SEATED HERE are members of the symposium who addressed the annual meeting of the Atlantic Council of Catholic Nurses yesterday. Left to right are Dr. J. H. Maloney, MD, Miss Genevieve MacDonald, RN, Sister Marie Monica, RN, MS, and Rev. Edward Boyce, CSsR. Standing at the microphone is Mrs. Mary Maddigan, RN, symposium chairman.

P.E.I.'s Early Attitude Humorously Illustrated

"The attitude of Prince Edward Island towards confederation" was thoroughly and humorously dealt with by Rev. Francis W. P. Bolger, chairman of the history department of St. Dunstan's University as he addressed the Atlantic Council of Catholic Nurses at their annual dinner held last night at the new Fathers of Confederation Memorial Complex.

The author of the recently published book, "Prince Edward Island and Confederation" dealt with the attitude of the Island and Canadian unity from prior to the 1864 Charlottetown Conference to the year 1873 when it finally joined with the rest of Canada.

He described the Island as strongly against unity with the rest of Canada because in the year 1864 it was economically self sufficient and able to sell its agricultural and fisheries products to places outside of the Canadian provinces. It felt that there would be a drop in economy and a lessening of legislative importance which the province then enjoyed.

Father Bolger said he would like to make one correction in history, that of the picture of J.C. Pope rowing out to the Victoria to greet the delegates from Canada. Father Bolger noted that he was rowed out by a fisherman.

QUEER REASONS

He noted that in P.E.I.'s lack of enthusiasm over the 1864 Charlottetown conference was shown by the reasons they appointed delegates at all, first because it would be a lack of courtesy not to and secondly that Nova Scotia and New Brunswick might do something at the conference that P.E.I. would miss.

For years after the Charlottetown conference, Father Bolger said, Prince Edward Island remained in a state of "splendid isolation" in its stand against confederation. The only reason it finally joined confederation was because of a $4,000,000 debt which P.E.I. had from building a railroad. When the railroad was first started Father Bolger said, it was supposed to be 120 miles long from Georgetown to Alberton but by the time it was finished it stretched over 200 miles. The cost per mile at that time was $15,000.

In 1873 they finally agreed to come into confederation.

Through parts of his address Father Bolger had his audience laughing as he described some of the characteristics of the fathers of confederation through biographical sketches of each one.

ANNEXED CANADA

Father Bolger noted at the end of his address that when P.E.I. finally joined the union of Canada, the then governor general of Canada, the Earl of Duffern visited P.E.I. and stated when he returned to Ottawa that he "found the people of Prince Edward Island in a state of joy. They seemed as if they had just annexed Canada to Prince Edward Island.

During the banquet entertainment was provided when Ken Russel and Myrna Nicholson each sang two solos. Chairman for the banquet was president of the local guild, Mrs. Lillie MacGuigan. Councillor Mrs. Dorothy Corrigan represented the city.

Previous to the banquet the members of the council toured the theatre buildings under the guidance of House Manager Robert Dubberly.

WESTERN BRIEFS

45 MAKE COMMUNION

Forty - five children make their first communion at St. John the Baptist Catholic Church in Miscouche this morning. Later in the day the children will be tendered a dinner by the parents.

CLEARS $100

A card party was staged by the Miscouche Firemen's Club Tuesday night at Miscouche Elementary School for the family of Mr. and Mrs. Henry Arsenault, St. Nicholas, who lost their home and furnishings in a fire some three weeks ago. A total of 21 tables were in play and cleared $100 for the family. A cake sale was also held at the party.

BUCHANAN FUNERAL — The funeral for Mrs. Daniel Buchanan was held Wednesday afternoon from O'Leary United Church where service was conducted by Rev. Alvin Lewis assisted by Rev. Maxwell Nesbitt and Rev. Roy Sellick. Hymns were "Abide With Me" and "The Lord's my Shepherd." Wanda and Ruth Buchanan sang a duet "What A Glorious Day That Will Be." Pallbearers were: Heber Bryan, William Bryan, Errol Stetson, Clayton Stetson, Bruce MacDougall, Elmer Wedlock. Flowerbearers were: Bertram Bryan, Donald Matheson, Winfred Bridges, Everett Boulter, Roy Laxton, Harold MacNeill. Interment was in Mount Royal cemetery.

GALLANT FUNERAL —The funeral for Mrs. Henry Gallant, Forest View, was held Tuesday afternoon from Jelley's Funeral Home, where service was conducted by Rev. Maxwell Nesbitt. Hymns were "Rock of Ages" and "In The Sweet Bye and Bye." Pallbearers were: George Meggison, Arthur Rogers, Willard Smallman, Fermang Perry, Murray Sweet, Herbert Dennis. Interment was in Bloomfield United Church cemetery.

McINNIS FUNERAL — The funeral of Wilbert McInnis was held yesterday morning from his home in Greenmount to the Sacred Heart Church, Alberton. Solemn Requiem High Mass was celebrated at 10.30 by Rev. Gerald Steele with Rev. Floyd McGaugh as deacon and Rev. John Kelly, sub-deacon. Pallbearers were: Don Campbell Alfred Foley, Hudson Pridham, Fred Oliver, Wilfred Perry, Alfred McKie. Flower bearers were: Donnie and Wayne McInnis, David Farrell and Clarence Perry. Interment was in the church cemetery.

RANAHAN FUNERAL — The funeral of Joseph Anthony Ranahan took place Wednesday morning from the Hennessey Funeral Home to St. Dunstan's Basilica where Requiem High Mass was celebrated by Very Rev. William Simpson, parish priest. The Royal Canadian Legion grave-side service was conducted by Harry Mortimer with Last Post and Reveille sounded by Bugler William Blanchard. Pallbearers were: Russell Bell Aloysius Dowling, Robert Gallant, Frank Doyle, Edward Doyle, Robert Nicholson. Interment took place in the Catholic cemetery, the service being conducted by Rev. John Cash.

DEATH NOTICES

Received too late for Classified death notice column

RAMSAY—At the Prince County Hospital Annex, May 27, 1964, Archibald Ramsay of Hamilton, aged 80 years. Remains will be forwarded from the Davison Funeral Home this evening to his late residence where funeral service will be held on Friday at 2.30 p.m. Interment People's cemetery, Malpeque.

McCULLOUGH — At the home of her son, William McCullough, Byrne's Road, Morell, on Wednesday, May 27, 1964, Mrs. Margaret McCullough in her 87th year. Her remains will be forwarded this afternoon at 3 o'clock from the Charlottetown Funeral Home to her late residence from where the funeral will be held Saturday morning, leaving the house at 8:45 for Requiem High Mass at St. Lawrence Church, Morell Rear, at 9 o'clock. Interment in the lough, Byrne's Road, Morell.

GALLANT — At the Sacred Heart Home May 27, 1964, Mrs. Adelaide Gallant, aged 90 years. Resting at the Hennessey Funeral Home from where the funeral will take place Friday morning at 9 o'clock to the Church of the Most Holy Redeemer for Requiem High Mass at 9:15. Interment in the Catholic cemetery.

MURPHY — At San Jose, California on Friday, May 15, 1964, Kenneth D. Murphy, formerly of Souris, P.E.I., aged 39 years, son of Mrs. Murphy of Toronto and the late Terrance Murphy.

CENTENARY

(Continued from page 1)

B.C., to Sydney, N.S., and a program of youth travel which this summer will involve about 800 students between the ages of 15-17.

TO RE-ENACT VOYAGE

Mr. Elliott reported that plans for the re-enactment of the sailing of the ship Queen Victoria from Quebec to Charlottetown are going ahead, with Toronto director George McGowan responsible for selecting a cast of eight to portray the Fathers of Confederation.

He also touched on the plans for a $12,000 microfilming grant to the Canadian Library Association, a Youth Congress in 1967, and the production of centennial medallions for school children, and added the Commission is "not forgetting sports" in its thinking.

He said that an announcement was expected soon on the finance department's plans for putting out a "special coinage series".

Mr. Fisher added that the commission is studying the possibilities of staging a "canoe classique", a 100-day paddle from Edmonton to Montreal along the routes used by the voyageurs.

Public relations director Houle told the meeting that his work is often difficult because he must sell something intangible.

"My product is not soap, or beer, or cosmetics. It's an idea, a cause, and maybe to some extent a dream," he commented.

He said that the first thing the commission must do is "show people what to celebrate", and he indicated that it would help if Canadians thought of the Fathers of Confederation as human beings, rather than the serious statemen the history texts represent.

Mr. Hoole said it was the duty of the public relations crew to offer Canadians the choice of two Centennial attitudes: the Greta Garbo 'I want to be alone' approach, or the let's-pitch-in Charles Boyer approach — 'Shall we dance, madame?"

Mr. Aykroyd, who described himself as "an engineer trying to become a humanist" gave a down-to-earth talk in which he said at one point: "We shouldn't take ourselves that seriously."

MANY PROJECTS

He announced that Canadian municipalities, originally expected to contribute $20 million to the Centennial grant, are giving $200 million. He explained that the towns indicated they wanted big, permanent memorials to the Centennial, and said "300-500 tangible, lasting projects" have been definitely planned.

Federal and provincial governments will contribute a total of $40 million, he said.

Mr. Aykroyd outlined the major planned centennial projects coast to coast, which are as follows: British Columbia -a museum and archives in Victoria; Alberta-a planetarium in Calgary; museum and archives in Edmonton; Saskatchewan - a centre for the performing arts in Regina; Manitoba-a series of parks; Ontario - grant to be split up among the municipalities on a $1 per capita basis; Quebec - conservatory of music and performing arts centre in Quebec City, grant split up among 50 communities; New Brunswick — a building in Fredericton to house now-scattered departments of government, releasing another building for an archieves; Nova Scotia — Sir Charles Tupper Confederation Medical Centre in Halifax; Newfoundland - museum and archives in St. John's, grant divided among 12 centres; Prince Edward Island — "already leading in so many ways" with 1964 Centennial observations, some projects split between '64 and '67.

CONTINUES TODAY

The Centenary Council meeting, which held registration Tuesday evening, continues this morning with a session on "centenary and the world's fair" with William H. Budden, a C.C.C. director, as chairman.

The discussion will centre around "Expo '67", the Montreal world's fair. A model of the fair is now on display in the Montgomery Hall reception room, and artists' conceptions of the fair hang in the Hall's rotunda.

Robert F. Shaw, deputy commissioner of the fair, will be guest speaker today at a civic luncheon at the Charlottetown Hotel.

Light Docket At Souris

SOURIS — A light docket was before Kings County Magistrate James B. Johnston in Souris yesterday.

Stewart Ross Coffin, Red Point, had his case of impaired driving adjourned to June 3 for hearing. Coffin, who has pleaded not guilty to the charge is represented by Melvin J. MacQuaid.

George Gregory Clark, Mt. Stewart, was fined $10 and costs for possession of 17 undersize lobsters.

Howard Joseph Dunphy, Souris, pleaded not guilty to a charge of causing a disturbance, swearing at and insulting a Souris Line Road woman and his case was adjourned to June 3 to fix date for hearing.

Seven persons were fined $20 costs or 15 days each on charges of intoxication in a public place.

Two persons were each fined $20 and costs or 30 days for possession of liquor.

Souris Sea Cadets Inspected

SOURIS — The annual inspection of the Souris Cadet Corps was held last night in the Souris Regional High School auditorium. The inspecting officer was Rear Admiral R. E. S. Bidwell, RCN retired.

Last night marked the 10th anniversary of the formation of the corp and Rear Admiral Bidwell was the inspecting officer at the first anniversary inspection.

The parade was under the Command of Sub. Lt. B.F. MacDonald. The inspecting party was met at the door and escorted to the auditorium by commanding officer Lt. D. Morrow and the president of the Lions Club, William Pierce, who sponsor the cadets.

Prizes were awarded to Ken Kelly, able cadet; Ferdie Gallant, leading cadet; Pius Fitzpatrick for best all around cadet and to Bill Scott and Thomas White for attendance.

Following the march past a reception was held at the Souris Branch of the Royal Canadian Legion.

Sea Cadet Awards Listed

Rear Admiral R.E.S. Bidwell, RCN, retired, was the inspecting officer Tuesday night at the joint inspection of Royal Canadian Sea Cadet Corps Kent and Navy League Corps Hyndman at HMCS Queen Charlotte.

Following the inspection and speech the Admiral presented the awards: for the highest marks in Chief Petty Officer exam, PO Alan Found; in Petty Officer exam, LC Allan MacKinnon; in Leading Cadet, AB

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Transport Commission Votes To Aid Local Ports

Members of the Maritimes Transportation Commission decided to ask the federal government to continue suspension of increases in export grain services from Georgian Bay and St. Lawrence River ports to Halifax and Saint John. Increases authorized in these rail rates in 1961 threatened to divert grain traffic from Atlantic ports. The suspension of increased rates is scheduled to expire in June.

The commission also considered ferry connections between Newfoundland and the mainland and urged the immediate start of a suitable ferry on the Cabot Strait run which would supplement the service until additional ferries recently announced by the federal government could be built.

During the day long session yesterday the commission review the transportation problem in the waterfront labor dispute in St. John's, Nfld., and the air transport policy recently announced by the minister of transport.

Also considered was the report of the MacPherson Royal Commission on Transportation and the probable effects legislation will have on the Atlantic Provinces. The commission also reviewed it efforts to secure a direct air service between the Maritimes and the West Indies.

NEW OFFICERS

Officers of the commission were elected for the year 1964-65. J. M. Crosby, President of Crosby Molasses Co. Ltd., Saint John, N.B. was named Chairman, Vice-Chairmen of the commission are: E. D. Reid, Charlottetown; F. R. Rand, Sackville, N.B.; R. G. Smith, Halifax, and G. M. Winter, St. John's, Nfld., Dr. A. Murray MacKay of Halifax, is honorary chairman of the Maritimes Transportation Commission.

Coin Find At Hampton May Value Over $1,000

Mr. and Mrs. Willard Fall were excitedly checking through a find of old coins at their home in Hampton yesterday afternoon, and trying to estimate their value which they felt is one thousand dollars or more.

The Falls like most people, know little of old coin value but they sought to match the most easily discerible pieces with illustrations in the "Guide Book of Canadian Coins, paper currency and tokens, 1700 to 1963, and Modern British Coins, 1800 to 1963", and they were enthusastic over the possibilities. If there likeness identifications are correct several of their pieces are of unusual value.

One George III coin is worth up to $225, the book revealed. A Bank of Montreal token, in a good state of preservation, is worth up to $179, halfpenny piece is listed at between $50 to $140. A "Ships, Colonies and Commerce" piece was listed at $28 to $70, and they have a half dozen of them.

ISLAND PENNY WORTH

An old Island penny with the trees, incidentally, is listed as worth up to $9.75. There are six in the collection.

"Speed the Plow, success to the fisheries" is another inscription, and one coin that is difficult to identfiy accurately is believed by the Fall family to be worth several hundreds of dollars. It looks like an old Italian piece.

A 1917 Canadian penny, in case anyone has some, is worth $4.50 according to the coin book listing.

The coins were found underneath the floor of an old house they tore down, just behind the house in which the family resides.

Six-year old Freddie Fall found several of the coins, the parents said.

The wooden wheel of a baby carriage of yesteryear was found in the wall of their house, when they were installing a new window recently.

Weir Funeral Largely Attended

Pownal United Church overflowed with people attending the funeral of Rev. Andrew S. Weir, DD, Tuesday afternoon.

The service in the church was conducted by Rev. W. A. MacQuarrie, DD of Georgetown, a former president of conference. He was assisted by Rev. G.A.D. Elliott, minister of Pownal Church, who read the prose psalm, Rev. T. R. Goudge, who led in prayer, and by Rev. C.R. Webber, DD of Summerside, president of conference, who read the New Testament lessons and paid tribute to the memory of Dr. Weir's life and work.

Dr. MacQuarrie, in his address, spoke of the many ways in which Dr. Weir had served the church, including being president of conference in 1951-52. In the courts of the church his judgement was highly valued and as a pastor he was greatly beloved.

The service at the grave was conducted by Rev. D. E. Adams, chairman of presbytery, assisted by Rev. W. B. MacPhail, who led in prayer.

Other members of presbytery sat together in the centre of the church, and included Revs. W. A. Paterson, I. L. Walls, J. H. Tye, G. G. Wyrwas, J.G.C. Ball, C. C. Lewis, M. P. Bentley, L. M. Murray, D.S.H. MacDonald, D. H. Barwise, D. R. MacLennan, F. W. Lacey, R.T. Baxter, also W. H. Forsythe, a former member of presbytery and Rev. Donald Nicholson of Belfast Presbyterian Church. Many prominent lay workers in the church also attended including Premier W. R. Shaw and Mrs. Shaw.

The soloist, Lloyd Martin, sang "Near To The Heart of God," which he had learned with the late Mrs. Weir who was buried from the same church in 1953.

Pallbearers were Mr. Justice G. J. Tweedy, Edison Smith, George Lawton, Warren Marshall, Hazen Howard and Wilfred Furness. Flower bearers were Gordon Brehaut, Finlay Drake and Arthur Jones.

Dr. Weir's funeral took place in the same church, from which he had broadcast from coast to coast on the Church of the Air in 1953. Interment was in Pownal cemetery.

Be RIGHT
Buy WRIGHT
SHOES .....

On March 30th, 1964, Royal Assent was given to a Private Member's Bill changing the name "Trans-Canada Air Lines" to "Air Canada". This Bill, after appropriate amendments, was passed by both the House of Commons and the Senate. The effective legal date of change will be proclaimed in due course by Governor-in-Council.

We, at TCA, welcome the decision to change the name of Canada's national airline to "Air Canada". This coincides with our own plans to establish a single, definitive name for the company—accurately describing our true, international character and having the same meaning in Canada's two official languages.

Today we fly to a great many destinations beyond our Canadian borders. Our vast air network (now 37,000 route miles) reaches to Britain, Ireland and the major gateways of Europe . . . to the sunny islands of the Caribbean . . . to the key cities of our neighbour south of the border.

It is obvious, then, that the name *"Trans-Canada Air Lines"* is no longer an adequate description—even though it was entirely appropriate when chosen, nearly three decades ago. Since its first operation in 1937, the Company has steadily grown with the nation and with the accelerated pace of international travel.

Continuous expansion has necessitated certain changes in our signature. As early as 1953, the words "Air Canada" were used along with "Trans-Canada Air Lines" in some parts of our system. By 1960, both names were being used simultaneously thoughout the network. But even so, it soon became evident that a total change was advisable if we were to compete effectively in world air travel.

Much work is required before you will see "Air Canada" displayed on all our equipment and accessories . . . from planes to pencils. Although this work has begun it will be many months before the change will be physically completed.

It is not without regret that we say "good-bye" to our old name. However, we believe the fine reputation that "Trans-Canada Air Lines" has achieved over the years will carry forward with the name "Air Canada". In the meantime, for one of the few remaining times, please permit us a little nostalgia . . . and we will sign this in the old way:

TRANS-CANADA AIR LINES (TCA) **AIR CANADA**