SAIGON (Reuters)—A squadron of H-34 helicopters from the United States has arrived in South Viet Nam. The helicopters were reported Monday to have flown to Soc Trang in Ba Xuyen Province, about 140 miles south of here. It was the fourth detachment of U.S. helicopters, flown by U.S. marine pilots, to arrive in South Viet Nam.

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SALE

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BREAD

KINGSBORO

Mr. and Mrs. John Dixon and son George, East Baltic, were recent business visitors to Charlottetown.

Little Miss Bernadine Holland, daughter of Mr. and Mrs. George Holland, Elmira, has entered the Provincial Sanitorium, Charlottetown, for treatment.

Mrs. Essie Stewart, who has been spending the winter months in Charlottetown, visited for a few days with friends in Kingsboro.

Mr. Charles Ching, Red Point, left recently to spend a holiday in Ontario where he will visit points of interest.

Mr. and Mrs. Clarence Rose and daughter Heather, were recent visitors to Charlottetown where Heather underwent a medical checkup.

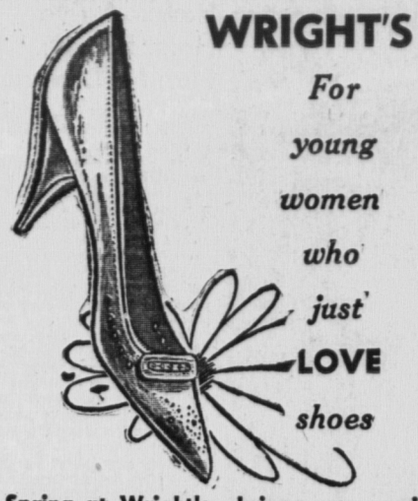
Messrs. Angus McInnis, Lakeville and Frank Gillis, Elmira, were recent visitors to Kensington.

Mrs. Percy MacDonald, Kingsboro, visited recently with her brother, Mr. Ernest Stewart who has entered the P.E.I. Hospital, Charlottetown, for treatment.

Mrs. Alvin MacDonald, South Lake, was a recent Sunday visitor to Bear River, the guest of her brother-in-law and sister, Mr. and Mrs. Joseph MacKinnon.

Mr. Nelson Stewart, Red Point, was a recent business visitor to Charlottetown.

Little Miss Lorraine Boertien, Souris, is visiting with her uncle and aunt, Mr. and Mrs. Stoffer Boertien, Kingsboro.



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ST. LOUIS

Mrs. Simon Luttrell is a patient in the Prince County Hospital where she underwent surgery.

Mrs. Henry P. Bernard is convalescing at her home in St. Louis after being ill in the Western Hospital, Alberton.

Mr. and Mrs. Peter Hachie have returned to Halifax, N.S., after a few days in St. Louis where they visited Mrs. Emmanuel Arsenault in the Western Hospital.

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67,000 Enumerators Slated To Start Rounds April 30

By BEN WARD

OTTAWA (CP) — A force of 67,000 enumerators will swing into action across Canada April 30 to begin the preparation of voters' lists for the June 18 federal general election.

Nomination day for candidates in most of the 263 constituencies will be Monday, June 4. But in 21 large, scattered ridings nominations will be Tuesday, May 22.

Advance polls will be held Saturday, June 9, and Monday, June 11.

Chief electoral officer Nelson Castonguay said Tuesday his office is "set and ready to go" on the complex job of setting up the election machinery.

The six-day enumeration period required by law will run from April 30 to May 5.

SET DEADLINE

A deadline of March 31 had been set for the 263 returning officers to advise the central office here of revised boundaries for polling districts and divisions within their constituencies. Castonguay and his staff have not yet begun formal election arrangements. That will come immediately after he gets word that Governor-General Vanier has granted Mr. Diefenbaker dissolution of Parliament and issued the necessary writ. Gen. Vanier is in Quebec City until April 25.

Upwards of 140,000 paid electoral workers will be involved in the huge job. Besides the enumerators, about 80,000 deputy returning officers and polling clerks are needed.

Advance polls pose a big job for the election force. For the first time in Canadian history anybody who has reason to believe he will be absent from his home area on election day can vote in advance.

Previously, advance polling privileges were restricted to travellers, transport employees, fishermen, militia trainees and the RCMP.

EAST BALTIC

Mrs. James Gibson and son James of Moncton, N.B., motored to the Island on Monday and are the guests of Mrs. Gibson's parents, Rev. and Mrs. Alexander McKay of Kensington.

Mrs. Gerald Mills and Mrs. Kenneth Owen have returned to their homes in Malpeque after spending a few days visiting with relatives in Charlottetown.

Mrs. Thomas Tuplin, Hamilton was a visitor to Rustico on Thursday.

Mr. and Mrs. Gordon Cousins and two daughters, Gertrude and Judith, who have been residing in Kensington during the winter months, have moved back to their home in Baltic.

Mr. and Mrs. George Brander, Kensington, have as their guest Mrs. Brander's mother, Mrs. Theresa Mathews, Baltic.

Mrs. Bessie Folland, Hamilton, has been spending some time in Toronto, Ont.. being called there due to the death of her sister.

Miss Joyce Harrington, Spring Valley, spent the week-end with Miss Pauline Hunter, Indian River.

Mr. and Mrs. James Cousins and daughter Natalie of Baltic have taken up residence in Kensington for the summer months.

HIGHWAY TO PROSPERITY

Impact On Economy Expected Greatest

By RALPH CAMERON
Guardian-Patriot Staff Writer

The beginning of an era which will see the most tremendous upsurge in the Island's economy the province has ever witnessed, is the consensus of observers questioned following the announcement of the building of the causeway Tuesday.

They agree it will prove a highway to prosperity.

The vast ramifications of the proposal are almost impossible to grasp all at once because they range all the way from farming and fishing to the tourist industry while always revolving around the transportation issue.

It is the latter which makes the foundation on which all other Island industries will build.

Continuous communication with the mainland by road has been the dream of Islanders for 75 years—and lack of it the greatest drawback to development, both economically and culturally.

75-YEAR DREAM OF ISLANDERS

Probably the greatest single impetus to the economy here as a result of the causeway will be an influx of tourists which may easily reach a figure of 1,000,000 a year.

And they will not wait for completion of it to start pouring in. The magnitude of the project alone will fire the imagination of travellers and they will start coming simply to watch the progress and exclaim over the truly vast quantities of material being poured into the sea.

Their coming can easily be the result of the extra effort which the Island must now put forth in doing the greatest public relations job Eastern Canada has ever seen.

One of the reasons, observers believe, for concentrating on the tourist industry is that results are immediate in bringing into the province a large return for a relatively small expenditure.

A by-product of tourist vacations is frequently the realization by the returning visitor that the area is now wide open for industrialization through removal of the transportation barrier.

"MOVE ISLAND AHEAD 50 YEARS"

Just what it means to people here to have that barrier removed is stated by Keith MacKinnon, one of the Island's leading figures in highway transportation circles. Mr. MacKinnon said "It will move the Island ahead 50 years."

He added that it means "we will now be in a competitive position with other producing areas in Canada and as a result the Island economy will improve by an inestimable amount".

Gordon Shaw, president of the P.E.I. Tourist Association, predicted the tourist business would "double overnight".

Ordinary labor in the province would benefit greatly as a prime requisite for taking care of the expected vast flow of visitors will be a rapidly accelerated building program for accommodations.

BACKBONE EXPANSION IS ANTICIPATED

These will be the obvious and even flamboyant results of the causeway, but there will also be the more solid and far reaching effect on the primary industries of farming and fishing.

And here too a great expansion may be anticipated in the businesses which have been the backbone of Island economy since the earliest colonial times.

Agriculturists were enthusiastic as they looked forward to the time when transportation of their farm products will no longer be tied to the whims of unpredictable weather. When sudden changes piling up huge banks of ice will not effect rail or road movement; nor when breakdowns in the world's best ferries cause consternation.

SPEED PRODUCE TO MARKETS

For years farmers across the province have anxiously watched each spring the daily reports of the losing battles fought with ice. On the outcome of those battles depended the arrival before it was too late of badly needed fertilizer or obtaining a supply of refrigerator cars to ship potatoes and turnips to waiting markets across the nation.

Last year, for example, there were grave fears expressed for the future of several valuable seed markets when it was thought the Island seed that had been promised would not arrive in time for early plantings.

As well the strawberry growers, who export truckloads of the famous Island delicacy to ready mainland markets, are anticipating the day when the speed of their deliveries will no longer be tied to rigid ferry schedules.

Models illustrated: background, left to right: Envoy Standard Sedan, Envoy Special Sedan, Envoy Sherwood Station Wagon; foreground, Envoy Custom Sedan.

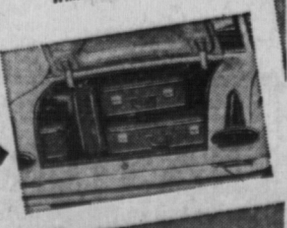
MIGHTY HANDSOME WAYS TO SAVE MONEY!

Every Envoy has the kind of striking good looks that pamper your pride . . . and yet, every Envoy has a practical side, too . . . a low initial price that saves you money when you buy, and outstanding operating economy that saves you money with every mile you drive! No wonder Envoy owners are proud as peacocks . . . why don't you see your Envoy dealer now, and see how it feels to own one?

Whitewall tires optional at extra cost

Four big doors on every Envoy open into a new world of color, glamour and comfort unrivalled in Envoy's class!

This is the gas-stingy Econo-Power four-cylinder engine that is one of the main reasons for Envoy's remarkable operating economy.



Envoy doesn't skimp on convenience In spite of its reasonable price. The full-family-size Envoy trunk gives you 21.4 cubic feet of cargo space.

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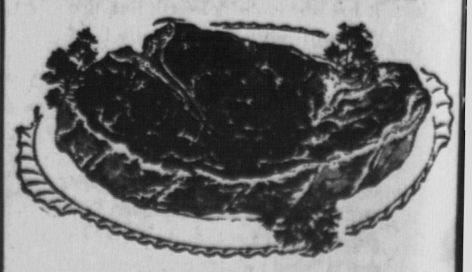

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