

POLITICAL FORUM

CABINET APPOINTMENTS

Sir—In one of his addresses during the recent Provincial election campaign, Premier Jones said the chief reason for holding an early election was to get the Minister of Public Works appointed in order that the Minister could get to work early on the large programme in that Department. The ordinary work of the Department is extremely heavy and important, and a big additional burden is the Trans-Canada highway programme concerning which there is a great lack of necessary information. Many voters are wondering about the unnecessary delay in filling this important portfolio. There is again the position of Minister of Education is vacant and also there is a vacancy in the non-portfolio members of the Executive. Six weeks have elapsed since the election of April 26. Surely the Premier should have no trouble in filling these positions with all the talent at his disposal. I am, Sir, etc. INTERESTED VOTER.

VETERANS' PENSIONS

Sir—Speaking of the wonderful Liberal party we have, I heard a speech telling of good roads. It is true we have some good roads on P.E.I. I don't think the speaker has travelled very far on roads. If he saw over half of our roads and the condition they are in at the present time he would not be boasting so much. And speaking of snow ploughs, I don't think it is very hard to keep the roads clear when there is no snow. That is the trouble with the Liberal party; they spend money on lots of things that are not good for some of us, and the rest must wait. The Hon. Mr. Jones is always speaking of better agriculture and farming, but does he ever stop to think that there have been thousands of young men who have gone from this country and risked their lives in the fighting line to save it from destruction. The price of products is going up, taxes are higher, but soldiers' pensions never moved. I hear a lot of speeches but not a word about the veterans' pension; and who has any more fight to a decent living than a veteran. It is his worth fighting for his country. He should be given a decent pension that would enable him to feed and clothe himself, and have a little recreation. It is a nice thing when you go to a doctor and tell him that you would like to get into the hospital for treatment, he tells you the hospitals are filled up, and you mention a boarding house to him with \$60.00 a month pension. I cannot pay my board and clothe myself and they advise me, "Why don't you go to the Infirmary?" It is a nice place to tell a returned man to go, just because he does not get enough pension to provide for himself. I think it is near time our veterans began to realize what is going on and vote for a man who will take the fighting line and know what a soldier's life is like, and see if he is not worth a good suitable living. That would mean about \$75.00 a month to a single veteran who lives alone and tries to feed and clothe himself; I mean a veteran that can't work. There is only one hope we have to get this thing overhauled. I think every veteran will be convinced that the Conservative Party is going to do the things that the Liberals never did yet. Vote Conservative and be proud; vote Liberal and be sorry. I am, Sir, etc. H. M. M.

PERSONALS

Mrs. Benjamin Rogers, Sr., is a patient in the Prince Edward Island Hospital. Mr. and Mrs. Stan Lancaster are motoring to Moncton today where they will meet Mrs. Harry Lancaster who has arrived from England. Before Miss Helen P. Ramsey's departure for England this week, she was entertained by some of her friends at the home of Mrs. F. L. Shannon, Park Terrace, and presented with a gift to mark the occasion.

NEW BRIDGE

Continued from page 1

spans, but still they are available and fit exactly the load carrying requirements of railway and highway. "As far as we know there is no alternative steel available," the statement added. The Province had not put forward a detailed plan for Hillsborough Bridge, it was explained, because it had been assumed that it would be a joint effort largely controlled as to detail by the Canadian National Railways as theirs is the heavier equipment. Mr. White went on to state the Government had in mind the filling of four spans and using the four unused spans as a bargaining item to get from the steel controller such extra steel as may be needed. He answered the question relative to the lack of highway brackets on the swing span by saying it was proposed to end-support it as well as having the centre support, and it was believed by Dominion Bridge Company officials that this would give it enough extra strength to carry the brackets. The statement concluded with the remark that "whatever the details may work out we have shown that the bridge can be rebuilt as far as steel is concerned."

BIRTHS, MARRIAGES, DEATHS

50c per insertion

BIRTHS

STOKOE—At the Prince Edward Island Hospital on June 7, to Mr. and Mrs. Gerald Stokoe, Charlottetown, a daughter, Vera Louise, weight 7 lbs.

DEATHS

PETERS—At San Rafael, California, Bertha Mae Peters, beloved wife of James S. Peters, formerly of Charlottetown.

BURNS—At the P. E. Island Hospital on Friday, June 8, Arthur M. Burns in his 76th year. Resting at the MacLean Funeral Home, funeral notice later.

BROOME—At the Prince County Hospital on Friday, June 8, Isaac James Broome in his 54th year. Margaret Jane Broome, his wife, aged 48, Rita Margaret, their daughter, aged 5, resting at the Bonney Funeral Home until Sunday morning, then forwarded to their late residence at MacNeil's Mills until Monday noon, then moved to the Freeland Presbyterian Church for service at 2 p.m. Interment church cemetery.

N.D. MacLean

UNDERTAKER EMBALMER Charlottetown and North Wiltshire PHONE 149

CENTRAL GUARDIAN

This column is reserved for news of local interest, but advertising of a newsy nature may be inserted at five cents a word, strictly payable in advance.

LISTEN TO Keith Boswell today on C.F.C.Y., 12.55 to 1.00 p.m., speaking on behalf of Angus MacLean.

WINSLOE NORTH—Due to the funeral at Brookfield, the hymn festival at Winsloe North is cancelled until further date. Rev. J. R. Skinner.

NORTH BEDQUE UNITED CHURCH—Service Sunday, June 10th: North Bedque, 11.00 a.m.; Travellers Rest, 2.30 p.m.; Free-town 7.30 p.m. Rev. Kenneth Campbell, Minister.

GRAFAUD Gospel Hall. Gospel meeting Lord's Day 8 p.m. Meetings will continue each week night, except Saturday, at 8 p.m. Conducted by Stanley Simms and Albert Ramsay.

LEAVING FOR AMHERST—Lt.-Col. F. B. Conrad is leaving today for Amherst, N. S. where he will attend an executive meeting of the Maritime Senior Golf Association. He will be accompanied by Mrs. Conrad and their daughter, Bessie.

HORNBY'S BAKERY Week-end Special. Apple Blossom Cake; Chocolate Malted Cream Cake; Petits-Fours; Cherry Squares; Raisin Gems; Rhubarb-Raisin Pie; Pineapple Tarts; Tally-Ho Nut Rolls; Orange-Tiffin Rolls. 9 Upper Queen, phone 2779-L.

CHURCH OF SCOTLAND. Services June 10th, Cape Traverse 10.30 a.m.; Stanchel 3.30 p.m.; Birch Hill 7.30 p.m. Congregational meeting Charlottetown after the Wednesday evening service. Annual meetings: Birch Hill Thursday, June 14th, 8 p.m.; Cape Traverse, Monday, June 18th, 8 p.m. Rev. J. H. Bishop.

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NEW BRIDGE

Continued from page 1

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"To Save Expense"

Mr. A. K. Dysart, K.C., C.N.R. counsel, questioned the suggestion that the steel controller would give new steel for the old Chinese bridgework. He also mentioned the "anchoring" of the swing spans at both ends and wondered if that would comply with regulations regarding navigable waters. He said the statement that a combined highway-railway bridge was wanted tied in with the plan to make the bridge part of the Trans-Canada Highway and save expense to the Province. A brief exchange took place between Chief Commissioner M. B. Archibald and Mr. Dysart when the latter remarked that "the reason they want a railway bridge is to save the cost of a new bridge." Mr. Archibald said he did not see it that way, as under Trans-Canada Highway agreements the Province had to pay half the cost. Mr. Dysart claimed there was no necessity for a railway bridge over the Hillsborough River. "This is tied up with the Trans-Canada Highway," he argued. "The Province has never lost sight of the need of a railway bridge." Chief Commissioner Archibald replied. He added that in considering the problem the sensible thing would be for all three parties to get together and settle it. Mr. Dysart stated it was his understanding that unless the Board found that public convenience and necessity demanded the restoration of the railway service from this city to Murray Harbour, the Board was without authority to order the bridge reconstructed.

1906 Agreement

Mr. Covert then introduced an agreement entered into in 1906 between the Province and the Dominion relative to the bridge. It was supplementary to the original 1903 agreement and set forth some further rights and obligations of each party to it. Commissioner H.B. Chase asked, "Does that bind the railway in perpetuity to maintain the bridge?" Mr. Covert maintained that it did. The Commissioner pointed out that when the agreements were made they were between the Province and Dominion Government, and since that time a third party, the C.N.R., had come into the picture. He inquired as to which of the other two the Province would ask to pay for the bridge. Mr. Covert pointed out that the C.N.R. spent millions of dollars each year on other Government-owned railways entrusted to them. But Commissioner Chase objected that this bridge was built by agreement between two governments and the Board has no authority over either of them.

Arguments Presented

As the four-day sitting of the Board of Transport Commissioners came to an end yesterday evening counsel for both the C.N.R. and the Province presented their arguments dealing with cessation of railway operations and abandonment of the Hillsborough Bridge. Chief Commissioner Archibald allotted 45 minutes to each with Mr. Dysart being allowed an extra five minutes for rebuttal. In his summing up Mr. Dysart stated permission to abandon the Hillsborough Bridge would mean a saving to the railway of \$64,000 annually. He said there was absolutely no change in the freight movement as it would continue exactly the same as for the past 20 years. They were just asking to discontinue the passenger and mixed train service between the station Southport to Lake Verde. Counsel pointed to the decline in express shipments and less carload freight. He claimed the Province had tried to show inconvenience to residents of the affected area, but pointed to a summary of passenger traffic for the last four years as tending to show there was little day to day movement of people. He maintained that the low daily average number of passengers was only as high as it was because of heavy concentration of movement during the Christmas and New Year's seasons and at Old Home Week. Mr. Dysart reviewed the evidence presented and dealt mainly with the financial aspects previously reported in the Guardian. He said the railway had come before the Board on many previous occasions seeking abandonment of lines paying higher revenues than this one and have had their applications granted. He said that statements presented showed it was "economically absurd" to continue the service. He said the only reason for ordering its continuance was that the Province could show a great preponderance of public inconvenience such as to make it necessary to keep it going regardless of cost. It would be reasonable then if a great body of people would be left "marooned." Evidence showed that in this area there were approximately 1,380 people.

Denied Obligation

He maintained that the Board would not ask the railway to spend millions for 2,500 feet of track wash-out of an embankment when "only a handful of people would be slightly inconvenienced." He denied any obligation on the railway to maintain the bridge and argued against the "in perpetuity" theory advanced. He claimed there was no obligation to maintain a bridge once the normal life of the bridge expired. Mr. Dysart argued that if an obligation still did exist then, it was to maintain a highway bridge otherwise there was no need for an agreement. If that were true he asked if this were the proper forum to which the province should bring it. He suggested the Exchequer Court instead. He said the Board was not bound by agreements. The counsel for the Railway concluded by saying that the C.N.R. had for some time tried to improve rail services on Prince Edward Island. He felt that their further suggestions will provide an improvement for less carload freight, passenger and express shipments. This can best be done, he stated, by co-ordinating rail, bus and trucking services. Summing up for the Province Mr. Covert said he felt that the railway should not come before the Board as litigants, but to give the Board all the assistance possible. They should present all the figures available whether they hurt the railway case or not. He did not feel they should take figures for one section alone but should give a complete picture.

Unsatisfactory

He was not satisfied with the figures presented in exhibits by Mr. F.A. Gaffney, Chief of Transport Research for the C.N.R., as it seemed unreasonable to him that the railway could haul freight an extra 20 miles via Mt. Stewart at only a slight extra cost. He also voiced dissatisfaction with other operating cost and revenue figures presented and suggested the economist wanted to use the Island as a "guinea pig" for substitution of services. He said that it was dangerous as it might be hard to train service back if it was once allowed to go. He thought the plan of operating buses and trucks in good weather and trains in winter would prove very expensive. Mr. Covert stated "poor service breeds lack of use," and offered the suggestion that the railway first give the Island an opportunity to enjoy good service and then if the line did not pay it could come before the Board asking abandonment. He said the Board had evidence of increased prosperity in the area under discussion as the total revenues the last two years were up over previous years and asked "Does that look like an argument for abandonment?" He said the usual reason for abandoning a

line was when an industry had left a town or mines folded up. In this case it was just the reverse as the area was growing.

Counsel for the Province pointed out that farmers were in a peculiarly dependent position so far as a railway is concerned. Their whole life is wrapped around it.

Railway Responsibility

He said these railways were entrusted to the C.N.R. for management and operation just as the Hillsborough Bridge was entrusted to them for management and operation — not abandonment. Arguing against Mr. Dysart's statement that the Board was not bound by agreements Mr. Covert said it would be bound when the agreement is confirmed by statute.

Mr. Covert, furthering his argument for improvement in service here suggested that in hauling freight "away up there" (meaning via Mt. Stewart) it was "just foolish things like that costing them business to the trucks."

He briefly questioned the authority of the railway to come before the Board with this application. In cases of entrapment he maintained it was necessary to get permission from the owners first.

The counsel also stated the railway must maintain the bridge in good condition and said that in support of his claim they were bound to do it in perpetuity by the original agreement the Provincial Government was obligated to contribute something that goes on in perpetuity.

Mr. R.R. Macgillivray, solicitor for the Department of Transport, briefly entered the discussion by saying his department was interested because a government-owned railway was involved. He stated that should the Board allow the C.N.R. to abandon this section the bridge only and the Board could not then order it to reconstruct it. If the Board directed otherwise the department would have no objection to the province filing such a request.

Many Witnesses

The morning and early afternoon sessions were taken up by a succession of witnesses called by the Province. Several of those called by Provincial counsel, Mr. J.O.C. Campbell were not present.

First witness was Mr. William Drake, Pownal. His farm is two miles south of Mt. Albion station between the paved highway and the wharf. He lived there nearly 70 years and his son was the fifth generation on the same farm. He remembered when the bridge first went up and said just prior to that it had been a live question in the Belfast district.

He said it made a great improvement in conditions across the river as it was much better than waiting an hour and a half to get on a boat, "and no traffic after 5 p.m." The then narrow gauge made easier to get cars placed for loading and it was easy to get potatoes and turnips in for boat loadings. There were no cars then and it was nothing to see 60 people get on train at Mt. Albion. He said it was good farming country and people as far as Red Point Wharf used the Mt. Albion station.

Speaking of the nearby communities of Johnson's River, Bethel, Donagh and others, he stated they were all well populated as few farms were over 100 acres with the majority around 50 acres.

Cites Present Difficulty

He told of the difficulty now in getting cars placed as a dealer might telephone an order for a certain carload of turnips at a certain date. If the order came on Monday afternoon a car could not be placed until Wednesday and not move out until Friday. Before the bridge was entirely closed they had a better chance to get cars placed as it was still used to haul empty cars over. Mr. Drake had no complaint about the co-operation of the railway here. "If they have the cars we get them."

He said the train was convenient for passenger service at this station "not like the buses, you never know when they are coming." Would not rail now as he would have liked to drive 7 miles further away from Charlottetown to get a train to bring him to the city.

Cross examined by Mr. Dysart he stated he had not experienced any car shortage yet but he felt future delays would be the result of not getting cars across the bridge. Chief Commissioner Archibald remarked "Without a bridge you are fearful of the situation," and Mr. Drake replied that it was going to be quite an inconvenience.

Mr. Dysart then suggested that if the railway had a daily service via Mt. Stewart there would be no such difficulty and Mr. Drake asked if it is the intention of the railway "to give us a daily service." Mr. Dysart said that was a question of sufficiency which he was not prepared to discuss.

Mr. Ings' Evidence

Mr. Earl Ings, president of the Farmers Federation of Queens County and president of the Hazelbrook Dairy Company, said he lived right by Mt. Herbert station. It was built on his property. His factory made butter only and was the only one on the line between here and Murray Harbour. They get cream from as far as Murray River and all along the line to Lake Verde. They depend on the trains for a large amount of cream because patrons could ship any day at all. They also have a trucking service for cream while roads are passable.

His factory cannot get the any day shipping service now with arrivals at Hazelbrook being on a two or three times a week basis. He pointed out to the Board that in the cream business a man is punished hardly if his cream is off flavor. "We cannot accept it." When they had a daily service the cream arrived at the factory in better condition. Cream coming on a

long rail haul he said might be standing in warm baggage cars for 24 hours and under those conditions cream takes on acidity fast.

He spoke of being able to accept small orders from passengers going through on the train to remote points who would leave an order with the stationmaster. He could then fill the order the next day and the butter would arrive at destination that night. "We can't do that now."

Speaking of the inconvenience of the cessation of passenger service he stated that his daughter goes to school in this city. He drives her in the morning but she usually took the train home in the afternoon. She cannot do that now so he said he had to stop work and make a special trip after her.

Under questioning he said they had some cream shipments by rail all year round. He said there was no good highway passing his farm and the road was not of the best, but he added smilingly that "if you know your way you can get along." A bus could not pass on his road yesterday, nor did he believe it could have done so on the 48 Road.

He said the minute the railway does not give him a daily service they cut down the value of his property because it was not worth as much on a three day a week service. He said he would be a long time on the new route with a carload of livestock and mentioned that last week he had to drive six miles to the city to ship a little pig to Hunter River.

It was while he was testifying that Mr. Campbell introduced several Polling Division lists to indicate the number of residents of the communities affected. The six sheets offered Mr. Ings held the names of 1,322 people.

Mr. Ings said he was personally affected by the lack of railway service as previously he had been able to take a parcel to the station any day. Asked by Mr. Campbell why he did not let his daughter come home from school by way of Mt. Stewart on the railway he replied that if she did "she would be late for tea." According to the C.N.R. records only one car of livestock had been shipped from Mt. Herbert since 1948. Mr. Ings said that was probably his taking cattle to show.

Counsel for the railway were criticized by Chief Commissioner Archibald for asking questions about little things. He said they must end the case as it was their last day here.

Other Witnesses

Mr. Ralph Raynor said he operated a chick hatchery at Mt. Herbert. It was necessary, he stated, to handle day old chicks as little as possible and to make certain they did not get chilled. Neither eggs for hatching purpose nor chicks could stand any chill and shipping by truck for that reason. He said that with the rail service as it used to be he could take the chicks to the city in the morning and ship them out that afternoon. "Now the railway service is absolutely no good" normally he shipped 600 chicks twice a week during the half-year period from January to July. He had been in the business three years and it was expanding all the time.

Mr. Russell Driscoll, operator of a feed mill plant at Mt. Herbert said down there at the days "when we had no railroad at all. He got western grain in by rail and crushed and mixed it at his mill for distribution around the country as feed. However, he said he could not ship any quick orders now. He was forced to truck to the city and that costs more money. When he shipped by train it takes about three days longer to get to destination than formerly.

Mr. Harold Lawton, Pownal, said he shipped 88 cars of potatoes and turnips from Mt. Albion last year. He found a big difference in the three day a week schedule it was less convenient that way and it was more difficult to get cars from Mt. Stewart.

Several other witnesses testified to their belief that property values had declined since closing of the bridge to rail traffic. Some women expressed annoyance at their inability to get to the city for shopping purposes. They did not drive cars or trucks themselves and had to get their husbands to stop work to take them in.

Harold Smith, Pownal, operates a small produce business shipping from Mt. Albion station. Under present setup he felt they were being discriminated against. Inability to get cars fast often causes him to lose business as turnip prices may fluctuate from 20 to 50 cents even overnight. Late shipping of an ordered car means a loss. He did not favor trucking as it was too costly.

POTATO MARKETING

Continued from page 1

which they have cultivated the American market. Mr. W. R. Shaw, Deputy Minister of Agriculture introduced the guest speaker, Col. Clingham, a native of Ontario, is a veteran of the two World Wars.

Informal Discussion

In an informal discussion following Colonel Clingham's talk, Col. Full stated the dealers here wanted some quicker method of learning about the filling of the American potato quota.

Single duty is quoted on a certain quantity of seed and table

Political Meeting At Bonshaw

A meeting at Bonshaw Hall last night was addressed by Mr. Angus MacLean, Progressive Conservative candidate for Queen's in the forthcoming by-election. Other speakers included Mr. John Myers, Hampton, Mr. Frank Myers, M.-L.A., Crapaud and Mr. Heath MacQuarrie, Victoria.

Speakers pointed out that it was a fallacy to advocate the election of another Government supporter. The Government was too heavy now. What was needed was to strengthen the Opposition.

Mr. MacLean pointed out that Mr. W. Chester S. McLure was the only member at Ottawa able to represent the Province's claims. He was free to express complaints, or press the needs of the Province no matter how embarrassing they might be to the Government, without fear of being subdued.

Mr. Frank Myers thanked the people for the excellent support they had given him in the Provincial election and hoped it would be continued to elect Mr. MacLean.

SAILING SHORTLY

Continued from page 1

after Italy came into the war. Returning to Canada in October, 1945, he took up training duties at H.M.C.S. Kings, the wartime officers training college at Halifax. A year later he was appointed to the destroyer H.M.C.S. Restigouche as gunnery officer and later became communications officer.

In August, 1945, he transferred to the R.C.N. as a lieutenant and two months later took up an appointment in the cruiser H.M.C.S. Uganda making the famous goodwill tour around South Africa.

In January, 1947, he went to London, Ontario, to become staff officer of H.M.C.S. Prevost, an appointment he held for twenty months. From Prevost he went to Naval Headquarters in September, 1948, for duty with the Director of Naval Intelligence.

In October, 1949, he was promoted to Lieutenant-Commander and appointed to H.M.C.S. Stadacona for the first J.O.T.L.C. course lasting 10 months, following which he returned to Naval Headquarters, Ottawa.

In January to March of this year he was in charge of the R.C.N.'s newly organized mobile recruiting unit which operated in eight cities in Southern Ontario.

On the conclusion of the recruiting tour he went to Victoria and took up his appointment on the "Coryuga". Lt.-Cmdr. Cosh is the son of Mr. and Mrs. A. B. Cosh of Charlottetown. His wife is at present residing in Victoria, B.C.

Urges Gov't Buy Celebrated Home

OTTAWA, June 8 — (CP) — W. Chester S. McLure (PC — Queens) urged the Government tonight to take steps to acquire the former home of Lucy Maude Montgomery Macdonald, celebrated authoress of "Anne of Green Gables."

He suggested in the Commons that the home, near Prince Edward Island's Cavendish-Rustico National Park and now in private hands, should be taken over by the Federal National Parks Administration.

stock imported to the U. S. A. from Canada. When this quota is filled the duty on further potatoes is greatly increased.

Col. Full stated that under present methods it was impossible to tell when the quota would be filled and so it is impossible to quote accurate prices at a time when the quota was nearly filled. He suggested that a daily air mail report could be taken from each of the customs stations on the amount of Canadian potatoes exported to the States. Col. Clingham promised to take the matter up with the proper authorities as it did not pertain to his department.

Hon. Eugene Cullen asked Col. Clingham's opinion on barter deals. He replied that barter deals were very difficult to consummate and it usually took too long to complete the negotiations. The only barter deal he knew about was one of British Columbia apples for Brazilian oranges.

Mr. E. D. Reid, Manager of the Provincial Potato Board stated that the Province was interested in the Uruguayan seed potato market but that the New Brunswick lead in the trade and last year far underbid Island dealers.

Others present at the meeting were: Messrs. H. L. MacLaren, Chief of Seed Potato Certification; Leslie Simmons, Summerside; Walter Wilson, Charlottetown; George Thompson, Charlottetown; J. A. MacDougall, Summerside; Frank Storey, President of the Charlottetown Board of Trade; A. Walthen Gaudet, Secretary of the City Board of Trade; J. P. Callaghan, Kinkora; Fred Bell, Fred Bingham and Kenneth Callbeck, Summerside.

Charles Yeo, President of the P.E.I. Federation of Agriculture; James MacGregor; Robert Cutcliffe, Summerside; David Wright, Lower Montague; Allie MacNeill, O'Leary; Lincoln Dewar, Secretary of the P.E.I. Federation of Agriculture; and B. Graham Rogers.

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His Honour The Lieutenant Governor And Mrs. T. W. L. Prowse

will hold a Public Reception at Government House, Charlottetown, from three o'clock until six o'clock, Wednesday, June 13, 1951.

Note—This inaugural reception is intended for both ladies and gentlemen. All callers are requested to enter their names in the visitors book. Calling cards need not be provided.

Surgeon Commander L. E. Prowse, R.C.N.(R) Private Secretary.

TAKE OVER for Summer

Fashions They'll Live in All Summer Long

Dresses - Bathing Suits - Overalls and Play Togs for Babies, Tots and Teens, made to wear and wear, and all so very attractive. Bring all the youngsters in today.

You'll also find a large assortment of Girls' and Misses' Slacks - Shorts - Blouses - Wool and Nylon Sweaters - Blazers, etc. Assorted sizes and all so modestly priced, you'll want to make your selection — NOW.

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NICOSSIA, Cyprus, June 8-(Reuters)—Brig. Kenneth Darling, commander of Britain's 16th Parachute Brigade, arrived today with an advance party of the 3,500 paratroopers who will reinforce the garrison here.

PARIS, June 8 -(AP)—Prince Aly Khan and his lawyers started talks today with Bartley Crum of Newchute Brigade, arrived today with an advance party of the 3,500 paratroopers who will reinforce the garrison here.

DELIGHTFUL new designs—Fascinating new shapes in the latest shipment of HOBBS' MIRRORS... which has only just been received by the Furniture Departments of both the Charlottetown and the Summerside Stores. "Mirrors make rooms light-up and grow"—it's the truth too—you can put a mirror on the wall of a dull, dark room, and the change will simply amaze you. Come in and see these really beautiful Hobbs' Mirrors—they're priced 6.95 up in the Furniture Departments of Both Holman Stores.

"JUMPING-JACKS" for tiny feet are sold in the Shoe Department at Holman's. They're available in brown or white elk that is soft and pliable. "Jumping-Jacks", with the patent chrome soles will help your child to walk straight by holding the heel bones in correct position. They help the development of the foot and calf muscles—there are no stiff counters or shanks to irritate. They help prevent the ankles from turning in or out. They hold their shape till worn out. They provide proper flexibility—like walking barefoot. They give support that makes your child more confident of his or her first steps. "Jumping-Jacks" are in sizes 2 to 6—priced 3.95 a pair in Holman's Shoe Department.

SHORT on length—BUT LONG on fashion! Made of Fleece, that fashion favorite and faithful friend, the Summer SHORTIES are priced just 14.95 in the Ladies' Wear Department at Holman's. In double breasted style you may choose a Shortie with a full gored back or one with an all-round tie belt. They're fully lined with rayon, and the delectable colors are summery, delicate pastels, that will fairly make your mouth water! Shorties at 14.95 are in sizes 10 to 16 in the Ladies' Wear Department at Holman's.

DRESS your lad in "Dandy Duds"—the smart American summer suits for boys, who take sizes 3 to 6x. You'll find "Dandy Duds" in blue, green or brown shades in Holman's Youth Centre. "Dandy Duds" two piece suits, consisting of boxer shorts or longs and a fine striped "T" shirt are priced 2.98 for the short pants suits and 3.98 for the long pants suits. The pants are made of fine, smooth alpaca cloth with all-round elastic waists. You'll want several sets and you'll be able to afford several sets at the very reasonable prices these American clothes are priced... Come in today while the selection is complete — you'll find "Dandy Duds" in the Youth Centre at Holman's.

Advertisement for 'The Girl's Store' featuring clothing for girls and misses, including dresses, slacks, shorts, blouses, sweaters, and blazers. Located at 159 Queen St., Phone 92.

Advertisement for Holman Store News featuring a variety of home goods, including mirrors, clothing, and furniture. Located at 159 Queen St., Phone 92.