,833,000 in various forms of loans and advances that eventually are returned to the federal treasury and in the meantime add to the government's assets on its balance sheet.

The \$5,220,166,000 initial spending for 1957-58 compares with actual spending of \$4,785,335,000 for 1955-56 including \$862,535,000 for old age pensions.

For the current fiscal year, the proposed outlay to date—including old age pensions but excluding loans and advances—comes to \$5,058,000,000.

The current year's total was jacked up Tuesday by about \$22,300,000 when Mr. Harris tabled supplementary estimates, mainly for assisting Hungarian refugees to get to Canada and for boosting grants to universities. In addition, there was a \$1,000,000 loan to the UN to help in the \$15,000,000 job of clearing the Suez Canal of sunken ships.

Up to the end of November budget revenues showed a surplus of \$387,000,000 on spending of \$3,224,000,000 not counting old age pensions.

\$113 MILLION SURPLUS Last spring, Finance Minister Harris budgeted for a surplus of \$113,000,000 for the year ending March 31 on a spending of \$4,650,000,000, not including the pensions. In the 1957-58 estimates, the biggest boost was one of \$126,350,000 in payments to the provinces under the proposed tax-sharing plan that is to replace the current tax rentals agreements March 31.

MAY TAKE 20 DAYS TO RELOAD FERRY PORT AUX BASQUES, Nfld. (CP)—It is expected to take 10 to 20 days to free the ferry (Cabot) Strait from the sand beach where she ran aground near here last Thursday.

Salvage experts and railway officials spent Tuesday aboard the ferry talking over ways to reload the 2,000-ton ship.

A salvage master from the New York salvage tug Curv went aboard the Cabot Strait to plan operations with E. J. Healy, Newfoundland's CNR marine superintendent, and ferry Capt. Edward O'Keefe.

Mr. Healy is due back in St. John's tonight. He organized unloading operations and preliminary salvage steps after arriving here Friday.

Street Chairman Resigns In Protest Of Snow Removal Policy

Claiming the terms of the Council's street program as contained in a resolution of the Council last week, could not be carried out, COUN. P. McCormac resigned as chairman of the Street Committee and as a member of the same committee.

At the insistence of Deputy Mayor W.A. Gaudet, the Street Committee Chairman agreed to act in his present capacity until the return of Mayor Stewart who is in Montreal attending a meeting of Maritime Mayors and officials of the Canadian National Railways.

SAYS POLICY UNREALISTIC COUN. McCormac said the policy adopted by the Council during his absence from a meeting last week was discriminatory and unrealistic. The emergency meeting at which COUN. McCormac made this statement was called at the street chairman's request by Deputy Mayor A.W. Gaudet. All councillors were present.

COUN. McCormac asserted that his hands were tied by the policy to remove snow. He stated that the uptown areas had been cleared of snow first and after this had been done the streets in the residential areas could be widened by city employees using city equipment during normal working hours, 8-5 o'clock.

The policy stipulated that the Mayor would decide when an emergency existed after a storm and the council would decide what hired equipment, if any should be used.

The Council had voiced its objection to the excessive hours of overtime being accrued and took strong exception to the expenditure of large amounts of money without a meeting of the street committee.

7 TRUCKS, 20 MEN. Mr. Ralph Crockett, foreman of City Works was present at the meeting and when asked what he thought would be required to relieve the existing situation, he felt that an additional seven trucks and an additional 20 men could remedy the condition in about five days.

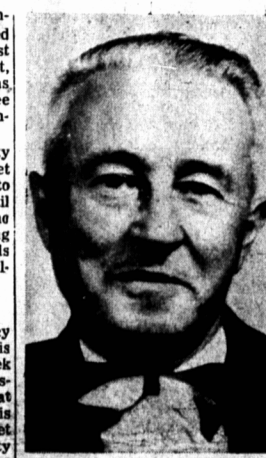
As a result of this information the Council empowered the Street Chairman to take on the required help and to begin the work as of that moment. The workers and trucks will be allowed to work 14 hours a day for the five days at which time the street committee will be required to report progress.

WANTED POLICY SCRAPPED COUN. McCormac said he would not have his hands tied by what he termed the ridiculous policy of the Council in moving a resolution asking that the policy be rescinded. When he failed to secure a second for the resolution and when the Council refused to alter any of the terms of the policy, COUN. McCormac then tendered his resignation.

COUN. Foster, a member of the Street Committee said he was completely aware of the work and energy that COUN. McCormac had put into his job as street chairman and at the same time stated that in all likelihood all the members of the committee would agree with whatever action had been taken but reminded COUN. McCormac that the members of the Committee were not informed of what was going on. He said there had not been a meeting of the Street Committee since the Summer.

COUN. Foster said many of the citizens in the ward which he represented were asking him what was going on and he could not tell them. He told COUN. McCormac "for your own good and for the benefit of the street committee it is only right that we should be informed of what is taking place in the largest spending department in the City."

COUN. Gormley asked COUN. McCormac whether the City had the machines to do the work or was the street chairman suggesting that rented equipment be used to do the work.



COUN. MCCORMAC

more than five times it would cost to remove snow.

It was claimed by COUN. McCormac that because he was not allowed to hire any trucks, street intersections were plugged with snow and storm sewers could not be cleaned while this situation existed.

He further pointed out that a number of narrow streets such as Bishop, Granville, Alley and Bayfield were not plowed out yet, thus creating an emergency situation.

This was because a plow could not operate in such a narrow area. He said the practice had been to have the snow bulldozed onto one of the wider streets and hauled away. This, he said, could not be done because of the order not to hire any outside help.

Mr. McCormac stated that because of the policy adopted by the council a serious condition now existed in the City. He said that only 30 were cleared at the present time. He said a continuation of the present thaw would result in a serious flooding of properties. On the other hand he pointed out if the weather became colder, the City would be faced with the problem of clearing ice from the storm sewers which would cost the city



T. A. WHITE HEADS PUBLIC SERVANTS

At the annual meeting of the Public Servants Association of Prince Edward Island, Mr. T.A. White, construction engineer, Department of Highways was named president. Seen above is the executive of the organization for 1957. Left to right, front row John Gilmore, past president; Tom White, president; Peggy Dalziel, secretary treasurer; Back row, Giles Cantwell, Gordon Moore, Vince MacIntyre, Philip Barlow, directors. Absent from the picture are George Stewart, Reg MacNutt, Albert Dennis.