S'Side C.W.L. Sub-Division Monthly Meeting

The regular monthly meeting of Summerside sub-division, Catholic Women's League was held on Wednesday evening in the Knights of Columbus Home with the President, Mrs. Carrol Delaney in the chair. Minutes were read by the recording secretary, Mrs. Wilfred Perry, and the financial report was given by the treasurer, Miss Margaret Wedge.

A letter was read from the local council Knights of Columbus granting permission to the subdivision to make use of the K. of C. Home in any way needed during the provincial convention being held here this summer. A letter was read from Miss Florence Fisher, Tracadie, convener, Sisters of St. Martha regarding the C. W. L. building fund for that order.

A letter was received from Miss Dorothy Sonier thanking the subdivision for lunch served at a social evening of the Newman Club and thanking several of the members for acting as chaperones. Two cards of thanks were received from ill members.

All conveners of standing committees gave reports of the activities of their committees. Mrs. Thomas Linkletter, conveyer of the committee in charge of the annual collection reported that it was a wonderful success with a substantial sum raised. Money was voted as donations for a number of causes as follows: Sacred Heart program; music prizes, St. Mary's Academy; school prizes, St. Mary's Academy and Summerside High School; Knights of Columbus (for use of Home); Sisters of St. Martha building fund; Rt. Rev. G. J. MacLellan for boys' school.

It was decided that the subdivision would sponsor a graduation banquet and dance for the grade ten class of St. Mary's Academy.

The president reminded the members not to forget about the annual card party which will be held on Thursday, June 14th and the rummage sale on June 23rd.

Five new members were introduced by Mrs. Joseph Linkletter, membership convener, and welcomed.

Following the meeting there was a social hour the hostess being Mrs. Milton Doyle. Mrs. Bennett Kelly, Mrs. Joseph Linkletter and Mrs. Josephine Murphy.—S.

No Developments In Toronto Murder

TORONTO, June 7 — (CP) — Police investigation of the hatchet murder continued at high speed tonight. But it was getting nowhere.

The "tall, blonde man with crooked teeth," seen at close range by three persons and described so minutely that his capture seemingly was certain, eluded a force of 75 constables and detectives seeking to carry out Chief Constable John Chisholm's crisp order: "Get him!"

Wednesday's murder of 42-year-old Mrs. Edwin Derkison in her little hardware store on busy Yonge Street in the heart of Toronto shocked this city of some 900,000 persons as has no other similar crime of recent years. Hardened police officers termed it "ghastly."

The woman was almost decapitated. She had been struck 15 times by a hatchet taken from her store stock. Her hands had been twisted and tied behind her back with wire. A towel was around her throat. The murder weapon still was embedded in the skull when the body was found.

MONTREAL, June 7 — (CP) — The American dollar today closed at 6 31/32 per cent premium to the Canadian dollar, down 1/32 from Wednesday's close. That is, it took $1.06 31/32 Canadian to buy $1 American.

The pound sterling was $2.99½, down ½ from Wednesday.

BIRTHS, MARRIAGES DEATHS 50c per Insertion

BIRTHS

SHAW—At the P. E. Island Hospital on June 7th, 1951, to Mr. and Mrs. R. Gordon Shaw (nee Alix Syndman) a daughter.

DEATHS

BALDERSTON—At North Wiltshire June 6, T. W. Howard Balderston in his 89th year. Funeral from his late residence where a short service will be held at 1.30 p.m. Friday followed by service at North Wiltshire United Church, service starting at 2 p.m. Interment North Wiltshire Cemetery.

JOHNSTONE — Suddenly as the result of an accident on Thursday, June 7, John Wendell Johnstone of Brookfield, aged 22 years. Resting at the MacLean Funeral Home until this afternoon, then at the residence of his parents, Mr. and Mrs. Archibald Johnstone where funeral will be held Sunday afternoon, service starting at 2 p.m. Interment in the Geddie Memorial Church Cemetery.

N.D. MacLean
UNDERTAKER
EMBALMER
Charlottetown and North Wiltshire
PHONE 149

CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising of a newsy nature may be inserted at five cents a word, strictly payable in advance.

CRASWELL for better Photographs.

HOWARD MacINNIS FOOT WEAR at 175 Queen Street.

TRILIGHT lamps, with beautiful shade. 20% off. Toombs Music Store.

LISTEN TO R. R. Bell today 1 o'clock to 1.05 standard time over CFCY speaking on behalf of Angus MacLean.

MRS. JOHNSTON'S Ladies' Wear. Specials—Beautiful summer dresses, coats, suits.

MEN'S SUEDE O LENE CASUAL COATS — Smart and stylish at Jack Cameron's.

CHESTERFIELD in rich velour. Price right. Toombs Music Store.

THE CHARLOTTETOWN FREE DISPENSARY Annual Meeting at City Hall, Friday, June 8th, at 8.00 P. M. Public cordially invited.

FLANNEL SLACKS — Expertly tailored and styled. All shades of grey, from $12.95 to $22.50 at Jack Cameron's.

LISTEN TO R. R. Bell today 1 o'clock to 1.05 standard time over CFCY speaking on behalf of Angus MacLean.

GENERAL Electric refrigerators and washers. Price right. Toombs Music Store.

CROSS ROADS Church. Service Sunday, June 10 at 11 a.m. Bryer Jones, student of College of Churches of Christ, will conduct the service.

BREADALBANE PASTORAL CHARGE.—Services Sunday, June 10th. North Granville 11 A. M. Rose Valley 3 P. M. Breadalbane 7.30 P. M. Rev. W. B. MacPhail, Minister.

CITY POLICE COURT — At the Stipendiary Magistrate's Court yesterday, the only case on the docket was that of a man charged with being drunk and incapable who was remanded until June 11th.

LISTEN TO R. R. Bell today 1 o'clock to 1.05 standard time over CFCY speaking on behalf of Angus MacLean.

MR. GORDON TO SPEAK — Mr. Donald Gordon, President of the Canadian National Railways, will address the Charlottetown Board of Trade here next Tuesday evening. His address will be given at the annual meeting of the Board.

Personals

Mr. Claude Paynter is a patient in the P. E. Island Hospital.

LOCAL MAN

Continued from page 1

land to Association membership and for representation from the new Province on the executive.

Officers were named by the Maritime Exhibitors Association as follows: President, E. J. Holland, Halifax; vice-president, A. McGovern, Halifax; secretary-treasurer, J. Murphy, Halifax; N. B. representative, Ray Wagner, Saint John; and N. S. representative, Frank Morton, Halifax.

Discuss Disaster Plans

Final addresses of the convention were delivered by Hon. Dr. F. A. McGrand and Col. the Hon. A. B. DeWolfe, heads of the New Brunswick and Nova Scotia civil defence committees, respectively. They gave outlines of what had been done to date to fit the two Provinces into the national civil defence organization.

Col. DeWolfe said that, should a major disaster occur, "matrons, superintendents and managers of hospitals will have a terrific job to do."

Should disaster come to Halifax, he said, "we are planning the movement of injured by rail to Prince Edward Island and this Province (New Brunswwick), which means there must be a close tie-in between provincial organization. Should disaster come to Saint John or Charlottetown, Nova Scotia would render similar aid."

Discuss Hospital Rates

Allegedly "exorbitant rates" charged by some Maritime hospitals to subscribers to the Blue Cross plan of the Maritime Hospital Service Association provoked considerable discussion at this morning's session of the three-day, ninth annual convention of the Maritime Hospital Association at the Algonquin Hotel here. Blue Cross officials told the gathering that this practice was causing a heavy additional burden on the plans finances.

Upshot of the discussion was the passing of a resolution, moved by Dr. O. C. MacIntosh, Antigonish, N. S., and seconded by Rev. A. A. Beaton, Sydney, N.S. that the Maritime Hospital Association request the executive of the Maritime Hospital Service Association after careful and considered investigation and negotiations with offending hospitals concerned, when confronted with the problems of a hospital making exorbitant charges for patients and other abuses, first notify the executive of the Maritime Hospital Association and, failing remedial action from the Maritime Hospital Association, after three months, that the Blue Cross Plan give notice to the offending institution of cancellation of contract.

Boy Scout Night At Summerside Y's Men's Club

It was Boy Scout night at the regular meeting of the Summerside Y's Men's Club held last evening at Robson's Restaurant. President Dr. H. E. Clark was chairman of the meeting. Among the guests were Mr. R. C. Parent, Charlottetown, provincial president, Boy Scout Association; Mr. Gordon Kerr, Charlottetown, provincial Boy Scout commissioner; Mr. Eric Tanton, Summerside, scoutmaster at large.

There were also six King Scouts who were presented with framed pictures of their group taken recently. They were Tommy MacKenzie, Robert Steele and Lawrence Gallant of Summerside and Leonard Compton, James Compton and Lloyd Simmons of St. Eleanor's.

The following Scout leaders also present: P/O John Llewellyn, R.A.F.; F/C Bill Coates, R.C.A.F.; Lac. Ron Whitten, R.C.A.F.; Ronald MacArthur, Lorne Moase, Alexander Campbell, Chester MacDonald and Morley Wiley.

A presentation of gild neckerchief and gild beads was made to Mr. Eric Tanton by Mr. Parent. He said that Mr. Tanton is one of the best Scout leaders in Canada. These neckerchiefs and beads are only worn by scoutmasters who have worked faithfully and deligently.

Ron Jeffery reported to the meeting that the sale of tickets for the motion picture on June 20 and 21 is expected to be a complete sell-out. Charles Linkletter reported from the recent Moncton conference and said that Clarence Mercer was selected as one of the outstanding district governors in the International Y's Men's Organization.

Guest speaker of the meeting was Mr. Parent, who is supervisor of the Dominion Experimental Station in Charlottetown. After congratulating the club on its splendid Boy Scout program he spoke on the experimental station. He said that feeding the world's population is a most important job, that the population of the world is increasing by 22 million yearly while the areas of production are decreasing.

He said that the farm in Charlottetown was started in 1909 and now its property along with eight illustration stations consists of 457 acres. Its inventory is $300,000. It has a permanent staff of 21, occasional staff of 24 and its appropriation is $175,000 annually.

He showed slides to illustrate the work of the farm. Mr. Parent said that while the soil of the island is not rich, it responds better than anywhere else to treatment. — S

Bishop Boyle Attends Funeral At Montreal

MONTREAL, June 7 — (CP) — A Pontificial Requiem High Mass was sung today at the funeral of Msgr. Gerald Murray, Coadjutor Archbishop of Winnipeg, in St. Patrick's Church where he was baptised. James Cardinal McGuigan of Toronto, officiated.

More than a score of Roman Catholic bishops, archbishops and their representatives attended the funeral of Msgr. Murray. The seats of the 104-year-old church were filled with those who came to pay their last respects to the Montreal-born prelate.

Among those attending were Archbishop Philippe Desranleau of Sherbrooke, Que.; Bishop James Boyle of Charlottetown; Msgrs. Lawrence P. Wheland and Conrad Chaumont, Auxiliary Bishops of Montreal; Archbishop Maurice Roy of Quebec; Bishop A. Langlois of Valleyfield; and Msgr. P. Caza, Auxiliary Bishop of Valleyfield.

Msgr. Paul Emile Leger, Archbishop of Montreal, assisted at the throne, attended by Msgrs. W. McDonagh and M. Reid.

CLINTON W. I.

Mrs. Ivan Pickering was hostess to the Clinton Women's Institute for the May meeting, which was held on Tuesday the 8th. With the president in the chair, meeting opened by singing of the Ode and repeating the Creed in unison. Ten members answered roll call by an exchange of seeds or slips.

Minutes of last meeting were read, approved and signed. Knitting and sewing was given out. A report of the recent bazaar and pantry sale showed receipt for $48.05. The following committees were appointed for the June meeting: Lunch—Mrs. Bruce Clark, Mrs. Ian Henderson, and Mrs. Ivan Pickering; Programme — Mrs. Ian Henderson and Mrs. Ivan Pickering.

Next meeting to be held at the home of Mrs. Charles Woodside when the roll call will be answered by the number of cents corresponding to the size of shoe worn. Sick committee for next quarter is Mrs. Bruce Clark and Mrs. George McKay. Correspondence was read. A cheque for $2.50 was received from Government Grant. A letter was read concerning the Salvation Army Drive and collectors were appointed. A letter was read from Mr. W. R. Shaw concerning the selling of wool. A motion to give the Clinton Hall Co. the sum of $45.00 to wipe off hall debt was carried. Institute news were distributed. Collection was taken and meeting closed with "The King."

Mrs. Bruce Clark entertained the members with an interesting contest, after which the hostess and her committee served a dainty lunch.

Hillsboro Bridge Issue Before Transport Board

Stating his objections to the C. N. R. getting franchises to operate busses and trucks in lieu of train service in this Province Premier Jones said yesterday, "We are afraid of that. Railwaymen are notorious for not working and have no use for more than a 40-hour week."

He added that here people are farmers and fishermen and do not get the same return for their labor as do railwaymen who are paid the same as others elsewhere across Canada.

The Premier was testifying before the sitting of the Board of Transport Commissioners hearing an application of the Canadian National Railway for abandonment of Hillsborough Bridge as a railway line.

During his testimony Premier Jones referred to an offer he said was made by Mr. Donald Gordon, president of the C. N. R., to turn over the bridge to the Provincial Government. This turn of the testimony permitted Mr. A. K. Dysart, counsel for the C. N. R., to put among the exhibits a series of letters and telegrams on the subject exchanged between the Premier and Mr. Gordon. The previous afternoon he had attempted to get them into the evidence but on objection of Mr. J. O. C. Campbell, counsel for the Province, Chief Commissioner M. B. Archibald suggested they be set aside for the time being.

Premier Jones said that Mr. Gordon had offered to turn over the bridge to the Province stating that the piers must be worth something. However, in answer to a question by Mr. Campbell the Premier expressed the opinion they were not. Modern piers, he said, were different to those built in past years.

New Bridge Purchased

He told the Board that the Government had bought a bridge which he said was a railway bridge heavier than probably necessary for vehicular traffic. It had originally been built for the Chinese Nationalist Government and never delivered. In answer to a comment that the Chinese Nationalists now had no river over which to put the bridge the Premier suggested they might use it "from Formosa to the mainland."

He said this was not the first time the railway had asked to abandon the bridge. In reply to a question from Mr. Campbell he stated the C. N. R. had suggested a substitution for rail service all over the Island. Mr. Campbell then suggested that the proposed abandonment of a section of the Murray Harbour line was not so much in connection with the bridge as with established policy.

Premier Jones said that an application for bus and truck franchise had been received prior to the railway strike last year but at a special session of the Provincial Legislature called to consider the strike it was decided the time was not opportune for the granting of a road franchise.

The opinion was expressed that there was not enough room between Charlottetown and Murray Harbour for two bus lines to operate and if the C. N. R. held the exclusive franchise there would be no service in the event of a strike. Under cross examination by Mr. Dysart the Premier stated there was insufficient traffic on the route for two bus lines.

At this point Mr. Dysart sought to introduce the letters denied the previous day. Mr. Campbell objected but after argument during which Mr. Dysart stated he wanted to put in all the letters so the Board would have a knowledge of the chronological order of development. He added, "When the Premier mentioned the bridge he gave me the chance to introduce the first letter."

Highway Service

A discussion relative to other letters exchanged between the Premier and Mr. Gordon resolved itself around the over-all matter of substituting busses and trucks throughout the Island. The C. N. R. counsel said they had not done anything yet because they wanted to find out if the over-all scheme was acceptable to the Government and the people before they went before the Public Utilities Board with an application. The other letters in the correspondence were then admitted with Mr. Campbell offering no objection.

However, the Province's counsel stated the Board should note that the correspondence did not contain all the evidence. In between the letters there had been several conversations. Mr. F. M. Covert, K.C., appearing for the Province, suggested the danger in the letters in that Mr. Gordon was not here to authenticate them and they might have been written for him by anyone. Mr. Dysart answered that Mr. Gordon was quite capable of writing his own letters and "certainly I didn't write them."

On the question of freight rates now applied with the hauling of freight traffic from the Southport to Village Green stations via Mt. Stewart, Mr. Dysart said there was no change as they were on a rail mileage basis using the shortest rail distance which was across the bridge. Premier Jones said that was all right now but if the rails were pulled up there would be a big charge.

Question of Price

An exchange took place between the Commissioners and the Premier about the proposed new bridge. Mr. Chase wanted to know if the Premier was asking the railway to rebuild the bridge and if so, if he was prepared to help pay for it. Getting an affirmative reply he asked how much. The Premier said he was not prepared to answer that. Chief Commissioner Archibald remarked, "You don't want to tie yourself up." Premier Jones replied he was used to bargaining at which point Mr. Dysart interjected, "You are in a better position than the railway."

Asked by Commissioner Chase if it was his idea to have the railway use "your" bridge, the Premier stated he had only had it a week when the C. N. R. tried to buy it for use near Churchill, Manitoba.

A general discussion relative to the train service from Murray Harbour to this city took place with the time consumed on the return trip occupying the attention of the Commissioners. Also brought up was the subject of other services in the area with the Island Motor Transport being cited as an example.

Mr. Frank A. Gaffney, Chief of Transport Research, C. N. R., Montreal, was called to the witness stand and told of the various open and closed periods for highways. He said all Provinces in Canada had similar restrictions on highway operations. He produced as an exhibit a military map of the district between Southport and Village Green which showed 89 houses contiguous to the railway and 148 on the highway. He said there was no concentration of population in the area and his survey had suggested that the people would be better served by the highway than the railway line.

Traffic Count Results

A traffic count conducted on the Hillsborough Bridge, Mr. Gaffney said, on March 31, 1951, showed 728 automobiles, 313 trucks, 23 horse vehicles, 13 bicycles, 24 pedestrians and 2 trains crossing during the 24 hour period. The following day there were 696 autos, 217 trucks, 39 horse vehicles, 19 bicycles, 33 pedestrians and 3 trains.

A similar count conducted June 1 and 2 showed that on the first mentioned date there were 1452 autos and 651 trucks while the next day there were 1732 autos and 618 trucks.

Mr. Gaffney also introduced as an exhibit an application made by the Canadian National Transportation Ltd., to the Public Utilities Commission to serve the Charlottetown - Murray Harbour run by bus service. He stated that it was his intention to discuss with the Commision the possibility of the proposed C. N. R. bus staying off Highway 3 as much as possible and using the 46 Road to bring the service closer to the abandoned railway line.

The witness said that since the advent of the Diesels the railway now had a larger staff than formerly. When steam locomotives had to be repaired they were sent to Moncton but the Diesels were being serviced and repaired in Charlottetown.

In speaking of the cost to the railway of ownership of the Hillsborough Bridge he put the original cost as erected here at $1,532,613.75. The interest and depreciation since construction had cost the railway $73,977 yearly to which had to be added an average annual maintenance cost of $4,000. From this total the sum of $9,760 had to be deducted as the share contributed by the Province. This left a net annual cost of $68,227.

Through other exhibits he also went into detail regarding the cost of operating various types of alternate services. He added that even under the complete substitution of rail service plan it had been intended to maintain the rail service between Charlottetown, Summerside and Borden. He believed the proposed bus and truck service would give Island people a better passenger and less carload freight service. He said that generally speaking Island passenger service via rail did not pay its way. Under questioning by Mr. Covert he disagreed with the statement that the trains on the Murray Harbour run were generally late and did not agree that Island passenger trains were usually behind time.

A truck service to Murray Harbour would leave here in the morning, he said, instead of in the afternoon as the trains did and this would mean almost 24 hours faster freight service to the area. A long discussion ensued between witness and Mr. Covert over the extra cost to the railway of transporting freight all the way around by Mt. Stewart. Mr. Covert argued that the best and most feasible route was the direct one over the bridge.

Mr. Stewart's Evidence

Mr. R. O. Stewart, Assistant Chief Engineer, C. N. R., Montreal, stated he has built several hundred bridges in his 38 years of service. He described the substructure and the super-structure of the Hillsborough Bridge stating it had an over-all length of 4,496 feet. Some of the piers, he said, were built on sandstone masonry, some on timber piles and some on rock. He said all spans but the swing span (drawbridge) were of wrought iron built in 1871 to cross the Miramichi River in New Brunswick. They were removed in 1902 and 1908 as the bridge was considered not heavy enough for the traffic at that point at that time. The swing span was built of steel and was constructed for use here.

In telling of the condition of the bridge he stated several of the trusses were broken or damaged and that the bridge itself had only a bridge building rating of E 30. This indicated the intensity of the live load it could safely carry. Other railway bridges had a rating of E 40, E 50 or even E 60 for heavy traffic. The bridge had been opened for narrow gauge railway traffic in 1905 and continued so until standard gauge was installed in 1930. He said that railway rolling stock in use today was too heavy for the bridge which was of a type which could not be properly strengthened.

Mr. Stewart said the cost of replacing it with an E 40 rating bridge would be $1,800,000 with no highway; $2,000,000 with sidewalks, $3,400,000 with one sidewalk and two traffic lanes. A highway bridge alone would cost $2,900,000.

Examined New Spans

He knew the spans purchased by the Premier, he stated, and had examined them. There were 7 spans 196 feet 10 inches long which provided for a railway track between the trusses and a highway track on each side. The sides were 12 feet wide. But, he added, there were 4 spans with no highway wings and he said they could not be added. It would cause difficulty trying to use this to replace the Hillsborough Bridge because it would be necessary to rebuild or alter the piers which might cause damage to the footings of the piers.

Mr. Stewart expressed the opinion it would be more costly to use the spans than to build a new bridge and estimated the expense at $4,000,000. Under questioning by Mr. Covert he thought a saving of a quarter million dollars could be effected for each possible fill-in eliminating the use of one span. Filling in the area of 4 spans would save a million dollars, but he did not know whether or not the river would stand such narrowing. The spans he said would have an E 50 live load rating which he said would be ample for all traffic.

Just before adjourning the hearing to 9:30 this morning the Chief Commissioner remarked that "this whole furore about bridges" had started when another bridge collapsed elsewhere. He refused to state which bridge he was referring to when asked by a reporter.

Premier Scores Service

In giving his evidence Premier Jones recalled that some years ago the trains used to operate over the Hillsborough Bridge on time but within recent years they were always from one hour to one and a half hours late. While other parts of the Island's railway system had been converted to standard gauge, following the establishment of the car ferry service, nothing had been done on the Murray Harbour line until about 1930. That road has been neglected to the point where possibly no more than 20 cars of freight passes over the whole section in a year.

The Premier said he saw more activity on the part of railway men this morning on and near the Hillsborough Bridge than there was on the whole Murray Harbour sub-division. About 30 men were busy cutting grass from between the rails of a road which had not been in operation for two months.

Emphasizing the value of the Wood Island - Caribou service, which he was instrumental in establishing, the Premier said the people in that area would be in "a bad state if they were dependent upon the Railway." During the months of May and June they produced a million dollars and are large users of lime.

Recently the Premier had to ship two cars of cattle from his farm to Ontario. It took as long to bring the cattle from Bunbury to Charlottetown by rail as it did to take them from Charlottetown to Ontario—three days. He did not think the Railway had ever given any attention to that area.

To Probe Radio Talk On Senate

OTTAWA, June 7-(CP)-A broadcast commentary on the Senate, described by senators as a "slanderous and libellous" attack, was brought before the Upper Chamber's finance committee today with demands for action against those responsible.

Senator A. N. McLean (L--New Brunswick) suggested legal action should be taken against the Ottawa Radio Bureau of the Canadian Association of Broadcasters which distributed the recorded broadcast to a number of stations last November.

A. D. Dunton, chairman of the CBC's Board of Governors, who was a witness before the committee, indicated the CBC will investigate. The CBC has powers to enforce fairness in controversial matters.

The broadcast, written by Francis Oakes Baldwin, an employee of the Radio Bureau, said Senate attendance was about a dozen senators a day, "most of them asleep." It said the senate passed bills with little or no discussion and that it was costing the country "several million dollars a year."

OTTAWA, June 7 —(CP) — Joseph Philias Degagnier, 45, who said he was a member of the Social Credit Party, pleaded guilty today to assaulting Solon Low, Social Credit leader. He was remanded one week for mental examination. Degagnier testified he had been drinking before meeting Mr. Low on the street in downtown Ottawa and asking for money.

Young P. C. Ass'n Entertained At Oyster Bed Bridge

Members of the Young Progressive Conservatives Association of the Second District of Queen's were guests last night of Mr. and Mrs. Philip Matheson, Oyster Bed Bridge. The president of the organization, Mr. Lloyd MacPhail of New Haven presided.

Speakers included Mr. R. R. Bell, leader of the Progressive Conservative Party in this Province and the representative of the district in the Legislature, Mr. J. Angus MacLean, Progressive Conservative candidate in the Queen's County by-election this month, and Mr. Jerry Foster of Charlottetown, president of the Progressive Conservative Association.

Soldiers Leave Here Today For Halifax

Two plane loads of soldiers comprising about 54 men will be flown from here to Halifax this morning and following their departure the Ordnance Compound at Brighton will be closed down.

The men will take off this morning on the first lap of their trip to Petawawa, Ontario. They will complete their journey from Halifax to the Ontario training grounds by train. Lieutenant George MacRae of Charlottetown will command the troops leaving today. Time of departure is eight o'clock.

Many of the recruits have been stationed at the Compound here for nearly a month. Future recruits for armour will be forwarded to the No. 1 Personnel Depot, Halifax.

Lt. T. W. Williams, WO 2 Robinson, Sgt. Rigweed and Sgt. Landrigan will remain behind to close down the Compound and take care of personnel enlisting.

The men will be accompanied to the airport this morning by Lt.-Col. A. W. Rogers, Commanding Officer of the P.E.I. Regt. (17th Recce), Capt. R. J. Mahar, adjutant of the unit and Captain J. H. MacDonald, Administration Officer with the Regiment.

Since the opening of the recruiting drive here about 250 applications for enlistment have been received of which 125 have been accepted. About 70 applications are being processed at present.

Leaving with Lt. MacRae today will be A/Sgts. W. J. Laughlin and H. J. Sonier, A/Cpls. L. J. McAleer, L. L. Murl, L. J. P. Gallant, and S. R. Witt (MM) and the following troopers, J. A. Arsenault, M. Arsenault, C. E. Baglole, R. C. Barwise, J. A. Bernard, J. I. Blanchard, T. E. Burgess, N. A. Carpenter, W. H. Chaisson, F. D. Cheverie, C. E. Chisholm, T. A. Connolly, F. J. Cormier, E. G. Craig, W. J. Dalton, S. E. Deacon, J. S. DeLory, C. DesRoches, H. O. DesRoche, L. E. Durant, G. E. Fraser, F. A. Gallant, A. S. Gilbert, A. M. Herring, H. J. Higginbotham, W. E. Howard, V. R. Jarvis, H. J. Kelly, A. A. King, F. P. Knockwood, G. B. MacDonald, D. P. MacEachern, J. A. MacEachern, R. B. MacKeeman, D. L. MacKenzie, W. J. Paul, J. W. L. Perry, C. J. Richard, N. R. Roberts, G. F. Stanley, J. R. Steele, J. A. Trainor, H. A. Wakelin, S. C. Wakelin and G. W. Ward. The men were recruited from various sections of the Province.

Musical Festival Ass'n Meeting

The Musical Festival Association held an executive meeting in the Y.M.C.A. yesterday.

Professor Hamer has been asked to draw up the syllabus for the 1952 Music Festival. Several new classes were suggested for this syllabus.

The nominating committee reported they had divided the former hall and ticket committee into a separate hall committee and a ticket committee.

Several of the members of the executive had recently attended Music Festivals in the Maritimes and had many new suggestions for the Festival here for another year.

The annual conference of Federation of Canadian Music Festivals is to be held this year in Saint John on June 28, 29 and 30th. It was recommended that the P. E. I. Association send two or three delegates.

Johns-Manville
ASBESTOS
Brake Lining
YOUR BEST BET FOR SAFE, SURE STOPS!
T-894

HOLMAN STORE NEWS

— G. H. M. —

DELIGHTFUL new designs—Fascinating new shapes in the latest shipment of HOBB'S MIRRORS . . . which has only just been received by the Furniture Departments of both the Charlottetown and the Summerside Stores. "Mirrors make rooms light-up and grow"—it's the truth too—you can put a mirror on the wall of a dull, dark room and the change will simply amaze you. Come in and see these really beautiful Hobb's Mirrors—they're priced 6.95 up in the Furniture Departments of Both Holman Stores.

"JUMPING-JACKS" for tiny feet are sold in the Shoe Department at Holman's. They're available in brown or white elk that is soft and pliable. "Jumping-Jacks", with the patent chrome soles will help your child to walk straight by holding the heel bones in correct position. They help the development of the foot and calf muscles—there are no stiff counters or shanks to irrritate. They help prevent the ankles from turning in or out. They hold their shape till worn out. They provide proper flexibility—like walking barefoot. They give support that makes your child more confident of his or her first steps. "Jumping-Jacks" are in sizes 2 to 6—priced 3.95 a pair in Holman's Shoe Department.

SHORT on length—BUT LONG on fashion! Made of Fleece, that fashion favorite and faithful friend, the Summer SHORTIES are priced just 14.95 in the Ladies' Wear Department at Holman's. In double breasted style you may choose a Shortie with a full gored back or one with an all-round tie belt. They're fully lined with rayon, and the delectable colors are summery, delicate pastels, that will fairly make your mouth water! Shorties at 14.95 are in sizes 10 to 16 in the Ladies' Wear Department at Holman's.

DRESS your lad in "Dandy Duds"—the smart American summer suits for boys, who take sizes 2 to 6x. You'll find "Dandy Duds" in blue, green or brown shades in Holman's Youth Centre. "Dandy Duds" two piece suits, consisting of boxer shorts or longs and a fine striped "T" shirt are priced 1.98 for the short pants suits and 2.98 for the long pants suits. The pants are made of fine, smooth alpine cloth with all-round elastic waists. You'll want several sets and you'll be able to afford several sets at the very reasonable prices these American clothes are priced. . . . Come in today while the selection is complete — you'll find "Dandy Duds" in the Youth Centre at Holman's.

FOR SALE

General Store for sale as going concern in the Village of Bradalbane. Good size store and warehouse with five-room apartment upstairs. Also separate warehouse and horse shed. Buildings may be rented. Reason for selling, other interests.

K. W. DOULL

FOR SALE

DESIRABLE PROPERTY ON AMBROSE STREET

This is a new dwelling containing living room, dining room, kitchen and sun porch with toilet on ground floor and three bedrooms and bathroom on second floor. Full concrete basement. Automatic oil furnace. Air conditioned. Large lot.

Terms of purchase are unusually attractive.

For further particulars apply

THE EASTERN TRUST COMPANY,
154 Richmond Street.