

P.E.I. Industrial Corp. Reports Second Surplus

A report of the operations of the P. E. I. Industrial Corporation for the year ending March 31, 1955, has been tabled in the House. Selections from the report follow:

For the current year is reported a surplus of \$6,413.39. This is the second consecutive surplus reported by this Corporation.

On April 14, 1954, the Lieutenant-Governor-in-Council accepted the resignation of Mr. R. C. White as a Director and on March 4, 1955, S. C. Wright, Deputy Minister of Agriculture, was appointed to fill the vacancy.

At a meeting of the Directors held on March 5, 1955, the Board authorized a refund of \$50,000.00 to the Provincial Treasurer, the amount originally advanced the Corporation as working capital.

The Newfoundland Shipping Service is conducting the operations of a direct service to Newfoundland from Island ports. The M/V "Blue Prince" under charter management is a very satisfactory service on this run for the third and final year of a contract entered into on March 1, 1953.

ICE DAMAGE

The 1954-55 shipping season began with the arrival at Souris of the motor vessel "Carlie Bay". This vessel had a cargo of 11,500 bags of cement and was under charter to North Star Cement Limited of Corner Brook, Newfoundland, by whom we had been requested to act as their agents. After discharging 3,000 bags at Souris the vessel proceeded to Charlottetown, arriving on April 15. Unfortunately a large portion of this had been damaged by seawater as a result of a leak incurred by ice damage to the vessel on her way from Corner Brook. The hardened cement made stovedoring very difficult and from our point of view, was most undesirable as we were naturally interested in keeping the handling charges as low as possible. In spite of this drawback the cargo was discharged in fairly good time and we proceeded to load 342 tons of general cargo with which the vessel sailed on April 15th for Corner Brook.

The "Carlie Bay" made one other call at Charlottetown arriving here on May 2nd but without any inward cargo and expecting a full load for Corner Brook. However, owing to restrictions of the Potato Marketing Board then in effect, it was impossible to secure a full cargo and the vessel sailed on May 3rd with only 117 tons.

What has come to be considered as the regular shipping season got under way with the arrival of the "Blue Prince" and her sailing on May 12th with 340 tons of cargo for St. John's, Newfoundland. It is to be noted that this date was two weeks later than the previous year and we were advised that the delay was occasioned by the fact that this vessel was not delivered from her annual overhaul until a much later date than had been expected by the owners.

13 TRIPS

Subsequently the "Blue Prince" made 13 trips during the year, the last of which was on December 13th and she lifted a total of approximately 3,100 tons of cargo including a full load of cattle every trip. This was an average of 239 tons per trip and compares with an average of 221 tons during 1953 and 174 tons during 1952. This reflects a considerable increase in the volume of business which our dealers are enjoying in Newfoundland and, more particularly, the greater advantage which is being taken of the facilities offered by this steamship service which is the only direct link we have with the expanding markets in St. John's.

In addition to the above trips of the "Blue Prince" we, at the request of the owners and to the satisfaction of our shippers, were successful in obtaining a cargo for the motor vessel "Blue Peter" which had undergone a retrofitting the previous winter at Pictou, N.S., and was ready to sail for St. John's. This vessel sailed from

Charlottetown on May 19th with 263 tons, all of which was general cargo as she was not equipped to carry livestock.

The motor vessel "Eskimo" also made one trip to St. John's. This meant a total of 15 calls at St. John's and two at Corner Brook.

Following a visit by Honourable Eugene Cullen to Seven Islands it was decided that the market potentiality of that area was such that a serious effort should be made to provide a steamship service whereby our dealers could take advantage of it on an economical basis. With this end in view the motor vessel "Charles A. MacLean" was chartered and after taking a part of her cargo (208 tons) at Charlottetown she sailed on October 13th for Summerside where the balance (115 tons) was loaded and she sailed from Summerside on October 14th with a total of 323 tons.

Unfortunately this vessel suffered a mechanical breakdown on arrival at Seven Islands and, although which had been made for future trips had to be revised and efforts were made to secure another boat.

The result was that the motor vessel "Eskimo" was secured but owing to the fact that by this time the shipping into Seven Islands was almost over for the season and the buyers there had made other arrangements for the greatest part of their winter requirements it was decided to load the "Eskimo" for St. John's, as our shippers were in need of a boat to satisfy their commitments and it was known that the "Blue Prince" would not be available for another two weeks. Consequently the "Eskimo" sailed on November 16th with 290 tons of general cargo.

On her return to Charlottetown it was intended to load for Corner Brook but the potato market was in such an unsettled condition that it was deemed advisable to release the vessel and let her return to her home port of Montreal. Before this was done, however, it was brought to our attention that one of the larger receivers at Seven Islands was in need of further supplies and we were approached with a request to send the "Eskimo" to that port. It was very late in the season for a call at Seven Islands but the owners acquiesced and co-operated in every way with the result that the "Eskimo" sailed on November 25th with 50 tons of freight. We feel that this gesture was well worth the cost of the voyage and strengthening the good will of our new customers in Seven Islands and at the same time providing our own shippers with an efficient means of transportation for their merchandise.

During the period under review a new freezer was built on the south side facing Escher Street measuring 60' x 24' with a capacity of 15,800 cubic feet and was brought into operation in time to handle strawberries. Although not entirely completed it gave excellent service and was immediately working to capacity.

This freezer is designed to freeze 12,000 lbs. (standard tons capacity) per 24 hours and is operated by the machinery existing in the plant before the erection of the new building. The rooms (2) on the ground floor usually used for the tempering and packaging of cheese have been converted and cooled and made suitable for the storage of cheese, etc. Considerable use has been made of these rooms since the conversion.

During the year a total of 3,221,131 lbs. of commodities were received at the plant. The amount is less by 609,029 lbs. than in the previous year and is partly due to the fact that our butter rooms were already filled with butter carried over from the previous year. Also, smelts which in 1953 amounted to 101,000 lbs., this year only amounted to 18,717 lbs., being a difference of 82,283 lbs. The heaviest month of the year was July when 725,144 lbs. mostly strawberries, cheese, butter and poultry was received in to storage.

Girl Guide Column

1ST, AND 2ND, BROWNIE PACK

At a recent meeting of 1st and 2nd Brownie Pack held in St. Peter's Cathedral Hall, two Brownies Heather Oxford and Catherine Shama, were enrolled by Mrs. W. A. Smith, Field Sec'y. After the enrolment all busied themselves at learning semaphore. Mrs. Cliff Orford is acting Brown Owl, and her assistant is Miss Roma Korrey.

7TH, BROWNIE PACK

Another interesting afternoon at Trinity Hall. On arrival we found the Brownies singing lustily, with Mr. Mugford playing the piano. They were getting ready for the Music Festival. Then we looked around, and there were dolls, all beautifully dressed to represent different countries. This was a contest. Mrs. L. MacKay, Mrs. Eric Found and Mrs. Walter Smith were the Judges, and what a time they had, as any of the dolls could have won. The winners in the group of dolls wearing clothes made by the Brownies themselves were Joan Auld, Miriam Wheatley, Bernice Dolron, Kay Younker, Brenda Howatt and Norma Stone. In the next group were the dolls that the mothers helped the Brownies to make the clothes for, Rhonda Reid, Marjory Adams and Pat Jay were the winners. In the next group dressed in store clothes Nancy Nicholson and Helen Mobbs received prizes. Margaret Dalziel made other arrangements for Mrs. Smith. Mrs. Reid Brown Owl read a story and the meeting ended with Brownie Taps.

On Tuesday night Mrs. Doris MacMillan took her Brownies to St. Peter's Cathedral Hall to say good-bye to Kit Lawson, as it was the occasion of her flying up and becoming a member of the 1st and 3rd Guide Co. Kit was received by Mrs. W. A. Smith, and introduced to Miss Marion Rogers one of the Company Leaders. Miss Doris Hillian who also is leader is away on holiday, but we expect to have her back for the next meeting, with six tenderfoots will be enrolled. 1st and 3rd is really back into its old stride again, attendance is growing, and enthusiasm, well with everybody clamouring to pass tests. It sure makes a busy night.

On Wednesday night Mrs. W.J. Rodd, Commissioner for South District, paid a visit to the 7th Charlottetown Guide Co. at Trinity Hall. Mrs. Walter Smith went along to help Mrs. Rodd. The attendance was small, but those present were very enthusiastic and eager to pass tests. Mrs. Rodd prepared six or seven recruits and passed their tenderfoot tests. Next Wednesday these recruits are going to be enrolled, it would be nice to see a full attendance there. The Commissioners will be there willing and glad to help you and any tests that you are prepared for.

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RADIO-TELEVISION INSTITUTE HERE

Under the auspices of The Charlottetown Ministerial Association a Radio-Television Institute will be conducted in the Charlottetown Y. M. C. A. Building on Thursday, March 15th, from 9:30 A.M. until 4 P.M. by the Reverend Charles H. Schmitz, Director of Broadcast Training, Broadcasting and Film Commission, National Council of the Churches of Christ, from New York City. Mr. Schmitz is particularly well qualified for this work, having served for two years as a member of the Program Committee, Protestant Radio Commission of New York; Chairman, Radio and Television Committee, New York State Council of Churches; Chairman, Radio Committee, Syracuse Council of Churches; and has done considerable teaching as a staff member of the Annual Religious Radio Workshop of the Protestant Radio Commission, and now serves as Director in Broadcast Training for the Film Commission of the National Council in the U. S. A. The institute will open with religious devotions and will follow with a series of films, question periods, talks on Writing for Radio-Television, Microphone and Camera Technique, Production Problems. Available Music, How to Build an Audience, and "Good and Bad in Local Programming." Ministers, organists, church workers both men and women, and all other interested friends will be made welcome. Luncheon will be served, the cost of which will be included in the Registration Fee of \$2.00.

patrols or individuals Guides from outside Ontario. Should any Guides from P.E.I. be spending the summer in Ontario and wish to attend this Camp further details are available from Mrs. W.A. Smith Field Sec'y.

BOY SAVES PARENTS
OTTAWA (AP) — Eight-year-old Claude Brazeau was credited Friday with saving the lives of his parents and a sister by giving the alarm as fire raced through their rural farm home. Young Brazeau roused his parents, and Mrs. Felix Brazeau and his 10-year-old sister Lucette. All fled from the house in their night clothes.

NEWSY NOTES

By J. A. Clark, D.Sc.

RIPPLE ROCK

Ripple Rock is what is known as a hogback, the top of a submarine mound, at the south end of the Strait of Georgia, which lies between the mainland of British Columbia and Vancouver Island. The Narrows are only about two miles long with an average width of about 2500 feet, while the rest of the Strait of Georgia exceeds twenty miles in width at many points and does not narrow down throughout its two hundred mile length at any other point to less than two miles in width.

The tides from the Pacific Ocean race in and out twice each day from the Queen Charlotte Strait in the north, and the Strait of Juan de Fuca in the south. These tides rush through the Seymour Narrows, one hundred miles north of Vancouver, with great velocity during almost every day of the year; at some periods the currents exceed fifteen knots.

Ripple Rock lies almost in the centre of the channel and causes great turbulence, rapids and whirlpools that divert ships from their course and upset small craft. One pinnacle of the rock comes within nine feet of the surface and the

second pinnacle is within twenty feet of the surface at low water. The channel is 325 feet deep on the east side of the rock and 400 feet deep on the west side.

MISSION SHIP

We have heard many stories of the delay caused by waiting for favorable opportunities of slack water in passing Ripple Rock, from our brother Dr. J.S. Clark, who was medical officer on a Mission ship that served the west Coast of British Columbia. He was for a time in charge of the hospital at Alert Bay in Queen Charlotte Strait, and later at the hospital at Rock Bay which is near Ripple Rock. He said the violence of the current at times had to be seen to be appreciated as it was almost beyond description.

The period of slack water which occur twice each day last only from twenty to forty minutes, and during these periods of reduced turbulence ships' captains have wind conditions frequently to reckon with, that may carry them off course and thrust them on the rocks. Ships gather in such numbers at either end of the Seymour Narrows, waiting for a suitable opportunity to proceed, that it produces heavy traffic, which is lik-

MUSIC FESTIVAL AND MUSICIANS

The pioneer work in choral speaking is over to the extent that the words choral speaking, choric speech and union speech now have a definite meaning. However, in our young nation there is a great field in this work for conductors of this divivul but fascinating art, for the active in adult education as well as for teachers who are introducing this kind of verse-making into senior, intermediate or junior school classes.

Since choral speech is being introduced in these various ways, one might briefly mention its value.

1. Choral speech provides a form of artistic expression for boys and girls, and also for adults who though deeply sensitive to the appeal of poetry, are too reserved or self-conscious to have the pleasure of speaking poetry aloud.

2. Choral speech provides a pleasant fellowship in the same way that singing groups do.

3. Choral speech provides a training in speech and tone that is invaluable.

In England I attended a speech Festival for one week. All the great schools of England, as well as those less well-known had entries for instance to hear twenty small boys say "Drake's Drum" had an irresistibly attractive effect. The girls brought out the beauty of the language found in the authorized version of the Bible, the lyrics of Shakespeare, and modern poets. In memorizing these classes (so much more fun with the group than alone) these children were beginning a mastery of the noble English language.

To create the glow that warms and enriches the speech, can be the aim in Canadian schools of those engaged in choral speaking. Lena C. McLaure.

New Glasgow Junior Farmers

The regular meeting of the New Glasgow and districts Junior Farmers Group was held in New Glasgow school on February 29th, with an attendance of 16. In the absence of the Vice-Pres. and Sec. Robert Rackham acted as President and Beryl Coles acted as Secretary.

Next meeting to be held on March 14th, when Dr. George Fisher will be guest speaker. Committees for meeting: Lunch, Beryl Coles, Audrey Parkman and Harold Rackham; Recreation, Jean Chandler. Collection amounted to \$1.60 and bills amounting to \$1.89 were to be paid.

Guest speaker for the evening was Mr. Isaac Tuplin who spoke on "Land Use." He congratulated the Junior Farmers on their Radio Broadcast. This was followed by slides shown on soil erosion in which pictures were shown of a farm in one of the neighbouring districts.

Square-dancing was enjoyed by all present and a delicious lunch was served by the committee in charge.

Calls Deportation "Act of Folly"

LONDON (AP) — Labor party leader Hugh Gaitskell Friday night described the deportation of Archbishop Makarios from Cyprus as "an act of folly" by Prime Minister Eden's government.

A similar statement came from Clement Davies, the Liberal leader. Taken together, the expressions of Gaitskell and Davies foreshadowed a bitter clash when the Cyprus issue is debated in the Commons Wednesday.

ely to meet near the Ripple Rock and create extra hazards of navigation in the most restricted area.

LOSS TO NAVIGATION

It has been estimated that millions of hours are lost yearly by ships and boats lying idle waiting to secure a safe passage by the Ripple Rock. While complete records have not been kept, it is known that at least 114 lives have been lost; 14 large ships have been lost or seriously damaged, and at least 100 smaller vessels and boats have been sunk there since 1875.

Much thought has been given to find some way of removing this danger to navigation along this sheltered inside passage along the British Columbia Coast. An attempt to drill and blast the pinnacles from the rock was made with a barge and equipment. It failed, as the anchor cables snapped as fast as they could be replaced, and the work was abandoned. By using a different method of anchoring the barge a second attempt was undertaken, that made only partial progress when it was abandoned because of the cost. The waying and pitching of the barge in the current make continuous drilling impossible.

PROPOSED REMOVAL

The Canadian Government instructed the National Re-

search Council in 1953 to study ways and means of removing Ripple Rock and submit recommendations. In their investigation they bored a hole with a diamond drill from Maude Island, curving down under the east channel a distance of 2500 feet to a point under Ripple Rock, and recovered most of the drill core. This revealed that working in the rock presented only ordinary mining problems and that removing the top of Ripple Rock was not only possible but that it could be done at a reasonable cost.

WORK PLAN

The Federal Department of Public Works was instructed to implement the recommendations of the report. Detailed plans and specifications are being prepared and will provide for: A shaft sunk 500 feet deep on Maude Island, seven by eighteen feet in cross section, having three compartments to provide for ventilation, power lines and a mainway for working; a tunnel, 2370 feet long from the bottom of the main shaft, six by seven feet, under the east channel to a point under Ripple Rock, it will be 100 feet below the deepest point in the channel; two upward shafts, one un-

der each of the pinnacles of Ripple Rock, rising about 300 feet, with compartments similar to those in the main shaft. At the top of each of these shafts, sub-level tunnels six by seven feet in cross section, will be made under each pinnacle lengthwise with a total length of 370 feet. Small tunnels, six by six feet on a forty-five degree slope, will be driven from the sublevels in various directions to be used as chambers for the explosives to be used in the final blast. Every safety precaution is to be taken and maintained at all times not only for the undertaking itself but will be issued to all persons within a specified area which will extend many miles in a radius from Ripple Rock. The final blast will be timed to do the least possible injury to fish in the Narrows.

A spectacular part of the project will be the final blast of 750 tons of high explosives. Tenders for this work were received on September 28th, 1955. Work is to start this year. The date for the massive explosion to pulverize the tops of the two pinnacles of Ripple Rock is not yet set but is planned for about the end of next year or early in 1958.

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1900 PRINCE EDWARD ISLAND DAIRYMEN'S ASSOCIATION 1956 DAIRY FARMERS AND ACCREDITED DELEGATES ARE DIRECTED TO TAKE NOTICE THAT THE FIFTY-SEVENTH ANNUAL MEETING OF THE P. E. I. DAIRYMEN'S ASSOCIATION WILL BE HELD WEDNESDAY, MARCH 14, 1956 at 10.30 a.m. and 1.30 p.m. IN THE CANADIAN LEGION HALL Charlottetown

For The Purpose of Receiving: The Annual Report of the President. The Annual Report of the Secretary. The Annual Report of the Auditor. The Annual Report of the Dairy Superintendent.

For The Purpose of Considering: The Report of the Resolutions Committee. Policies Relative to the Dairy Industry. The Voting of Funds for the Association.

For The Purpose of Electing: Three Directors to the Board. The Officers of the Association.

BANQUET AND ENTERTAINMENT 6:30 p.m. CHARLOTTETOWN HOTEL

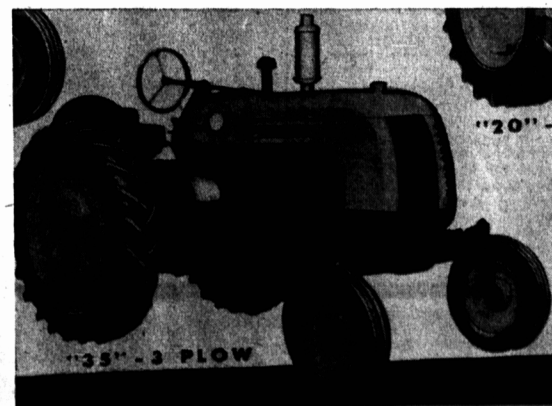
Guest Speaker: JAMES McNEIL, Assistant Director of Marketing, Nova Scotia. Presentation of Association Prizes. Don Messer and His Islanders.

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- LLOYD MacDONALD, Annandale
- ISLAND EQUIPMENT CO. LTD., S'side.
- J. F. MOSSEY & SON, Bothwell
- STANLEY MAYHEW, Kinkora
- J. J. GILLIS, Melville
- GIDDINGS & MacKAY, MURRAY RIVER

RELIGION AND LIFE

By Very Rev. George C. Pidgeon, D.D., LL.D. First Moderator of the United Church of Canada

THERE'S NO ANGER GREATER THAN THE ANGER OF LOVE

There is no anger like the anger of love when its object is threatened. Hunters have told us that ordinarily a bear will not attack a man, but a mother-bear with her cubs in danger will attack anyone. Genuine love is committed unselfishly to the defense of and support of loved ones and anyone or anything that tries to prey on them in love's enemy.

We recall one of Thomas Guthrie's sermons in which he asked this question: If you turn the love of God against you, what is your hope? Is it possible to turn the love of God against oneself—the love of God that gave His Son for our salvation? For an answer, turn to the teaching of Jesus.

Last week we studied some of the things that called forth Jesus' admiration. It is equally important to take up some of the things that kindled His anger. In brief, anything that kept people away from Himself and from God aroused Jesus' indignation. The first example that comes to our mind is the story of His welcome to children. Some mothers wanted to bring their babes to Christ that He might touch and bless them, and His disciples, anxious to safeguard their Master, rebuked those who brought them and were about to turn them away. Here is the record—"When Jesus saw it, He was indignant and said to them: Let the children come to me; do not hinder them: for such belongs the Kingdom of God. And He took them up, His arms and blessed them, lay-



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