

THE WESTERN GUARDIAN

FRINCE COUNTY OFFICE
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E. L. Waite in Kensington.
WEST PRINCE OFFICE
Alberton: Frank Weeks, Representative.
Phone: 68-2 Office and 68-1 House.

-HOCKEY Bequeque rink to night (Friday), Wilmot Excelsiors Division vs. Lot 16. Admission 25 cents to all.

-NEW LONDON PRESBYTERIAN CHURCHES.—Services Sunday, April 6th. Geddle Memorial 11:00 A. M. Long River 2:30 P. M. Rev. D. A. Campbell, Minister.

-BEDEQUE rink, final playoff game for Hon. C. A. Baker Trophy, Freetown Royals, winners of South Shore League, vs. Kensington, winners of North Shore League, Saturday, April 5th. Trophy will be presented after game. Admission 25 and 50.

-O'LEARY PASTORAL CHARGE. The United Church of Canada. —Rev. W. G. Dickson, B. A., Minister. The services for Palm Sunday, April 6th, are as follows:—Brae at 11 A. M. West Devon at 2 P. M. Bloomfield at 3:30 P. M. O'Leary at 7:30 P. M. Ordination of two new Elders, Messrs. Bruce MacDougall and John A. Mathews to the Eldership, Sunday School at 10:30 A. M. Everybody cordially welcome.

-RECRUITING IN WEST PRINCE.—The R. C. A. F. mobile recruiting unit, with F/L A. Gustien in charge, is presently in West Prince, interviewing prospectively enlistments in the R. C. A. F. Spending Wednesday in Alberton, Thursday in Tignish and planning to be in O'Leary today. The unit reports inquiries slow owing to the condition of the roads but a considerable number being interviewed in the three days by career counsellors G. C. Conrad, assisted by LAC. Geen —FW.

-BADLY SCALDED.—Mr. Reginald MacRae, Summerside East, an employee of the crystal dairy for the past two years, is a patient in the Prince County Hospital suffering from a scalding by steam at the dairy on Tuesday, April 1st. Mr. MacRae, at the time of the accident, was using a steam hose in connection with his work when in some manner the nozzle became separated from the hose and the full force of the hot steam struck him on the left side scalding him badly. Mr. MacRae collapsed from shock and was rushed to the Prince County Hospital where he is now receiving treatment.

-DIED AFTER Brief Illness.—The death occurred at the Prince County Hospital on Friday, March 28th of Mrs. Leonard Rogers of Linkletter in her 41st year. The deceased, who was formerly Margaret Thompson of Sand River had been ill for about six weeks and news of her death came as a great shock to a host of friends who knew and esteemed her highly. In her home she will be sadly missed and the deep sympathy of the entire community is going out to her sorrowing husband and family. Left to mourn, besides her husband, are two sons Allen and Earl, five daughters, Jennie, Vera, Laura, Olive Mae, and Wilma, and seven brothers and five sisters. The funeral was held on Sunday, March 30th, from the Bowness Funeral Home where service was conducted by Rev. W. O. Weale, of the Church of Christ. Interment was in the People's Cemetery. The pall bearers were Messrs. Albert Linkletter, Emery Linkletter, Leigh Linkletter, Ernest Calbeck, Dan Praught, and Ralph Monkley. —S.

Alberton Legion Branch Meeting
The regular monthly meeting of the Alberton branch of the Canadian Legion was held last night in the Legion Home with a good attendance. Comrade R. M. Dunn presided. The minutes of the last meeting were read and approved. The financial statement was presented by Comrade F. Weeks and included a total of \$956.00 expended in improvements and redecorating the Legion Home since the last annual meeting. Two applications for membership in the Alberton branch were approved by the membership committee. And the applicants duly initiated into the branch. It was moved by Comrade Douglas Nicholson, seconded by Comrade J. C. Matthews that a vote of thanks be extended to the building committee for the fine job that was done on the club rooms. Comrade H. W. Matthews was appointed as auditor for the current year. It was moved by Comrade D. Nicholson that a letter be written to Provincial Command requesting that Major A. H. Peake be appointed Provincial Advocate for the Canadian Legion. The motion was seconded by Comrade R. M. Dunn and carried. After considerable discussion regarding the Easter dance the meeting closed. —FW.

Mr. Foley Appears in Ten Gallon Hat
Mr. E. P. Foley, Fifth Prince, caused much merriment when he appeared as chairman in committee in the Legislature yesterday wearing a light-colored "ten gallon" hat. The members of the House first stared and then broke into gales of laughter. The hat was one which Mr. Foley obtained at the Calgary Stampede last year. When it was noticed Mr. E. P. Foley said "Here come the Stampede boys," but a moment later Dr. W. J. P. MacMillan caused more laughter when he expressed his belief that the chairman "is supposed to wear a hat." It is customary in the Legislature when the House moves into committee to consider a bill for Mr. Speaker who wears a silk hat, to leave the Chamber. Then to show the independence of the Commons the chairman puts one on to take the chair. At no other time does a member wear a hat while the Legislature is sitting in the Chamber.

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Lively Debate

Continued from page 1
had to make up the deficit. He asked if the House thought the Murray Harbor train should be kept running with no passengers when the salaries of the five employees on the train amounted to more in one day than the freight revenue for an entire month. In speaking on the motion Premier Jones suggested that the Board of Transport Commissioners have nothing to do with it, that the Provincial Government grant the franchise and the control of the proposed new system would remain with the local Public Utilities Board. He reminded various speakers who had spoken of the terms of Confederation that those terms provided for efficient steamer connections. No one considered then that the day would come when people would travel to and from the Province in planes and cars. "However," he said, "when we go to Ottawa now we claim that what was meant under the terms is the most modern transportation. Maybe in ten years we will travel by autogyros and the buses will be out altogether." The Premier pointed out that the Railway agreed to put trains into service when roads were given for travel and he said this gave the Island a tremendous advantage. He said they also promised to give better buses than we have now and that is worth considering, he said. He thought the House would be well advised to play along "to see if we could not get better transportation."

Mr. R. R. Bell, Leader of the Opposition, said he was glad to see so many members taking part in the debate. He said the subject was very important as it concerns everyone on the Island and our economy generally. Various groups such as Boards of Trade could come before the committee and be heard. The majority of the people who had been opposed to it. He quoted from an editorial in The Guardian favoring the granting of the franchise, and conceded that it pointed out many advantages which might come from the move. Most people, though, do not have much faith in the C. N. R., he stated, and are wondering what will be its future policy towards Prince Edward Island. There was talk of rails being torn up and though the company promised to maintain its right of way possibly in a few years they would have to close the service over some lines altogether. He could not see bus service in this Province as a year-round matter. "If this is a good thing for P. E. I. we want it," he stated, adding that it was another case of the wrong end of the stick "we don't want to touch."

Highway Minister Speaks
Hon. Douglas MacKinnon, Minister of Public Works and Highways, said he had an open mind on the matter but that he cannot expect to see the Railway supplying coaches and running trains when no one was using them. He has seen many trains in his own district when the trains would run with no passengers at all. "If railways in other places are content to put feeder lines on rubber why should we deny them?" He thought though that if freight were to be put on the highway it would create another problem in raising highway maintenance costs as railway trucks could not be charged more than other trucks. The proposal encountered one snag at the beginning of the debate when Mr. William Hughes, Fifth King's, refused to accept the chairmanship of the proposed Transportation Committee on to Mr. Hughes said "I am so utterly opposed to it that I could not even act as a member. I do not think it should even be considered by this Legislature." He did not think the Island could be properly serviced by buses alone. He also said that "instead of the edge of the wedge" that soon people would see the rails west of Summerside and east of Charlottetown torn up. Hon. Keir Clark briefly remarked that he had nothing to say on the tearing up of the rails anyway. Mr. George Saville thought it was just another of the terms of Confederation they are falling to fulfil. He thought the Railways were paying less and less attention to the wishes of the Provincial Legislatures and Parliament. He was afraid if they gave the railway control they would soon say there was not enough business up Elmira way and discontinue it. He advised going slow on the matter.

Mr. W. J. P. MacMillan said that in the western part of the Province they had both train and bus service but if the trains were removed the section would be ruined. Mr. Thomas Cullen said there was considerable delay in getting freight now in the eastern part of the Island and sometimes they had to wait long periods. He opposed giving a franchise to the railways as they are not inclined to give service. However, he agreed that the appointment of a committee was the best way for the Government to handle the matter. A recent incident in passenger handling at Mt. Stewart made him oppose giving the railway anything. Trains Without Passengers
Mr. Harvey Douglas said it seemed to be a foolish thing to have trains travelling with no passengers. He recalled that once there were two trains per day to Souris and when the traffic fell off one train was cancelled but the other continues to run. He asked why when there are no train passengers the railway should not operate a bus service in the summer. Mr. John A. MacDonald said "we should not put ourselves in a position where if we were given no service we would have no alternative." He said young employees of the railway were not of the best and cited an example of one refusing to give in-

formation because it was a Saturday and a holiday for him. He feared we might the same kind of service from the buses. He advised the committee to be careful and to look into every angle. Dr. W. J. P. MacMillan said he looked on the matter with grave suspicions as he remembered all the flights of the past with the Railway to obtain various services. He thought the whole matter was well worth considering, and carefully, but he did not think buses were the solution to the problem. He suggested the Railway try the idea somewhere else first and stop making this Province a guinea pig. "They told us what a great thing dieselization was and now they want to abandon it." He regarded the Railway as an important part of the Confederation agreement and its purpose was not to make money but to give service without the Railway. The Maritime never would have agreed to join Confederation.

Scores Present Conditions
Mr. W. F. A. Stewart, First Queen's, remarked that it was one thing to promise all year round bus service, but it was another thing to do it. "The bus service in his district was 'terrible' and the time schedule to this city 'did not even give a man time to get to the vendor's.'" He thought anything would be an improvement over what they have now. Mr. Frank Myers from the same district thought the pitiful harsh with their bus company which was under a handicap in having to make many detours due to building the Trans-Canada Highway. He wondered if in time the Railway would "reach out and take over the truck services." He stated the railway has too many employees, too short hours and too much pay. Mr. George Kitchener, who spoke with their bus company which was under a handicap in having to make many detours due to building the Trans-Canada Highway. He wondered if in time the Railway would "reach out and take over the truck services." He stated the railway has too many employees, too short hours and too much pay. Mr. George Kitchener, who spoke with their bus company which was under a handicap in having to make many detours due to building the Trans-Canada Highway. He wondered if in time the Railway would "reach out and take over the truck services." He stated the railway has too many employees, too short hours and too much pay.

House in Committee
Following Premier Jones' final remarks the House moved into committee with Mr. Lorne MacFarlane as chairman. It was necessary to make two changes in the original motion. One was the removal of the name of Mr. William Hughes as chairman of the proposed Transportation Committee. The name of Mr. W. F. A. Stewart was substituted which had the effect of decreasing the membership from King's County and adding one member from Summerside. The other change suggested was that Mr. Matheson who thought the name of Hon. W. E. Darby should not appear as such. It should read Hon. the Attorney General in case there was a change in the attorney generalship or in case Mr. Darby could not attend and had to appoint someone to represent him. Mr. Stewart objected as this might mean a non-member of the House. Mr. Matheson agreed but said there was a precedent in the appointment of a non-member to the Workmen's Compensation Board committee in 1941. He himself had served although at the time he was not a member but was the Clerk of the House. Mr. Hughes expressed the fear that a local corporation set up to handle the buses might find itself in the same position as the I. M. T. which, he said, claimed not to be making money. The new corporation might appear before the Public Utilities Commission which would be forced to let them advance rates in order to make a profit. He said to expect to get better service without greatly increased costs was nothing more than wishful thinking. Members of the Transportation Committee named by the Legislature yesterday were chairman W. F. Stewart, First Queen's; J. W. Don Campbell, First Prince; Hon. Keir Clark, Third King's; Hon. J. Brenton St. John, First

S'side Air Station To Be Featured In NATO Broadcast

HALIFAX, April 3.—Overseas listeners will share in Canada's celebration of NATO's third anniversary through the shortwave broadcasts of the CBC International Service which will devote its entire program time for the day to recognition of the event, including reports from the R.C.A.F. Navigational School at Summerside, Prince Edward Island. International Service recording teams visiting stations in Manitoba and Ontario where students from the S'side Air Force are receiving NATO training, and Gordon Jones, Maritime T.S. Representative, spent a day in Summerside interviewing Belgian, Italian, French and Royal Air Force navigational trainees. The international nature of the Island base is emphasized in one of the recordings made during a class at Summerside when the instructor's questions were answered by students in the accents of four or five different nationalities. The CBC's International Service broadcasts are sent out all over the world in fifteen languages from a transmitter in Sackville, New Brunswick.

Higher Gas
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It was a dangerous situation if continued. The debate was adjourned by Hon. Douglas MacKinnon, who will have the floor when it resumes. The Legislature will meet again at 11 o'clock this morning.

War Veterans
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examples where veteran property owners in low income brackets are finding the increase tax rates increasingly heavier burdens, which in time he added, may compel them to relinquish ownership of their homes. Cites Precedents
Precedents for this preference, Major Peake said, were the Provincial Government land tax exemption after World War I, and City preference to V. L. A. owned homes in 1945. "We are not to pressure you with an axe to grind but many of our comrades are facing a real crisis, and we are seeking a fair and honourable solution to their problem," he stated. In closing he recalled that three times in the first forty years of this century the country has called its youth to go to war. The present international situation suggests further calls at any moment. "Taking a long range view it appears to us that it would be good business to do our best for our present 'Vets' as we may need many more in the near future," he said. Mayor Stewart said he feared that this arrangement might result in the transferring of property in name by non veteran property owners to veteran assessors and thus escape higher assessments. Councillor Storey felt that if passed the resolution would deprive the City of public taxes that are used for the betterment of the community. As an alternate measure he wondered if some arrangement could be made to help those in need of assistance by exempting them partially, or fully from income tax payments.

Below Tax Level
In reply Major Peake stated that the majority of needy people were below the income tax bracket. Councillor MacDonald also expressed fear that the arrangement might lead to a racket, whereby non veterans would relinquish property title to veteran sons and daughters. If this should develop, Major Peake said, the Council would be confronted by a similar delegation that would endeavour to control the matter. In regard to veterans moving outside city limits, Mayor Stewart suggested that many are finding themselves confronted by higher taxation in the rural communities. His Worship felt that the request needed further consideration and said that the resolution contained in the brief would be tabled and that a definite answer would be given the delegates at the next meeting, Monday evening. The following resolutions were then presented by Mayor Stewart and passed by members of the Council. To call of tenders for supplying the City Fire Department with 1,000 feet of 2 1/2 inch fire hose and 300 feet of 1 1/2 inch fire hose. The purchase of one 300-gallon steel booster tank, to replace the 80-gallon booster tank on the Bickle pumper, from Bruce Stewart & Company. Granting of one year's leave of absence with full pay to Mr. Fred Large, City Tax Collector, who is presently ill and under doctor's care. That the City Clerk be instructed: King's; Frank Myers, First Queen's; E. Earle MacDonald, Fifth Queen's; and the Attorney General.

War Veterans (Continued)
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A Durango Kid Western —AND—
The WEIRDEST visitor
The Earth has ever seen!
The TOP secret story of Uncle Sam's underwater commandos!

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LASSIE (The Wonder Dog) in
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Starring Jeanette MacDonald and Lloyd Nolan
In Technicolor.
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40th Wedding Anniversary



MR. AND MRS. EVERETT WALL

A very pleasant evening was spent at the home of Mr. and Mrs. Everett Wall of Hamilton, on March 25th, in celebration of their fortieth wedding anniversary. When all had assembled and the honoured couple was seated, two winsome little grandchildren, Vera, six and Diana, five, each presented them with a lovely bunch of roses. Mr. Bruce Riley, who acted as chairman, in a few well chosen words, explained the nature of the gathering and called on Mrs. Roy Woodside who made a presentation of a lovely Chenille bedspread and a silver butter dish on behalf of the Malpeque Women's Institute of which Mrs. Wall is a former member. Mrs. Jas. A. Ramsay presented them with a silver service then Mr. Roy Campbell stepped forward and presented them with a white filled purse on behalf of their neighbours and friends. A brief address on behalf of the family was read by Mrs. Fraser Rix after which Mrs. Heber Dickieson presented them with a studio couch and a bedspread from the family. Mr. Wall, on behalf of himself and his wife, welcomed the visitors and thanked them for their kindness in remembering them at this time and invited all to their home at any time in the future. All joined in singing, "For They Are Jolly Good Fellows" and a dainty lunch was served by the ladies and dancing was enjoyed until the wee small hours of the morning when all departed to their homes, wishing Mr. and Mrs. Wall many more years of wedded bliss. Music for the evening was furnished by Messrs. Erskine Hunter and William Woodside on violin and Jas. Bryanton on the guitar.

2nd. Kings

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However, he could not praise the Minister as he could some of the others due to the close relationship. (The Minister to whom he referred is his brother, Hon. Eugene Cullen). Mr. Cullen praised the fisheries report of the department and said the new fish filletting plant at Souris was a great thing for the fishermen. He realized there are not many harbors on the northside which can accommodate draggers even of the small type but asked the Government to investigate the possibility of creating an artificial harbor at Cable Head. Bridge Requirements
Though touching briefly on the roads he concentrated his remarks mainly on the St. Peter's Bridge. It should more properly be called a causeway as it had 900 feet of that and only 50 feet of bridge. It was not satisfactory and no Government yet had succeeded in making it so because when a northwest gale blew up the water came over it in such great quantities that frequently cars and trucks could not cross due to motors getting soaked. Since the bridge divided the village there was much pedestrian traffic and in the spring the mud

made conditions impossible despite the sidewalk which had been built. Mr. L. B. McMillan when he was in the Department of Public Works had suggested a pile bridge with far more waterway area to let the gale driven water have space to get through. The suggestion had been discussed but then the sky high price of steel had stopped negotiations. Now engineers thought they could put a satisfactory surface on the old bridge but he disagreed. He asked the Department of Highways to consider paying the short 200 yard stretch at Morell from the pavement to the Catholic Church. An entire congregation had to wade through the mud to get to church in the spring and fall. It was the same thing in his own village of St. Peter's where the people had to go up a hill to get to church. In offering congratulations to the Shorthorn Breeders on their recent Fat Stock Sale and Show he was particularly pleased to see that a new breeder from his own village had done so well. He was referring to Mr. John DuPasquier. In closing Mr. Cullen expressed his appreciation for the courtesy always shown him in the House and offered special thanks to the staff of the Legislature for their splendid co-operation with him as Clerk of the House.

CAPITOL Summerside

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