

Says Road Requirements Canada's Major Need

By Forbes Rhude
Canadian Press Business Editor

VANCOUVER, (CP) — Canada needs roads faster than she is building them, John N. Flood of Saint John, N.B., president of the Canadian Construction Association, said yesterday.

Despite the relatively large road programs carried out in recent years, economic development has been so rapid that the increase in volume and speed of highway traffic is causing a steadily growing backlog of road requirements.

Addressing the annual meeting of the CCA, Mr. Flood said, however, that the needs are receiving greater recognition "and the considerable progress in the construction of the trans-Canada highway is especially gratifying."

Stating that the long-term prospects for construction are for increasing volume, Mr. Flood said the board base of Canada's development is steadily spreading.

"Newfoundland is experiencing an industrial Renaissance. The rich industrial potential of Cape Breton is being enhanced by construction of a major causeway joining the island with the mainland."

"In New Brunswick the discovery of massive mineral deposits will, we hope, be followed by the development of a hydro-power program with resulting economic benefits to the province and Canada."

Increasing Demand

"The rapidly-approaching development of the mineral wealth of the Quebec-Labrador area holds promise of great resources. Central Canada is maintaining its leadership in industrial activity and population. The actual and projected extension of oil and gas pipelines from Alberta to the west and east coasts should enrich the whole country."

Against this background of increasing demand, costs must be kept at levels that will attract investors, Mr. Flood said.

"It is the responsibility of con-

tractors, manufacturers, fabricators, and of labor to make their individual contributions to the maintenance of a satisfactory volume by producing construction projects, speedily and efficiently and economically.

"Each group depends on the skills and resources of the other for its welfare. While employers number thousands, workers number hundreds of thousands and therefore have the greatest stake and stand to benefit most from a high volume of work."

Plans To Wed Doris Duke Off

PARIS, (AP) — Any plans that French night club singer Charles Trenet had for marrying Doris Duke, one of the world's richest women, are definitely off. Trenet's agent, William L. Traub, made the announcement Saturday.

Trenet, now singing in New York, caused a flutter in New York society last week when he said he was going to marry the tobacco heiress, former wife of Porfirio Rubirosa.

Trenet was then taken by reports from Geneva, Switzerland, in which Miss Duke said she could not recall having met the singer.

Burgess Bedtime

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haven't the right kind of gnawing teeth, and that makes all the difference in the world," declared Bobby Coon. Then he made a face. "Bark for dinner, bah!" he added. Then he started for his home in a certain hollow tree. He was going to sleep for as long as the present cold weather lasted.

Veil, ancient city of Etruria, was a formidable rival to Rome before it was destroyed by Camillus in 396 B.C.

Dark Lightning

By Helen Topping Miller

CHAPTER V
(Continued)

"Oh, Stupid! I'd buy a fox fur coat — and a long car with white sidewall tires and all kinds of horns on it."

"And hang it on a tree," said Gary brutally. "If you drove it the way you drive this one. That was a rooster you hit — just somebody's nice old white rooster. But it could have been a cow. Or a truck. You weren't even looking."

"Oh, shut up about my driving! Men always act so superior, and yet men have sixty-five per cent of all the accidents. I saw it in the paper."

"They have wrecks because they're dodging the women. Never mind me. You drive all right. I'm just low in my mind because I've got to start along tomorrow."

"You will not! Not if we've got oil. You'll have to stay — to keep Dad from being swindled."

"I'd look swell giving him advice, wouldn't I? A guy with no job, doesn't even own a decent suit of clothes."

"What's the matter with that suit? It looks all right to me."

"It's two years old, that's what's the matter. Look at the cut of the coat."

"I can't see that it looks funny. Now don't say a word," she warned, as they whirled through the gate and around the drive, missing the windmill by the thick-

ness of a coat of paint. "Gary, could you draw a sketch of that map? You could, couldn't you? Then we'd have something to show Dad. He hasn't very much imagination. You have to draw pictures for him."

"I guess I could. I could get it down in a rough way."

"You go up and do that right away, before dinner. And I'll fix up some way to introduce the subject. I can be clever, even if you wouldn't believe it."

"I never said you weren't clever."

"You implied it anyway. You — and your remarks about old white roosters! People who love their old white roosters should keep them off the highway. He was tough, anyway. I could tell the way he bumped."

Later, when she had time to think about it, Mona Lee Mason remembered the look on Harvey's face when Adelaide said abruptly, "Now, Gary — now let's tell them!"

For a minute Harvey's face darkened. Gary was a nice boy, but they had had fine plans for Adelaide which did not include a marriage to any young oil man out of a job. That was in Harvey's face at first. And then, when Gary spread out the sheet of paper with the rough sketch he had drawn on the table, Harvey's face changed again.

"What's all this?" he asked gruffly, his brusqueness a little tinged with relief.

Adelaide drew a deep breath and was tense and her eyes snapped sparks. "Oil!" she announced dramatically. "Oil — on our land! Gary thinks maybe he's found oil!"

It was then that Harvey became a stranger to Mona Lee. He hitched his chair forward quickly and snatched at the paper, his eyes narrowing and beginning to burn.

He said, "What's this picture?" and his voice was hoarse and strange. Gary caught the tension, and looked across at Mona Lee with eyes that were a little sorry.

"It's a rough idea of the geological structure under this ranch, see?" he said. "I looked it up today on an old map that Hughie Fothergill owns — after I'd found what I thought were surface indications up there in that gulch above the pasture."

Even Mona Lee was caught up in the swift, taut excitement. "Oil? On this place?"

"I don't know," Gary said, feeling a little numb, as if he had turned loose a hurricane in this quiet house, as if he had let go forces he would never be able to tame again, recapture again. "This map shows a promising structure, that's all." He went over it all then, marking out lines with a pencil on the sketch.

"What you're getting at is that this land is the kind of land they find oil under?" Harvey put in. "That's what all this scientific stuff means?"

"It means that this land is the kind that oil might be found under," Gary qualified, definitely. "I'm not making any statements — I'm not experienced enough to do that."

"He found some rock — sulphur or something," Adelaide was breathless. "But he says you'd have to hire a geologist or somebody... anyway, a man who knows about that stuff. Isn't that what you said, Gary?"

"I said that only a competent geophysicist could give you reliable advice. They have the knowledge and the instruments — I'm just a beginner. I've studied the stuff but never had an opportunity to work at it."

"Where is this place?" Harvey demanded.

"Well go there, Dad, first thing in the morning. Oh, Mother,

Canadian De-barking Process



Alexander R. White, Minico, Ont., is the discoverer of a process recognized by the pulp and paper industry as invaluable. His process, according to the Pulp and Paper Association, "saves labor, risk, time and expense in removing bark from the tree... It consists of applying a chemical to trees which kills the growth cells of the trees and makes it easy to separate the bark from the wood." Seventeen companies have bought White's patents and presented them to the Canadian public.

wouldn't it be wonderful if we struck oil?"

"I don't know," Mona Lee said slowly. "Oil wells are awfully dirty. And being rich would be something else to worry about. Kidnappers, and a lot of rough men around, and everybody trying to sell you things you don't want and wanting to borrow money and begging you to build hospitals and things. I'm happy the way I am."

Mona Lee could see Harvey fighting in his chair. Then he jumped up. "What's the reason we can't go up to that place now? I've got a flashlight. And there's a moon. Want to go, Mother?"

"I guess not... well, if you're all going trailing out there like crazy, I might as well go along. But don't get your blood pressure up. If there was any oil in this part of the country, somebody would have found it by this time, the way they prowled all over. Addie, get me my galoshes. I don't want to skin my good shoes up on all that cactus and stubble."

(continued)

EDMONTON, (CP) — About 40 mobile telephone units have been installed on private automobiles in this district, according to the Alberta government telephone system. Most of the telephones are on cars owned and operated by oil firms.

Clydebank In Thick Of New "Battle Of Atlantic"

(By RON EVANS)
(Canadian Press Staff Writer)

GLASGOW, Scotland, (CP) — A new fight is shaping along the sea lanes to Canada and as usual Clydebank shipbuilders are in the thick of it.

This time it's a contest for passenger trade. Instead of the lean grey destroyers and stubby corvettes of wartime days, sleek liners designed for peaceful travel sprout in the shipways along the Clyde.

In the sprawling yards of John Brown and Company, the first of three new 22,000-ton vessels ordered by the Cunard Steam-Ship Company for service to Montreal is nearing completion.

Soon it will join the stream of passenger-cargo liners plying the Atlantic in search of a share in the increased trade with North America. Already Canadian, United States, Scandinavian, Greek, Dutch and Italian lines battle for the traffic. And German shipyards, tonnage restrictions recently relaxed, are preparing to join the chase.

"It's the battle of the Atlantic all over again," said one shipbuilding veteran, wearing the steel-lined black bowler hat which is the traditional trademark of foremen on the Clydebank.

Canada Trade Booms

The Canadian plum is one of the biggest in the nautical treasure hunt. Last year 47,000 Canadians crossed the Atlantic to Britain, bringing with them almost \$10,000,000. Chances are that another 50,000 will cross in 1954.

Emigrant trade to Canada also holds promise. About 45,000 British emigrants booked passage to the Dominion in 1953 and there is every indication that this figure will be increased this year.

Today only the great 600-foot steel fabric of the first new Cunard ship-known as Number 692—squats in the John Brown and Company yards. On Feb. 17, Lady Churchill wife of the British Prime Minister, will christen the ship the Saxonia and send it sliding down the same slipway which carried the liners Queen Mary and Queen Elizabeth into the narrow river.

Sometime later from an adjoining slipway the Inverna, now only a numbered keel, will follow. Officials hope that Mrs. Louis St. Laurent, wife of the Canadian prime minister, will preside at the second launching.

For Low-Budget Travel

The new ships are designed particularly for the low-budget traveler. The Saxonia will carry 840 tourist-class passengers and only 100 first class. In three older Cunard ships of slightly smaller size—the Franconia, Samaria and Seythia—the ratio is 800 to 250.

There are few frills about the new vessels. Innovations include the new dome-shaped funnel designed to cut down soot-carrying smoke, an extra five-ton stern an-

chor for use in the St. Lawrence river and special "fins" below the water-line to increase stability in rough weather.

Electrically — operated loading equipment will cut down time in port and provide for faster turn-arounds.

Seek Identity Of "Thing No. 2"

CALOUTTA, Reuters, — Malaya's "thing No. 2," a squat, hairy animal that looks like a cross between a bear and a wild boar, is on its way to possible identification and a new home in a London zoo, according to reports reaching this Indian city today.

The freak beast was caught on the fringes of the Malayan jungle recently after terrified natives had reported seeing fanged "ape men" in the same area.

Donald MacDonald, animal specialist accompanying it, said the "thing No. 2" is refusing any type of food, but "has drunk water fitfully since its capture." It has spent most of its time sleeping.

At the time of its capture it was described as having "the fierce look of an old wild boar, with short legs, a thick stiff tail which seldom moves, and a thick wrinkled skin."

"The 'thing' is travelling aboard a chartered plane in a specially built cage and has been issued with a yellow fever certificate to comply with international travel regulations.

MARIE W. M. S.

The January meeting of the Marie W. M. S. was held at the home of Mrs. Freeman Jay on December 30, with 11 members present.

The meeting opened by Mrs. Aldius MacKenzie leading the worship period. Mrs. Gordon Coffin took charge of the study book, assisted by Mrs. Everett Webster, Mrs. Marion Anderson, Mrs. Walter Dingwell and Mrs. Freeman Webster.

Mrs. Earl James was appointed delegate to attend the Presbyterial to be held in Charlottetown in late January.

The next meeting will be held at the home of Mrs. Aldius MacKenzie.

Nature's guarded secrets

Is there ANY explanation when an empty lake refills after five years — and fish return in days? ... when a rider's lost in a flood at night — and his mare finds the way home? ... when a dreaded rattler slithers on a baby's lap — and doesn't strike?

February Reader's Digest brings you fascinating stories of the mysterious wild by a man who has spent 50 years trying to understand something of nature's ways and the ways of her wild children.

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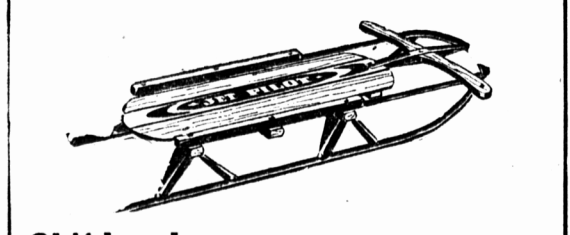
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HOLMAN'S Both Stores Thursday Friday Saturday CLEARANCE!



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Here's for fun in a winter-wonderland of snow! Strongly built Steering Sleighs have 5/16" steel runners with tubular steel tow bar and fine quality hardwood platform. Note the Special Saving!

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Perfect for taking baby outdoors! "Thistle" make with "T" section steel runners, reinforced, fine quality hardwood bodies, comfortable rounded chair arms, and 30" hardwood handles. 30" length, regular 5.95 FOR 4.95

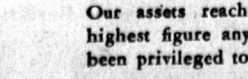
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- "Eskimo" brand, made of good sturdy hardwood with chained down, tapered hood and rope hand rail. Natural finish. Available in 3 sizes. Note the Special Saving!
4 foot size, regular 5.50 FOR 4.50
5 foot size, regular 6.95 FOR 5.75
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HOLMAN'S Summerside Charlottetown 5 and 10 China

Big country... Big bank. Advertisement for The Royal Bank of Canada featuring a map of Canada and a woman looking at a document.

Canada and the Royal Bank match strides on a path of solid progress. This year Canada added another cheering chapter to its continuing story of achievement. New records were written into the statistics of a nation's growth — more people employed than ever before, more wages paid, more capital invested. The Royal Bank paralleled Canada's course through a year of substantial gains. Our assets reached \$2,895,856,189 — the highest figure any Canadian bank has ever been privileged to report. Deposits stand at \$2,734,644,077, another new record. The bank now conducts over 2,350,000 accounts with Canadian deposit accounts more than double the 1942 figure. In 1953 new branches were built and others modernized to provide even more efficient service. Royal Bank branches now total over 790 — 70 of them in foreign countries — each geared to provide banking facilities in step with the needs of all Canadians in this era of exciting national progress.



THE KING COLE TEA Blend of the CHOICEST

Table with 3 columns: Category, 5 YEARS AGO, 1953 (Estimated). Rows include: Civilian employed, Gross production, New construction, Mineral production, Installed hydro-electric power capacity, New capital investment, Oil production.

THE ROYAL BANK OF CANADA One of the world's great banks, growing with a growing country OVER 790 BRANCHES IN CANADA AND