

Colorful Little Cargo Ship Is Main Lifeline Of Smallest French Colony

By Irving C. Whynot
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ABOARD M. V. MIQUELON,
(CP)—This bucking little ship is like a dodging grandmother with 5,500 children.

As the main lifeline for the French island of St. Pierre and Miquelon, 12 miles off Newfoundland's south coast, the Miquelon is a sea-going jack-of-all trades.

Owned by the French government, the Miquelon makes regular trips winter and summer from the colony, France's smallest, to Canadian ports.

MAIL TO LIVESTOCK

She carries the bulk of the produce needed by the 5,500 persons who inhabit the wind-swept islands, all that remain of France's once-vast North American holdings.

The 554-ton Miquelon, built for the United States' Army transport corps in 1944, carries an 18-man crew and a wide assortment of cargo ranging from mail to livestock. Her tiny but comfortable staterooms accommodate 17 passengers.

The Miquelon's schedule, if it can be called that, takes her to Halifax, North Sydney, N.S., and Charlottetown. She picks up almost anything that needs transport to the islands.

Because her calls depend on cargo, her sailings are irregular. She makes a voyage about every 10 days or two weeks. As a result her agents in Canadian ports are usually in the dark about exact arrival and sailing times unless the Miquelon actually is in port.

Arranging passage, a prospective passenger may hear something like this:

INDEFINITE SCHEDULE
"Well, she might be in Wednesday, but that's not definite. It depends on whether she goes to Charlottetown first and then stops at North Sydney or whether she goes first to Charlottetown. But then again..."

I boarded the Miquelon at North Sydney for the 16-hour voyage to St. Pierre. The fare was \$30 which covered everything.

The seven passengers ate with genial Capt. Maurice Redmond who has been going to sea since he was 12. He became skipper of the Miquelon when she first went on the St. Pierre run five years ago.

He likes to carry tourists because they are good business for the colony which would like to see

many more.

"Most tourists don't know what to expect," he said. "But they usually stay longer than they planned."

He recalled one American who told him: "I'll see all I want to in a day."

"But after a day," said Capt. Redmond, probably thinking of the powerful St. Pierre rum at \$1.25 a quart and the other liquor just as cheap, "He couldn't see a thing and he stayed 15 days."

Passengers usually remain on deck as the Miquelon noses out of harbor but once into the Atlantic they head for inside as she starts to roll.

Inside, they can spend their time in their staterooms or the dining room. It's usually the latter because the staterooms are small, having two or four berths in each. The captain does not object to an occasional visitor on the bridge.

The fine meals are served on a single, long linen-covered table. In rough weather the tablecloth is dampened to keep dishes from sliding.

As we ate we could look through the portholes to the afterdeck where the Miquelon carried 45 head of livestock headed for the slaughterhouse at St. Pierre. Capt. Redmond said he once had 165 head crowded around the decks.

At St. Pierre, arrival of the Miquelon is a major event. Crowds appear at the quay in front of the combined post-office-customs-wireless building as she warps into the pier.

Gendarmes come aboard and with Edward Briand, the Miquelon's purser, acting as interpreter, checks the passengers. Those without passports—and most haven't—pay \$4.50.

The officer ashore checks the list, but not your baggage, and then a banker appears and tells you that you must exchange some of your money into francs. The rate is 175 francs to the Canadian dollar but ashore most merchants will allow 180 or take Canadian or American money.

There are two other travel routes to the island, by boat from Newfoundland or by air. Maritime Central Airways operates one flight a week from Sydney to St. Pierre in the summer and the one-way fare from Sydney is \$28.00.

But although travel to the islands is not easy, arrival there opens up for the visitor a happy mixture of the primitive and colorful, the old and the new.

Ontario In Market For Grain Supplies

TORONTO (CP)—T. L. Kennedy, former Ontario minister of agriculture, says Ontario this year will buy more grain from western Canada than any country in the world.

He said Wednesday the large purchases will be necessary to make up for crop losses suffered in Ontario because of the wet spring and the July drought. He estimated Ontario would need more than 100,000,000 bushels from the west for winter feeding of animals and other purposes.

"Even England won't buy as much grain from the west as Ontario," he said.

St. Pierrais welcome visitors with genuine hospitality, made more attractive for tourists by a \$6 daily hotel rate which includes room and board and the latter, in the best French tradition, includes wine.

Cottage Builders And Relic Seekers Threaten 2,000-year-old 'Sacred' Snake

TORONTO (CP)—A sacred snake, a prehistoric site believed to be the only one of its kind in Canada, may soon be smothered and ruined by the advance of civilization.

The 185-foot snake, built as a religious shrine by a tribe of Indians about 2,000 years ago, lies on a high promontory overlooking Rice lake, 10 miles south of Peterborough.

Surrounding the snake and coming up to within 100 yards of it are summer cottages and vacation sites.

Dr. Edmund Carpenter, a University of Toronto archaeologist, described the site Wednesday as one of the most important in Canada from prehistorical and archaeological standpoints.

"It could be one of the most beautiful national parks in the country, if developed," he said in an interview.

The original snake, moulded of earth in an s-shape, was covered with sod. It was about four feet high. Several burial mounds, believed the resting place of the ancient tribe's most important chiefs, lie nearby.

The only other similar shrine known in North America is in Adams County, Ohio. That site has been maintained as a state park and high towers have been erected so that tourists can see and appreciate the proportions of the snake.

Today's tourist, examining the shrine near Peterborough, would probably not be excited. Little has been done during the last 40 years to preserve the site, and it has been covered with debris and damaged by weather.

Souvenir hunters have dug into the sides of the snake, in hopes of finding new treasures.

First archaeological interest in

Vice Probe In Phoenix City

PHOENIX CITY, Ala., (AP)—Ousted prosecutor Arch Ferrell was arrested on a charge of public drunkenness Wednesday and a short time later a Phoenix City

the site was aroused more than 50 years ago, when the area was excavated and the burial mounds excavated. Many valuable relics now are preserved in the Royal Ontario Museum here.

Archaeologists believe the shrine was built by the Indians of the Hopewellian civilization, ancient ancestors of the Iroquois.

gambling figure was booked on a murder charge in connection with a 1950 night club slaying.

These developments highlighted a fast-spreading vice investigation in notorious Phoenix City which has brought the arrest of four public officials in the last five days.

Ferrell was taken into custody by National Guardsmen performing law enforcement functions under the limited martial law imposed in Phoenix City two weeks ago.

Special Solicitor George C. Johnson who has taken over Ferrell's duties, announced the filing of a murder charge against E.L. (Red) Cook, who already had been arrested on gambling and election law violation warrants. Johnson

WEIGH BY RAY

SYDNEY, Australia (Reuters)—Scientists plan to use cosmic rays to weigh the load of earth above tunnels in Australia's Snowy river development project. They believe it will be the first time cosmic rays have been used to solve a practical engineering problem. Dr. P. George, Sydney University physics professor, has built an apparatus consisting of 100 geiger counters and electronic recording machines to do the work.

said Cook was charged with the slaying of John Manell Aug. 6, 1950.

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