

Fire Chiefs' Convention

The warm official welcome tendered yesterday to the Maritime Fire Chiefs Association reflects the sentiments of all our citizens. This is the Association's forty-first annual convention, and one of the largest in the organization's history.

We are justly proud of the record of our own firemen, not only with regard to the manner in which they discharge their arduous and dangerous duties, but in the field of sports and other activities.

Other Maritime communities have their own good reasons for extolling their fire fighters, and their own legitimate pride in the fine men that make up these organizations.

Unusual Visitors

Reports from the biological station at St. Andrews, N. B., indicate that many strange fish, which hitherto confined their travels to tropical and semi-tropical waters, are making occasional appearances in these parts.

The tentative scientific explanation for this influx of strange, interesting, and in some instances troubling, tourists is that the ocean is warming up. This view, however, is rendered a little less plausible by the fact that the Beluga, a species of white whale, and the bearded seal, both inhabitants of the cold North, have been mixing with the southern visitors.

Mr. Faure's Proposal

Premier Edgar Faure of France continues to reveal high qualities of statesmanship, especially in the international field. His latest contribution to the building of a better world is his proposal that reduction in armaments be accompanied by a comparable investment in raising the standard of living for the so-called "backward" peoples of the world.

not for destructive, sterile, and negative purposes but for generous, social, and positive undertakings? Why not, indeed? There is no reason in the world why it could not be done, provided, of course, that the nations of the world—especially the big and powerful ones—can cease their preoccupation with rumours of war and get down seriously to tidings of peace.

In essence, M. Faure's proposal differs very little, if at all, from the one suggested by President Eisenhower several months ago. It comes, however, at a more auspicious time; and, if the Soviets are at all sincere in their protestations of good intentions, they can show it by according the plan more attention than they gave the Eisenhower proposal contained in the atoms for peace program.

Quarrelling Over Prestige

Now that a federation of the British West Indies appears to be imminent, rival claims are being made concerning the situation of the new capital city. The two chief claimants for the distinction—if that is the word for it—are Trinidad and Barbados. The Trinidadians say that the United States naval base at Chagauramas, a few miles north of Port-of-Spain, would make an ideal location, inasmuch as most of the buildings which would be needed for the capital are already there.

Barbados, on the other hand, thinks this arrangement would be both unsatisfactory and undignified. Its citizens feel that their island has the best climate, the best communications, and plenty of hotels to accommodate the delegates until more permanent buildings could be erected. Besides that, says the Barbados Advocate, "Trinidad would be an unpopular choice because of certain unsavory features of Trinidadian public life which only the passage of time will erase".

EDITORIAL NOTES

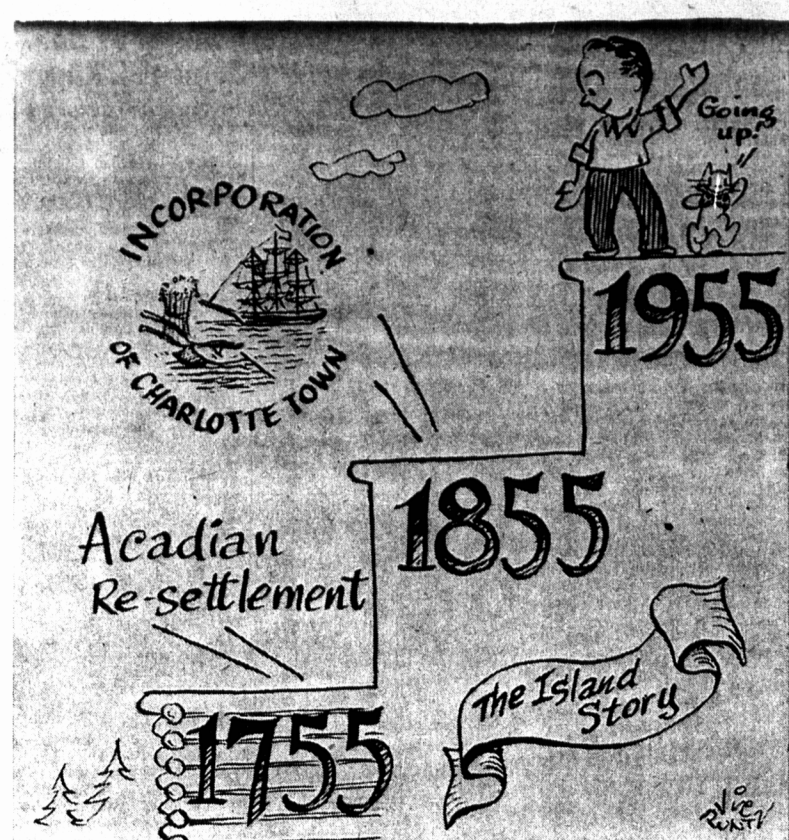
For President Eisenhower the current trip to Europe will bring back memories which will not be shared by the three other members of the Big Four team. The last time he was there he was in command of all free world forces in the European area.

When Premier U Nu of Burma was in New York he was presented with an official scroll "for distinguished and excellent service". He was not given the key to the city, however. That may come when he has shown beyond question that he is a world statesman of top-notch calibre.

The Soviet Union's demand that all foreign troops in Germany be moved back to their "national frontiers" must surely have been intended as a joke, since it would mean that while American and Canadian forces would have to cross the Atlantic, Soviet forces would have to retreat only a few miles. No one in his right sense would expect that to happen.

Whether or not the new members of Soviet officialdom mean anything of practical benefit to the world, it seems to be a fact that there is more cordiality between the rulers and their people. At any rate, Marshal Bulganin is the first Russian premier since the Bolshevik Revolution to ride through the streets of Moscow in an open conveyance.

It would appear, from a statement in the House of Commons by Hon. Paul Martin, that the Provinces are still far from agreement on the principle of national health insurance. Only Saskatchewan has given a definite commitment in favor of such a program, jointly financed by federal and provincial governments.



Soo Locks Centennial

The world's busiest canal gets special attention in Canadian week, July 20-22, as part of the Soo locks centennial being celebrated by the cities of Sault Ste. Marie in Ontario and Michigan, right through the summer until Sept. 5. The 100th anniversary is actually of the state lock, built on the Michigan side of the St. Mary's river in 1855. Reference to that lock as the "first" in the St. Mary's falls canal system sometimes causes some Canadian eyebrows to lift since the North West Fur Company built a lock on the Canadian side of the river in 1797-98 to bypass the rapids in the river which links Lakes Superior and Huron.

There now are five locks on the U.S. side of the river and one on the Canadian side. Traffic runs more than 100,000,000 tons a year—more than the combined total of the Suez and Panama canals.

HISTORIC LINK

A portion of the old fur company lock, restored during construction of the present Canadian lock, is still a point of historic interest in the Soo. It was 38 feet long and 8 feet, 9 inches wide, with a lift of 9 feet. There was a towpath along its banks for oxen to haul the canoes and barges which plied between Montreal and the Head of the Lakes in the heyday of the fur trade.

The Northwest lock was destroyed by American troops in the last year of the War of 1812-14. The present Canadian lock owed its birth largely to the second Riel Rebellion, for in 1869 the troops and guns of the Middleton Expedition against the rebels were refused passage on the U.S. side.

Men and guns had to portage around the rapids over a trail still traceable in Algoma, along which bits of equipment still may be found.

The ships of the expedition then were permitted to pass through the locks and reloaded in the upper river.

The upshot was that the then vast sum of \$5,000,000 was allocated for a Canadian canal. Plans were made and actual construction started in 1887-88. With Hon. Colwood Schreiber the chief engineer, and Canadian engineers W. G. McNeil Thompson, the government engineer in charge of construction, and Ryan and Hancy, the contractors, the canal was completed and opened to navigation Sept. 9, 1895.

NOTABLE CHANGES

Changes in the original plans were made while construction was in progress. Initial plans called for a lock 400 feet long and 100 feet wide, although some of the locks so that four ships at a time could be locked through, two on each side. One ship on the lakes had a beam of more than 42 feet at that time.

On the advice of ship captains the width was changed to 60 feet, and an excavation along one side had to be filled in. At the same time the length was increased to 900 feet. This length was based on ability to handle two vessels of 250-foot length and one of 300 feet at the same time. It was considered very unlikely that vessels more than 300 feet long ever would ply the Great Lakes. Today our carriers more than double that length are not uncommon.

A 16-foot lock depth at the sills was originally approved, for it was pointed out that none of the busy ports of those days, like Owen Sound, Midland and Collingwood, had depths of more than 14 feet, and the limitations of lower St. Mary's river channels were similar.

The deciding factor in adoption of an 18-foot depth was expressed thus: "Although there are amicable relations between the United States and Canada at present, it is not known whether this will continue into the future and if the American side has a lock of greater depth than the Canadian side, then the United States would be able to put a larger warship into Lake Superior than Canada."

CANADIAN ADVANTAGE

Since the 18-foot depth of the Canadian lock was based on low water datum, and the similar depth of the third (Poe) lock completed on the Michigan side in the same year based on mean water information, Canada gained a three-tenths-of-an-inch advantage in a contest for naval supremacy which never came off.

The 18-foot depth long has been insufficient for the bigger Great Lakes freighters. So has the 60-foot width of the Canadian lock. It had its greatest days in the years 1910-13, when it handled more freight than three American locks combined, before the addition on the Michigan side of the Davis lock in 1914, the Sabin in 1919 and the MacArthur in 1943.

The climax of its supremacy was reached in 1913, when the tonnage it handled totalled 42,696,143 tons compared with the American locks 37,002,201.

Today its chief claim to prominence is that it handles all passenger traffic between Lakes Huron and Superior—that traffic being denied use of the American locks for security reasons.

Wearing Hats in The Commons

That interesting MP—and man—Mr. Jean Francois Pouliot gave the House this week a fascinating tale about the origins of many of its rules, including this (we had never heard it before): "There is a practice that members can wear their hats when they sit in the House. It came about because of the drafts at Westminster. They had to protect their skulls against the drafts coming across the hall."

Mr. King's Diary

Mr. W. L. MacKenzie King kept a diary for 57 years. It is probably true that he told more than that diary than to anyone, if not to everyone combined. There must be no source of Canadian history comparable to it. It is easy to imagine the value today that would be set upon a diary kept for more than half a century by Sir John A. Macdonald, or Sir Wilfrid Laurier. But these men were not diarists. Mr. King was.

Atlantic Statistics

Newfoundland's 17 drownings up to last weekend compare with 18 a year ago and 31 for the whole of 1954. The record year was 1944, with 56.

Nova Scotia's waters run record thirty-five drownings so far compared to its highways as killers. Only 51 lives lost in traffic accidents. But drownings are four lower than last year's at the same time, though almost one-half 1954's 75.

Last year Nova Scotia had more than 12 drownings when automobiles missed curves and went into lakes and rivers. There have been no accidents of that type so far this year.

New Brunswick, at 24, has had one more drowning than at the same time last year. The total for 1954 was 47.

19-35 TOLL HEAVIEST

The Red Cross said most drownings take place among the 19-35 age group, not among children. It recommends: 1. Life jackets for all small children who can't swim. 2. Life jackets for all non-swimmers in boats, especially for those aged 19 to 35. 3. Swimming confined to supervised areas where possible. 4. No drinking in boats.

CLEANED OUT

SIDFORD, England (CP)—A man in this Devonshire town and a frantic few days looking for 42 lost £1 notes. They were found in the pocket of a pair of trousers returned from the cleaners.

Medically Speaking

By Herman N. Bundesen, M. D.

AMATEUR LIFE SAVERS SHOULD FOLLOW RULES

Quick action is necessary to save a person from drowning. At the same time, thoughtful action is required to save a would-be rescuer from drowning, too. Weigh the chances of your success, before dashing into the water to swim to the rescue. There are other measures which are probably just as effective and usually much safer.

LONG BRANCH

The Red Cross and other organizations recommend: If the victim isn't too far from shore, try to reach him with an oar, a pole or long branch. If he's too far out for that, toss him a floating object such as an oar, a large piece of wood or a ring buoy. Maybe you can heave a rope to him.

ARTIFICIAL RESPIRATION

The victim may be unconscious and he may not be breathing. In such an event, apply artificial respiration while rowing ashore, if there is someone to assist you. In case you don't know how to apply artificial respiration, you will probably help if you just compress the victim's chest at regular intervals.

Once ashore, let someone who knows how begin artificial respiration. Don't waste any time trying to drain water from the victim's lungs. You'll bring out little if any.

COVER THE VICTIM

Prevent loss of the body heat by covering the victim. Give him hot coffee when he regains consciousness. Don't, however, force any liquids down his throat while he is unconscious.

Keep the victim lying down for some time until a doctor comes or until he feels that he can get up again. Then watch him to make sure he has full possession of all his faculties. It is best to take him to a hospital for a check-up if there is no doctor on the scene.

QUESTION AND ANSWER

A. W. F.: What will gallstones lead to if not removed?

Answer: Failure to remove gallstones may lead to severe infection of the gallbladder, and possibly rupture of the gallbladder. Hence gallstones which are producing symptoms, as a general rule, should be removed surgically. Your doctor will decide just when the operation should be carried out.

The Age Old Story

Happy is he that hath the God of Jacob for his help, whose hope is in the Lord his God.

481 Tragic Warnings

The Canadian Press

Canadian Waters so far this year have claimed 481 lives by accidental drowning.

A Canadian Press survey indicates the number is more than one-third of last year's total of 1,187. The holiday season is less than half-way through.

Safety, Red Cross and police officials unite in attributing most drowning to carelessness, especially where inexperienced or non-swimmers participating in water sports are concerned.

Other drownings were secondary results of other accidents, such as automobile mishaps, buckling ice, commercial-shipping misadventure, or sudden storms.

Ontario, by the end of last week, was leading in the sad succession of watery deaths, with 232 drownings. At the same time last year the figure was 221.

In Quebec death by suffocation in water, as the dictionary defines drowning, has claimed 114 lives this year, against a record total for 1954 of 314.

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NOTES BY THE WAY

"I think" is the most overworked expression in the English language, according to a professor. In some cases, it's a gross exaggeration, too.—Toronto Star.

We wonder if the people who fill the rear windows of their cars with stickers, stop lights and little dolls on strings, have ever thought of selling advertising space. It would help you pay the doctor's bill after the inevitable accident caused by no backward view.—Hamilton Spectator.

The prediction of a prominent pharmaceutical executive that the 100-year human life span is close will be of particular interest to reporters. Given enough centenarians they will be too commonplace to be interviewed as to how they managed to live so long.—Brantford Expositor.

We received a letter from Egypt recently and were interested to notice that certain Egyptian stamps still bear the face of King Farouk. But over that large, dull face are printed three broad black bars, giving the impression that the ex-king is in prison. The evidence of Egyptian economy is rather pleasing. They could have thrown out the stamps, but they chose to be thrifty, and that, in a quick printing job did all that was necessary.—Peterborough Examiner.

Some may have wondered how it comes about that just now a number of important British newspapers are observing the hundredth anniversary of daily publication, including the Manchester Guardian, the Edinburgh Scotsman and the London Daily Telegraph. The explanation is that it was 1855 when the last of the restrictive and discriminatory duties on newspapers in Britain were abolished, and their great days in the United Kingdom date from that progressive step.—Ottawa Journal.

We sometimes wonder if those Latin American countries haven't got the right idea. Comes 12 noon and the highest temperature of the day and they close up shop, curl up for a siesta, and snooze away the hottest part of the day. And the world is still there when they waken up. They don't seem to miss anything. But not we North Americans. Hot or not, we keep rolling. We transact business, we drive trucks, we put out newspapers, we manufacture, buy, and sell all day. A hardy breed, indeed.—North Bay Nugget.

A teacher in Hillside N.J. supplements his salary by operating a bulldozer during vacations. Not long ago he made an application for credit to purchase a home. It was turned down. The teacher submitted the application this time putting down his occupation as a bulldozer operator. The application was promptly approved.—Hillside N. J. Times.

Happily, people are constantly discovering for themselves the pleasures of creation and of self-participation. Besides music there are the various other art forms and even, lately, handwriting. The results for our civilization, such as it is, cannot but be good. We need more individual endeavor, more individual concern for matters of taste and good living generally. Only this individually creative attitude can save this country from the mediocrity of the demoralized industrial state.—Kingston Whig-Standard.

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