

THE EASTERN GUARDIAN

AGENTS:—MONTAGUE: Harold F. Landry, Mrs. Byron Stewart, Mrs. Bruce MacPhee, Miss Joyce Wigginton, Miss McKinnon. AGENT GEORGETOWN: Waldon Lavers.

The Guardian may be bought at the following places in Montague: Blue Dome Restaurant, and Guardian Office; in Georgetown: The Post Office; in Souris: The Snack Bar and H. Richards & Son.

WELL BABY CLINIC, Souris, Town Hall, Friday, June 13. 2-4 p.m.

The many friends of Mrs. John DuPasquier will be sorry to learn that she has been confined to her home with a severe attack of virus pneumonia.

The Misses Evelyn Underhay, Helen Wright, Shirley Jenkins, Joyce Wigginton and Lorraine MacLure attended the Young People's Caravan at Trinity United Church, Charlottetown last night.

Mr. Lester Young, accompanied by Mrs. John D. MacLean, son Warren, and Mrs. Martin Stewart, all of Iris, were business visitors to Montague yesterday.

Miss Mary Sullivan, Notre Dame Convent, Charlottetown, spent the week-end at the home of her parents, Mr. and Mrs. A.E. Sullivan, Montague.

Among those attending the Wightman-Watkins wedding in New Glasgow, N.S. Monday were Mr. and Mrs. Lorne Wigginton and Miss Evelyn Underhay, Montague; also Mr. and Mrs. Gordon Coffin, Alberton.

Sewing Club Holds Achievement Day

On Friday evening, May 16th, the Sewing Club of Holy Bay West, Fortune Bridge and Eglington, held their achievement exercises at the beautiful home of Mrs. Mildred Johnston, Fortune Bridge.

Approximately eighteen dresses were modelled before a large number of guests from the surrounding districts. As each member appeared she gave a short summary of her course, telling the difficulties she encountered, the make of pattern she used and a general outline of what she had learned.

Miss Robin and Mrs. Manning both expressed themselves as being greatly satisfied with the work accomplished, and congratulated Mrs. Johnston on the excellent job she did as instructor.

Miss Robin and Mrs. Manning showed three films on styles, dress fabrics and catalogue making, which were enjoyed by all. Mrs. McGulgan of the Singer Sewing Machine office gave a very interesting demonstration of embroidery stitches as done on a sewing machine.

During the course of the evening an address was read by Mrs. James Dixon and a gift presented by Mrs. Scott Coffin to Mrs. Johnston as a small token of appreciation for her work and patience with the class.

A delicious lunch was served by ladies of the participating institutes and the evening was brought to a close by a sing-song with Mrs. Ivan Mitchell acting as pianist.

TO-DAY

MATINEE 3:30 EVENING 7 and 9

Advertisement for 'about face' makeup featuring a woman's face and the text 'Youth at its Youthfullest! Joy at its Joyfullest!' and 'TECHNICOLOR'.

PRINCE EDWARD STARTS THUR.

LADIES! COME TO CALIFORNIA! A GREAT COUNTRY FOR MARRYING!

200 husband-hungry girls, seeking a future—forgetting a past—braving untold dangers!

ACROSS 2,000 MILES OF WILDERNESS FOR A WEDDING RING!

Advertisement for 'WESTWARD THE WOMEN' starring Robert Taylor and Denise Darcel, with the text '200 women on a great adventure!'.

Agricultural News

P. E. I. Department of Agriculture

back after a lengthy illness.

There was a discussion regarding the paving of the section between the curb and the sidewalk on Fitzroy street from Hillsborough street to permit parking of cars. Residents of the section were complaining that cars were driving over the sidewalk and on the lawns. At the same time residents of Richmond street east asked that a full fence be erected there at the rear entrance to the plant of Canada Packers. The home owners felt that it cut off an undesirable view and also serve to move incoming traffic via the Grafton street entrance.

Councillor Farmer, chairman of the Police Committee, said that the City Police Force had been ordered to take every means to rid the city of the "shako" nuisance.

Councillor Keefe said he had discussed the possibility of the City purchasing the former Red Cross bathing house at Brighton Shore. He said it was a necessity as the present men's bathing house at Victoria Park was in bad condition.

New Fire Horn

Councillor P. R. McCormac briefly discussed the new fire horn and said there had been some criticism of the spending of the necessary money. However, he pointed out that it had been ordered by the former Council and not by present members. He also paid tribute to the men of the Fire Department for the excellently conducted banquet they held last week.

Mr. McCormac also said that the Fire Committee had been asking prices on a new pump. He believed that if the Department had a higher standard of equipment the Fire Underwriters would be enabled to offer lower rates for insurance and thus everyone would benefit. He also introduced a resolution authorizing the City Clerk to purchase the life net which was provided for in the estimate last April.

Over-payments of taxes were authorized to be refunded to Miss Eliza O'Halloran and the Benevolent Irish Society. There was a long discussion and a split vote on the question of making a payment to Mr. H. A. Ebers. The request had been pending a long time and arose from a fall by Mrs. Ebers on a city street. It was finally put to a vote on whether or not to pay an ex gratia contribution of \$200 to assist the resulting hospital bill upon submission of a receipt for payment in excess of \$400. Councillors Farmer, Cudmore and Macdonald opposed it with Messrs. Gormley, McCormac and Keefe favoring. On the evenly split standing vote Mayor Stewart voted for the payment.

Traffic Lights

There will be preparatory work to the installation of more traffic lights undertaken. This it was stated is simply a matter of putting down necessary pipes for conduits in order to avoid having to tear up the newly paved streets when the lights are installed. The work will go ahead at corner of Longworth Avenue and Weymouth street; Grafton and Prince streets; and Queen and Euston streets.

The tender of the County Construction Company of \$4,475 for repairing the sea wall at Victoria Park was accepted. And it was also agreed that on surrender of his lease on the Fish Market in Market Building by Mr. W. R. MacNeill that a lease on the premises would be executed to Mr. Henry Peters who plans to conduct the business there. It was also agreed to renew the lease of the Market Building space now occupied by Mr. M. Peters, and to permit the Warren Paving Company to sub-let the street excavation work to the County Construction Company.

Blackleg

Losses have been experienced, in various parts of the Province, this spring from Blackleg. These heavy losses can be prevented by having your calves and heifers protected.

Blackleg is a highly fatal, rapidly progressive, infectious disease of young cattle. Animals between the ages of six months and two years of age are most susceptible; although the disease sometimes occurs in both younger and older stock. The germs are found in the soil and on forage in many areas. Animals become infected by eating or drinking contaminated food and water or through punctures, wounds, and abrasions of the skin.

Blackleg symptoms are easily recognized. There is loss of appetite, high fever, rapid breathing and lameness, afterwards characteristic swellings appear in the muscles under the skin of the neck and shoulders. One or more of these symptoms may be absent. Therefore it is necessary to have the case diagnosed by an experienced man. Death usually occurs twelve to thirty-six hours after the first symptoms are noted.

There is no practical treatment for blackleg. Vaccination is the only reliable and effective means of protecting animals against this disease and should always be done before animals go out to pasture. However, if your animals have not been vaccinated, do not hesitate to have them vaccinated. The practice of using the pills shot under the skin is not satisfactory and in a great many cases does more harm than good. The most satisfactory way to have your animals vaccinated is to contact your district veterinarian.

Blackleg, while chiefly a disease of young cattle, frequently occurs in sheep. Heavy losses of lambs from blackleg have resulted when freshly docked or fresh-cut lambs were turned out into pasture where the soil was heavily contaminated with blackleg germs. The symptoms of blackleg in sheep closely resemble that of cattle. Sheep and lambs can also be vaccinated.

STREET PAVING

Continued from page 1

for the evening, and during the reading of the minutes of the last regular meeting on May 12th, it was learned that the town policeman was granted \$10.00 for his work in the investigation of the break at the Montague .5 to \$1.00 store on May 1st. It was moved and seconded that the town policeman be instructed to contact those residents who are filling drains, thereby obstructing the flow of water, and instruct the residents to clear these drains.

It was moved that street maintenance work would be dispensed with for the summer months since the streets were considered in very good condition and would not require maintenance for several months.

In the street report it was learned that two long culverts, one on each side, in front of private property, had been placed on High Street. The parties concerned, it was learned, had paid for the labour of installing the culverts. Considerable discussion took place regarding the condition of the town dump, and it was decided that the condition could not be improved until the arrival of a bulldozer to clear the location.

Following a brief discussion on the dredging of the dock adjacent to the Stephens' Wharf, the meeting adjourned.

BIGGEST CRATER

World's largest volcano crater is top Mount Poas in the Republic of Costa Rica in Central America.

STREET COMMITTEE

Continued from page 1

on Grafton Street between Cumberland and Weymouth Streets be cut away to provide paved parking space for Prince of Wales College and the Vocational School. The committee recommended that this be done and in addition the south side of Kent between the same two streets. The Government would pay its share of the cost of this work.

It is also suggested that the area between the sidewalk and street on Market Street west of the Post Office be paved.

The committee also studied the question of widening Longworth Avenue and Grafton Streets. It did not recommend either of these projects due to the costs involved. As an alternative, it suggested that much of the traffic on Longworth Avenue could be rerouted if Escher and part of Edward Streets were made into a heavy traffic street. This connection between Longworth Avenue and Grafton Street, says the report, "is a must" in the near future anyway and the cost of widening Longworth Avenue would go a long way to building a proper connecting link between the two. With the parking area as previously recommended on Grafton Street, your committee feels this will suffice.

Sidewalks

Elm Avenue, which entailed much rehabilitation work, is now completed and the seven making up the crews are moving on. The sidewalks are in a very bad condition. The committee recommended a systematic and progressive rehabilitation street by street. They plan as soon as street paving and patching is completed to add to the number of sidewalk crew.

A street on which the Council asked to have an ash sidewalk placed is finished temporarily. Due to the costs involved, the committee does not recommend the placing of further temporary sidewalks. Later in the summer a study will be made of the possibility of placing new sidewalks where required, providing the money can be made available.

The non-paved streets have been surveyed. Some 1,000 loads can be used of satisfactory sub-base from the street which it is planned to rehabilitate.

"Orders are coming in for such materials as fill and it now looks as if all excavated materials will be moved without delay," the report states. The recapping of the east end of Euston Street will be completed by the city's own personnel, and as the work is of a permanent nature, will be charged to capital account. The payment of Mr. Hewitt, street consultant on a monthly basis is advised, also that other expenses be placed on a tonnage basis of 20 cents per ton.

The report notes that much other work done, such as grading, rolling and cutting down of streets, extension of drainage system, replacement of catch basins and storm sewers.

Serious complaints regarding the dirty condition of the streets have been received. Without the help of additional sweepers, the committee does not recommend any additional staff due to present costs. "We are at a loss to suggest a method of improving the cleanliness of these streets, unless, as your chairman believes a mechanical sweeper be placed in operation," the report adds.

"Wherever possible the employees are working on the shorter week," the report states. "Your committee is pleased to note the keenness with which our employees are handling their tasks. We understand that fewer men are employed on the various jobs than formerly, and because of the careful selection, all work is progressing quite favorably. We will continue to make improvements where possible."

DEMAND FOR

Continued from page 3

speedier transport of mails, and will enable passengers from distant parts of the Province to make mainland connections without encountering many of the delays which they now meet."

Mr. Rogers' Testimony

Without laboring the point unduly I think it would be well to give reference to submissions of a Government witness who appeared before this same Royal Commission. I quote now from the evidence of Government witness Mr. B. Graham Rogers, who incidentally is the same Mr. Rogers who addressed the President of the Canadian National in 1948 as I mentioned a few months ago. The reference I am about to give you appears at page 4738 carrying over to page 4739 of volume 25 of the transcript of evidence by the Royal Commission on Transportation taken at Charlottetown on July 25th, 1949. Mr. Rogers is being questioned by Mr. Covert, the counsel for the Commission, and the discussion had turned upon the slow service which it was stated was being given on Prince Edward Island:

"Q. Does that in general lead to people using the buses rather than travelling by passenger train?" "A. Well, yes, that is one of the reasons. Another reason is that the buses travel the highways, and we have a very large farming population here and the farmers are able to go to the gates of their farms and hop on a bus and get to town and back again in a reasonable length of time, and the railway schedules are much slower of course, than the bus schedule."

"Q. Now, Mr. Rogers on that point, I was just wondering if there were any particular recommendations that you had in mind with respect to this matter?" "A. Yes, we have a particular recommendation under the heading of 'Co-ordination of Services.' Is that what you want now?"

"Q. Then it is co-ordination of services that you say would fix up the difficulties of which you are now complaining?" "A. Yes, very greatly; and at the same time it would save the railways a considerable amount of money which they are spending needlessly now, running these mixed freight and passenger trains."

Operation of Buses

As to who should operate the buses and trucks in replacement of the Railway passenger services—Mr. Rogers had this to say at page 6868 of volume 36, November 2nd, 1949:

"Questioned by Mr. O'Donnell: "Q. Generally speaking, has the province any objections to railways going into business with buses and trucks?"

"A. The Province has not expressed any objection that I know of."

"Q. Have they taken any position in respect of that affirmatively?" "A. Are you talking about control of them?"

"Q. No, the railways generally going into business with buses and truck transportation."

"A. Well, we have just outlined that we favoured such a co-ordination in regard to buses."

"Q. Subject to you having control of it?" "A. Subject to the Motor Carrier Board having control of it."

"Questioned by the Chairman: "Q. I understood you to suggest, and I suppose you are speaking for the Government, that the railway has a supplementary bus service of its own for taking them over?"

"A. Yes, they would either have that or a working arrangement with the established bus line to handle their passengers for them. It would have to be either one of those things."

"Q. Then apparently your Government would not object to the railway running the buses. Is that right?" "A. They would not object to the railway running the buses under the Motor Carrier Board. Either one of those two schemes would be satisfactory."

(At Monday's hearing before the Legislative Committee Mr. Rogers said he must have been misunderstood the questions above quoted as his answers were not correct).

Over Long Period

Thus over a period of at least a year commencing with representations by Mr. Rogers in 1948 to the then President of the Canadian National, and supported by the recommendations of the Government of the Island, the associated Boards of Trade, and the Government witness before the Royal Commission, there has been urged upon the Railway a plan to coordinate highway and rail services under which the mixed trains now carrying passengers of the Island would be replaced by highway buses and trucks, either operated by the Railway itself or in co-operation with the existing bus operator.

Our appearance then before this committee stems from two things—one, the repeated request of Island people for a co-ordination of services, and two, the position in which the Railway finds itself by reason of dwindling of passenger business and mounting costs. It is well known that the private automobile and commercial buses and planes have taken a great deal of passenger business away from the Railway. Over the years this has meant large losses in revenue that the Management has been forced to reduce the frequency and character of passenger train services in many places throughout Canada.

The studies which we initiated at the time of the first approach to the Railway by Island people in 1948, and which were completed during the course of the Royal Commission sittings indicated clearly that these losses in passenger revenues had long since reached the point where the mixed train services we now operate do not earn sufficient money from passenger business to justify their

continuance. In addition the mixed train services failed to provide to the people of the Island the type of passenger accommodation to which the Railway feels the Island population is justly entitled. With these plain facts before them, Railway management had to make a decision. Careful studies were made and it was obvious that there was no hope that improved equipment and service by rail would attract a sufficient number of passengers to pay for the additional facilities and their operation. This meant that if the Railway was to continue to provide passenger service, some means must be found to give the people of this area an improved type of service at a cost which could be justified.

In seeking means to solve our problem we were impressed by the many and sustained requests for a co-ordinated rail and highway service. We studied with great care the suggestions of Mr. Rogers—the recommendations of the Government and the associated Boards of Trade, and concluded that the plan placed before us by the people of Prince Edward Island was intelligently conceived and that it offered to the Railway a method by which the problem could be solved. Under this plan of the Island people we would be enabled to provide exactly the type of service you have asked for and at the same time satisfy our obligation to operate this property in the most efficient and economical manner.

Negotiations With I. M. T.

In pursuance of the thought expressed to us at various times by various people we explored, in conjunction with the existing bus operator—Island Motor Transport—a plan whereby Island Motor Transport might provide the various highway services considered essential to meet the demands of the Island people. Negotiations were carried on with Island Motor Transport over a period of some months. The results were not satisfactory. I might mention here that the initial approach in respect to such a co-ordination with Island Motor Transport was made by the Bus Company to the Railway. At that time, the bus people were told that we would welcome a tender from them to operate the highway services for our account provided the Bus Company were willing and able to meet the following stipulations of the Railway.

(a) They would require to operate both bus and truck services as proposed by the National.

(b) The equipment to be used in such highway services must conform in all respects to Canadian National standards and be of a new modern type. Uniforms must be provided for drivers.

(c) Schedules must conform to Canadian National requirements and be changed or modified.

(d) That consideration would be given to ticketing arrangements that will adequately protect railway long haul travel.

(e) That arrangements would have to be made to protect the Railway's passenger business, both local and long haul, from erosion to the SMT.

(f) In the event of late operation of the ferry, arrangements would necessarily have to be made to protect the Railway's

(g) That consideration must be given to ticketing arrangements that will adequately protect railway long haul travel.

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Fewer Divorces In Canada

OTTAWA, June 10 (CP)—The number of divorces granted in Canada decreased during 1951 for the fourth consecutive year, the Dominion Bureau of Statistics reported today. During the last four years the divorce rate fell from 85.3 to 84.9 per 100,000 persons.

Preliminary figures for 1951 place the number of divorces last year at 5,163, a decrease of four per cent from 1950. The record number was 5,199 in 1947.

Divorces declined in seven provinces but increased in Alberta, Manitoba and Quebec.

British Columbia had the highest divorce rate—114.9 per 100,000 population. Rates for other provinces: Alberta 62.7, Manitoba 46.5, Ontario 43.5, New Brunswick 30.2, Nova Scotia 29.1, Saskatchewan 27.2, Prince Edward Island 10.2, Quebec 7.1, and Newfoundland 1.1.

Filed as directed by the Railroad. (d) That Canadian National employees displaced from their employment by reason of train service reductions must be given first consideration in manning and maintaining the equipment operated by SMT on behalf of the Railway provided these men meet the standards of efficiency and proficiency required by SMT.

(e) That in addition to such Canadian National displaced employees being given priority in employment their pension equity and rights, as established with the Canadian National, must be protected by the SMT and that these employees have the opportunity to continue their pension plan under an agreement whereby the SMT assumes full responsibility for such pensions.

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Advertisement for 'THE R.C.A.F. MOBILE RECRUITING UNIT' with details on visits to Montague and Souris, including office hours and contact information.

Cartoon titled 'The Neighbors' by George Clark, showing a man and a woman in a domestic setting with a dog.

Advertisement for 'CONVENIENT! NURSES' and 'ORANGE PEKOE TEA' with a graphic of a tea box.

Theater advertisement for 'TO-DAY - 2 GREAT FEATURES' featuring Gary Cooper in 'BEAU GESTE' and 'The Lives of a Bengal Lancer'.

Theater advertisement for 'CAPITOL' featuring 'Savage Serial Spectacle' and 'The King of the Congo'.