# World Health Organization Report On Polio Released

By RON EVANS
Canadian Press Staff Writer

LONDON (CP) — Poliomyelitis experts say persons in countries with high standards of living and sanitation are more vulnerable to polio epidemics than populations in backward nations.

This aspect of the disease is shown in a report by 17 polio authorities from seven countries. The report was prepared by the World Health Organization before the Salk vaccine was put under extensive test in the United States and Canada.

Some points from the 400-page report:

Polio, a highly contagious disease, takes several forms, ranging from non-apparent infection to severe paralysis and death.

The disease is world-wide and "sooner or later every human being is subject to infection by one of the three known types of virus."

In areas classed as epidemic countries, such as Canada, the age of polio sufferers is rising and in some places has gone above 30 years.

Persons suffering mild or non-apparent infections may be healthy carriers of polio and "can act as a huge human reservoir for the spread of the disease."

ON THE INCREASE

Most perplexing fact about polio, says the report, is that the number of paralytic cases is increasing. The big epidemics of the last 50 years have swept first through Scandinavia, then North America and Australia. These countries have the highest standards of living and best sanitation in the world. Meanwhile, under-developed countries such as Africa and China suffer fewer epidemics.

The answer, say the experts, is that infants in backward countries are infected with at least one type of polio virus—often in non-apparent form — early in life. This greatest antibodies, which fight further infection, and the children develop immunity.

In Canada and other advanced countries, children are not subjected to infection as early or as thoroughly. When the disease breaks out there is a large body of susceptible young people. Often the disease then results in paralysis of the legs or arms.

The first polio epidemic was recorded 119 years ago on the Atlantic island of St. Helena, 1,000 miles off the African coast. Earlier the disease was reported in England, Italy and India and was attributed to teething, "foul bowels" or fever.

Continued from page 2

## Full Text of

its local passenger services on Prince Edward Island during the summer months each year, taking into account the maintenance of a passenger service connection between Summerside and through trains No. 39 and No. 40 on a year-round basis, is estimated at approximately $101,000 if mail traffic presently carried is lost to the Applicant and at approximately $120,000 if this mail traffic contract is awarded to Applicant's truck service.

"(16) That the result of the granting of this application will be that —

(a) during the summer months the passenger service presently provided by the local highway carrier will take care adequately of local passenger traffic offering on Prince Edward Island and also be encouraged and enabled to expand and improve its operations;

(b) during the winter months passenger service by rail will be restored on the basis of the present winter schedules;

(c) through train service connections will be maintained between the mainland and Charlottetown and Summerside, six days per week on a year-round basis;

(d) the Applicant will be able to provide a more expeditious and convenient service for freight and express traffic on Prince Edward Island;

(e) the Applicant will be able to improve its income position by an amount conservatively estimated at about $101,000 per year and in all probability make savings considerably in excess of that figure."

The railways furnished copies of this application to the Federal Members of Parliament representing the Province of Prince Edward Island, the various Boards of Trade in Prince Edward Island, the Mayors of incorporated towns in Prince Edward Island, and to Mr. G. Carl Bird, Manager, S.M.T. (Eastern) Limited, Saint John, N. B. Note: S.M.T. operates a bus line service in Prince Edward Island.

In addition to the above mentioned, the Board, in line with its usual practice, sent notices out to a large number of other persons, including the representatives of the Railway Transportation Brotherhoods.

The application was opposed by the Government of Prince Edward Island, the various Boards of Trade, certain towns, the Canadian Legion, and the Transportation Brotherhoods.

The hearing was conducted in Charlottetown on June 21st and 22nd; 1955, and during the hearing it developed that in addition to the mixed trains referred to in the application, during the year 1954 the railways operated 2,824 extra freight trains, 1,306 of which operated on the lines between Charlottetown, Summerside and Tignish, Summerside and Borden, and Summerside and Emerald Junction. 312 extra trains were operated on the lines Charlottetown to Souris and Elmira, Charlottetown to Murray Harbour, and Charlottetown to Mount Stewart Junction and Georgetown.

**Freight Service**

Generally speaking, the opposition to the application related more to the proposed freight service which, as indicated in the application, the railways intended to operate, than to the elimination of the so-called passenger service.

Various witnesses took the stand and contended that if the passenger service were discontinued between mid-April and mid-December it would not meet the requirements of the public, principally for the reason that in many instances the highways might be blocked or be in such a condition as to be impassable for heavy vehicles such as buses and trucks, and, moreover, the proposal of the railways to operate certain regular freight service on certain days during each week would not be satisfactory, the view being expressed that in order to meet the interests of the shippers a regular daily freight service was required.

It being apparent that these witnesses held the view that there was no flexibility in the proposals made by the railways, I requested Mr. Macdougall, Counsel for the railways, to clarify the situation. See pages 3035 and 3036 of the transcript, wherein the following appears:

"Mr. MacDougall: I am certainly glad to have that mentioned again, Mr. Commissioner Chase, I thought that we mentioned it several times during the course of the hearing and I would certainly say on behalf of the railway that your statement is absolutely correct. There is no intention on the part of the railway company to insist upon fixed dates. We appreciate the problem of the highways and I think we have made it clear that our suggestion is approximately mid-April to approximately mid-December but that we are quite prepared to adjust that if the requirements of the public are that it should be adjusted. And certainly our endeavour is to give freight service to the public both by highway and railway coordinated together, so as to give them the best possible service we can.

Commissioner Chase: Right.

"Mr. MacDougall: And there is certainly no intention on our part to be rigid about it. And on the other point, sir, with respect to the scheduling of the regular freight trains which we are suggesting should be put on, it is our intention as I think one of the witnesses said yesterday, to come to the public in Prince Edward Island, the shippers, and see what they want and what they require and what they need; and our interest is to endeavour to set that service up in the manner which will give them the best possible service all over the Island and to run our extra freight trains as the traffic requires to give the best service we can give to the public.

"I don't know how I could make it any more clear. Perhaps my powers of expression are not as good as they should be but I would not want to give the impression that it is an inflexible matter. Certainly it is most flexible from our point of view."

Mention should also be made of the fact that Mr. G. Carl Bird, Manager of the bus line operating in Prince Edward Island, appeared as a witness and, among other things, stated that his bus line operation in Prince Edward Island was not profitable, having lost $12,000 during the year 1954. He was not opposed to the application of the railways but appeared to be of the opinion that if the application were granted he might secure more business and might be able to improve the bus service.

At page 2936 of the transcript Mr. Bird stated:

"There is no doubt that the Island Motor Transport can handle all the passenger business on Prince Edward Island. We are able and anxious to have it."

And further down on the same page the following appears:

"Q. And your operations, Mr. Bird, are they year round or are you off the road for a number of months in the year?

"A. We are off the road from the road closing period in the winter and spring months.

"Q. And when do you go back on the road generally?

"A. The last two years we have gone back on the road on April 25th. Prior to that we have sometimes gone until the first of May or the fifth of May."

At this point it would appear that a comment is in order. The railways are losing money in the carrying of passengers in Prince Edward Island and Mr. Bird gave evidence that the bus line is losing money too. It may well be, having regard to the situation prevailing in Prince Edward Island—both as to the handling of passengers, L. C. L. freight and express—that a coordinated system of rail and highway transportation would better meet the needs of the people and at the same time effect some economies.

**Extra Freight Trains**

To return now to the arguments advanced with regard to the necessity of operating regular freight service daily on all the railway lines in Prince Edward Island. In my opinion, if the Board ordered the railways to operate a regular daily freight service, no worthwhile economies whatsoever could be affected. They might just as well continue to haul the odd coach or two at the rear of freight trains and it appears to me that, while the shippers are at the moment quite apprehensive, a further study of the situation might prove that the interests of all concerned would be better served if extra trains were operated if, as and when required. However, the opinion seems to be that regular freight trains are preferable and, such being the case, the Board will expect the railways to carry out their promise, meet with the shippers and endeavour to arrange for a mutually satisfactory freight service, if possible.

The suggestion was also made that in the event of the application being approved, some arrangement should be made whereby the railway tickets would be interchangeable with bus line tickets. This has been done in other localities, and while no order will issue with respect to the suggestion, the railways are urged to endeavour to work out such an arrangement.

Complaint was also made with respect to the type of passenger equipment used in Prince Edward Island, it being commented that one or more of the coaches presently in use are equipped with coal oil lamps and coal stoves and that if an improved passenger service were put into operation the railway might secure more passenger traffic.

We suggest that the railways give the above matter full consideration with a view towards providing better passenger equipment.

**SUMMARY**

The application of the railways is for an Order authorizing the discontinuance of the present local railway passenger service on their Island Division in Prince Edward Island during eight months of the year from approximately mid-April to mid-December.

As indicated herein, during the hearing considerable discussion developed in relation to the operation of freight service. The railways mentioned this operation in their statements in support of the application which undoubtedly enabled the opposing parties to stress that subject. However, the matter of the operation of freight service is not at this time before the Board. Section 315 of the Railway Act is adequate to cover the situation and if it develops that the freight service is unsatisfactory, compaint can be made to the Board.

The evidence indicates, and it is stated herein, that both the railways and the bus lines are losing money on the operation of passenger services. It would therefore appear that some remedial action is warranted.

As far as the railways and the general public are concerned, the Board has on many occasions taken the position that for the railways to succeed in an application such as this the losses to the railways must offset the inconvenience to the public.

In this case, if the application were approved in its entirety, the savings of the railways, it is stated, would be approximately $100,000 per annum.

**OTHER CASES CITED**

This case is somewhat similar to that of an application of the Canadian Pacific Railway Company with respect to its electric lines—The Lake Erie and Northern, operating from Galt to Port Dover, Ontario, and the Grand River Railway, operating from Galt to Waterloo, and a branch line between Prescott and Hespeler, all in the Province of Ontario, which was decided in March, 1955, and by Order No. 85853 dated March 24th, 1955 the discontinuance of the passenger service on the above mentioned lines was authorized, the estimated savings being approximately $100,000 per annum. In that case it was shown to the Board that the Canadian Pacific Railway Company had made an application for a franchise to operate a bus line. The application was declined because a bus company already held a franchise. The bus company exercised its franchise and the bus service is now in operation. The Canadian Pacific is now handling L. C. L. freight and express by highway.

A somewhat similar situation obtains in the Province of Nova Scotia. Under date of February 24th, 1955, by Order No. 85643, the Board approved of the discontinuance of passenger service on the Canadian National Railways between New Glasgow and Pictou, Nova Scotia, and Sunnybrae and New Glasgow and Hopewell, all in the Province of Nova Scotia. In that case, a bus line is operating, handling the passenger traffic, and the Canadian National operates a truck service to handle L.C.L. and express.

It will be seen by the above that the railways are not endeavouring to start something brand new in the Province of Prince Edward Island. There is an old saying that we make progress by way of trial and error and it would appear that in many instances the ideal transportation system consists of what might be termed a co-ordinated rail and highway service. However, the people in Prince Edward Island do not at the moment favour such a method of operation and perhaps it would be wise to conduct what might be termed an experiment.

**HIGHWAY TRAFFIC**

It has been shown that the highways are not always open for heavy traffic by mid-April. In evidence, Mr. Bird, Manager of the bus line, as shown above, stated: "In the last two years we have gone back on the road on April 25. Prior to that, we have sometimes gone until the first of May or the fifth of May." Another witness, Mr. Earl Kennedy, from the Department of Public Works and Highways of the Province of Prince Edward Island, stated at page 2995 of the transcript that the final restrictions on heavy traffic using the highways over a period of years were lifted on the following dates:

1955, restrictions lifted April 25
1954, restrictions lifted April 29
1953, restrictions lifted April 25
1952, restrictions lifted May 5
1951, restrictions lifted April 22
1950, restrictions lifted May 13

Taking these dates into account, it would appear evident that the application of the railways, so far as it relates to the discontinuance of passenger service from approximately mid-December to mid-April should be from approximately mid-December to May 1st.

After careful consideration of all that was placed before us I am of the opinion that the application should not be granted in full. It is evident that a good many extra trains have to be operated in addition to mixed trains. The preponderance of passengers handled and extra freight trains operated was on the lines between Charlottetown, Summerside and Tignish, Summerside and Borden, and Summerside and Emerald Junction, and it occurs to me that at least for a further period of time the railways should continue the operation of local passenger service on these lines.

The application as relating to the discontinuance of local passenger service on the railways' lines between Charlottetown, Summerside and Tignish is therefore denied. This decision does not, however, preclude the railways from making adjustments in the passenger schedules on the lines in question or perhaps discontinuing some schedules. It merely prohibits the complete discontinuance of local passenger service on those lines.

The railways are entitled to some relief and as it would appear that the public would not be seriously inconvenienced if the local passenger service is discontinued on the balance of the lines in Prince Edward Island, namely, between Charlottetown, Souris and Elmira, Charlottetown and Murray Harbour and Charlottetown and Mount Stewart Junction and Georgetown, the application as relating to those lines is granted, subject to the following conditions.

The operation of the local passenger service may be discontinued from mid-December to the first of May, provided that, in the event the highways are for any reason impassable prior to mid-December or subsequent to May first in any year, rail service will be provided by the railways until such time as the highways are open for heavy traffic.

Order will go accordingly.

**CONCLUDING NOTE:**

It should be understood by all concerned that if, after a reasonable trial of the new method of transportation, it is found to be unsatisfactory to the public, the matter can again be referred to the Board and, on the other hand, if it is proven to be satisfactory it is open for the railways to renew their application with respect to the lines Charlottetown to Summerside and Tignish.

(Sgd.) H. B. Chase.

July 13, 1955.

I concur: (Sgd.) A. Sylvestre.

**BOARD ORDER**

"Upon hearing the application at a sittings of the Board held in Charlottetown, Prince Edward Island, on June 21st and 22nd, 1955, in the presence of counsel for the Canadian National Railway Company, the Province of Prince Edward Island, the Provincial Legislative Committee of the International Railway Transportation Brotherhoods and the Board of Trade of the Town of Souris, and representatives of the Town of Alberton and the Villages of Tignish and O'Leary, the Board of Trade of the Town of Summerside and the Canadian Legion —

"IT IS ORDERED:

"1. That the application of the Canadian National Railway Company to discontinue the operation of local passenger service between Charlottetown, Summerside and Tignish, in the Province of Prince Edward Island be, and it it hereby, dismissed.

"2. That the Canadian National Railway Company be, and it is hereby authorized to discontinue the operation of local passenger service between Charlottetown, Souris, and Elmira, Charlottetown and Murray Harbour and Charlottetown and Mount Stewart Junction and Georgetown from May 1st until December 15th in each year subject to the condition that if prior to December 15th or subsequent to May 1st, the main highways are not open for heavy traffic railway passenger services will be operated."

(Sgd.) A. Sylvestre,
Deputy Chief Commissioner,
The Board of Transport Commissioners for Canada.

# In Memoriam

MRS. ARTEMAS J. JARDINE

On Tuesday, July 12, 1955, the death occurred of Mrs. Artemas J. Jardine at the home of her daughter, Mrs. S. S. Herring, in Burlington, Ontario.

Mrs. Jardine was born at St. Andrews, P. E. I., Mary L. Farquharson, on January 27, 1874. There she spent her youth and received her early education. She married Artemas J. Jardine on January 27, 1892. They resided in Souris for a time and for many years made their home in Charlottetown where they were known to a host of friends.

A gentle and kindly lady, she possessed a wide and varied interest in things pertaining to this life. Her accomplishments were many as she pursued her talents diligently, and developed skill in such arts as painting and remarkable ability in handicrafts, skills she practised and retained until just before her death. Her appreciation for the accomplishments of other persons developed for her a wide friendship. She was a kind neighbor to those with whom she associated day by day, and a loyal friend as she corresponded faithfully with those who shared her interests outside her community. A loving person, eager to assist others, and ever retaining a keen interest, not only in those of her own generation but also in the interests of younger people and their children. She was endeared to old and young alike. A woman of sincere Christian devotion, she shared her faith with those of the United Chugch of Canada having been a member of Trinity United Church for many years.

Mrs. Jardine raised a family of three children. The oldest, Guy C. Jardine, pre-deceased her in 1939. Left to mourn her passing in her immediate family are a daughter, Carol, Mrs. S. S. Herring, Burlington, Ontario with whom she resided for the past four years; a son, Percy C. Jardine in Regina, Sask; also six grand-children and nine great-grandchildren. One sister and one brother also survive — Mrs. Frank Jardine and Ernest W. Farquharson, both of Charlottetown.

The funeral service, held from the MacLean Funeral Home, was conducted by Rev. Frank MacLean who spoke words of comfort to the bereaved from the text "Let us go over unto the other side." Mrs. Jardine's great-nephew, Robert Hutcheson, candidate for the ministry, read the scripture.

Pallbearers were Messrs. Robert Farquharson, Edgar Jardine, Gordon, Hutcheson, Ernest MacEachern, Morley MacEachern and Merton Jardine.

The many floral tributes expressed the esteemed devotion of relatives and friends to a dear lady. Internment was at the United Church Cemetery, Mount Stewart.

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(Continued from page 12)

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| 9200 | Mogul | 260 | 235 | 240 | 2000 | Ogama | 17½ | 17½ | 17½ | 7500 | Siscoe | 61 | 56 | 60 |
| 13600 | Moneta | 125 | 114 | 121 | 500 | Oil Sel | 6 | 6 | 6 | 9800 | S U Oils | 86 | 83 | 86 |
| 2200 | Multi M | 255 | 245 | 245 | 2700 | O Rare | 140 | 135 | 135 | 3150 | Starratt | 34 | 18 | 18 |
| 10350 | M West G | 480 | 450 | 480 | 1100 | Okalta | 136 | 136 | 136 | 1000 | Steelcy | 11¼ | 11 | 11 |
| 16400 | Nama C | 220 | 210 | 215 | 6000 | Oleary | 32 | 30 | 30 | 25678 | S Rock | 14¼ | 14 | 14¾ |
| 23950 | Nat Explos | 160 | 145 | 150 | 5000 | Omnitrax | 5 | 4¼ | 4¼ | 4550 | Sturgeon | 28 | 28 | 28 |
| 300 | Nat Pete | 170 | 170 | 170 | 23860 | Opemiska | 720 | 615 | 720 | 8100 | Sud Cont | 26 | 25 | 26 |
| 7300 | Nes Labine | 195 | 181 | 190 | 11500 | Osisko | 52 | 45 | 52 | 1430 | Sullivan | 670 | 640 | 650 |
| 42800 | New Alger | 47 | 42 | 45 | 200 | Pc Coy | 100 | 100 | 100 | 7000 | Tandem | 10½ | 10 | 10½ |
| 178900 | N Athona | 130 | 110 | 129 | 9000 | P Pete | 11½ | 11¾ | 11½ | 2130 | T Hughes | 310 | 305 | 305 |
| 4200 | N Bid | 32 | 29 | 29 | 6700 | P West | 30 | 29 | 29 | 4800 | Texas Cal | 115 | 115 | 115 |
| 8850 | N Bristol | 126 | 120 | 126 | 4500 | Paarmq | 10 | 9½ | 9½ | 41850 | T Lund | 120 | 110 | 118 |
| 300 | N B Dom | 240 | 230 | 240 | 31900 | Parbec | 22 | 19 | 20 | 1800 | Tiara | 91 | 91 | 96 |
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| 5700 | N Contin | 46 | 46 | 47 | 1710 | P River | 865 | 815 | 850 | 500 | Towagmac | 13 | 13 | 13 |
| 1000 | N Dav | | 19 | 19 | 2000 | Perschi | 12 | 12 | 12 | 3693 | Trans Emp | 188 | 185 | 188 |
| 21250 | N Delhi | 101 | 101 | 101 | 18775 | Peruv G | 345 | 315 | 345 | 5000 | Trans Era | 34 | 32 | 34 |
| 300 | N Dicken | 218 | 217 | 218 | 3500 | Petrol | 46 | 45 | 45 | 1000 | Trans Res | 43 | 40 | 40 |
| 9500 | N Fort | 37 | 33 | 34 | 2029 | P Crow | 125 | 122 | 125 | 161000 | Trend Pete | 23¾ | 20 | 22q |
| 500 | N Goldv | 15½ | 13½ | 15½ | 44300 | P Ore | 22 | 20 | 22 | 7660 | Triad G | 725 | 705 | 715 |
| 1650 | N Harric | 30 | 30 | 30 | 2000 | Prairie G | 345 | 340 | 340 | 6605 | U Ashes | 800 | 790 | 800 |
| 9333 | N Highridge | 35 | 32 | 35 | 2354 | Pr Metals | 719 | 68½ | 18½ | 2700 | Un Reno | 725 | 725 | 725 |
| 11540 | N Hosco | 57 | 50 | 50 | 1000 | Preston | 875 | 865 | 865 | 1250 | U Montaut | 43 | 41 | 43 |
| 6025 | N Hugh M | 9 | 8½ | 9 | 2070 | Pronto W | 13 | 12⅝ | 13 | 6400 | Un Oil | 159 | 155 | 155 |
| 10000 | N Jason | 13¾ | 10½ | 12 | 1070 | Do wts | 790 | 775 | 775 | 1117 | Up Can | 100 | 100 | 100 |
| 4100 | N Kel | 31 | 30 | 30 | 500 | Pros Air | 310 | 310 | 310 | 4400 | Van R | 8 | 8 | 8 |
| 4000 | N Laguer | 13 | 13 | 13 | 4500 | Purdy M | 39 | 38 | 39 | 15400 | Vicour | 52 | 50 | 50 |
| 18000 | Newlund | 45 | 43 | 43 | 33600 | Que Chib | 72 | 65 | 67 | 5250 | Violamac | 350 | 335 | 340 |
| 2500 | N Marl | 11 | 10 | 10 | 22100 | Que Cop | 390 | 350 | 390 | 21875 | Waite A | 15¼ | 14¾ | 15¼ |
| 4600 | N Mylamaque | 25 | 24¼ | 24¼ | 1500 | Q Lab | 9¾ | 9¾ | 9¾ | 6500 | W Ashley | 23 | 20 | 23 |
| 2000 | Newnor | 12 | 11 | 12 | 2065 | Q Lith | 16 | 15½ | 16 | 4825 | W Lease | 775 | 765 | 775 |
| 2000 | N Norz | 5¼ | 5¼ | 5¼ | 1400 | Q Man | 106 | 99 | 105 | 17500 | W Tungs | 11 | 10 | 10 |
| 8000 | N Rouyn | 13 | 11¾ | 12¼ | 7752 | Q Metal | 450 | 440 | 450 | 9200 | Wilroy | 310 | 296 | 300 |
| 21600 | N Ryan L | 12 | 10½ | 12 | 109500 | Q Nickel | 265 | 240 | 255 | 1600 | Wirich | 60 | 57 | 57 |
| 2000 | N Senator | 11 | 11 | 11 | 2020 | Quemont | 26½ | 26 | 26¼ | 14500 | Wiltsey | 12 | 10 | 11 |
| 500 | N Taku | 21 | 21 | 21 | 11300 | Radiore | 268 | 250 | 270 | 5000 | Winch | 9½ | 8½ | 8½ |
| 2450 | N Rim | 108 | 105 | 107 | 35677 | Rayrock | 300 | 275 | 280 | 10900 | Yk Br | 183 | 178 | 183 |
| 4200 | Nipsng | 263 | 260 | 263 | 12000 | Regcourt | 22 | 20 | 21½ | 11800 | Zenmac | 70 | 66 | 66 |
| 3000 | Nisto | 11⅛ | 11⅛ | 11⅛ | 4700 | Rexspar | 76 | 76 | 76 | 1000 | Zulapa | 60 | 60 | 60 |
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| 522 | Noranda M | 56¾ | 56½ | 56⅝ | 5600 | Rix Athab | 158 | 153 | 155 | 200 | Coast Op | 275 | 290 | 275 |
| 7435 | Normet | 555 | 545 | 550 | 16750 | Roche | 25½ | 20 | 21 | 261 | Pato | 650 | 650 | 650 |
| 17700 | Norgold | 56 | 50 | 56 | 32500 | Rowan Cons | 32 | 28 | 30 | 800 | Yuk Con | 59 | 59 | 59 |
| 15199 | Norpax | 34 | 30 | 32 | 5000 | Roxana | 9¾ | 9½ | 9½ | BANKS | | | | |
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| 1600 | N Rank | 74 | 65 | 74 | 10849 | Rockwin | 106 | 95 | 99 | 1065 | Commerce | 47⅛ | 46¾ | 47 |
| 1000 | N Trin | 11 | 11 | 11 | 5500 | Sand R | 18½ | 18 | 18 | 11 | Imperial | 53 | 53 | 53 |
| | | | | | 3100 | Sapphire | 350 | 345 | 350 | 325 | Royal | 61½ | 61½ | 61½ |
| | | | | | 1200 | S Rainbow | 225 | 225 | 225 | INDUSTRIALS | | | | |
| | | | | | 500 | Secur F | 290 | 290 | 290 | 525 | C Brew | 29¾ | 29¼ | 29½ |
| | | | | | 2400 | Sheep C | 125 | 120 | 125 | 990 | D Mag | 21 | 20¼ | 20½ |
| | | | | | 16450 | Shrift | 925 | 950 | 975 | 5015 | D Steel | 18½ | 18 | 18½ |
| | | | | | 2500 | Silanco | 22 | 21 | 21 | 470 | Simpsons | 19½ | 18 | 19¼ |

# Summer Precautions

Summer, as well as being the recreation season for children and many adults and one to be enjoyed to the full, also unfortunately brings with it the danger of polio. In P. E. I., if polio strikes it usually is at its worst from mid August to mid October although cases may occur much earlier or later.

Certain precautions should be taken during the summer months, even by the children who have received polio inoculations, as Salk Vaccine does not give protection to 100% of those who receive it, but probably only 60 - 80%.

Method of Spread—By mouth and through bowel discharges of an infected person. By close personal contact.

Symptoms of Polio — Headache, fever, irritability or drowsiness, stiff neck, stiff back, upset stomach, diarrhoea or constipation, tired feeling, often a mild sore throat. It may be mistaken for "summer flu".

What to do if these symptoms occur—

Go to bed. This is most important and will help to reduce muscle weakness or paralysis. Call the doctor.

Keep away from others until a diagnosis is made.

**Precautions:**

1. Have a safe system of sewage disposal.
2. Have a safe water supply.
3. Use pasteurized milk if available.
4. Screen against flies.
5. Protect food, dishes, and cooking utensils from flies and insects.
6. Wash uncooked fruits and vegetables thoroughly.
7. Wash hands before eating and after going to the toilet.
8. Avoid fatigue. This is important.
9. Keep away from crowds and strangers.
10. Avoid chilling. Do not stay long in cold water or in a wet bathing suit.

Take off wet clothes at once.

## REMEMBER

Statistics show that not many people in a total population get polio in any one year.

VERY FEW of those who contract polio become crippled or die.

At least 50% of diagnosed cases recover completely. 30% suffer slight handicaps that do not prevent useful activities.

Only about 12% have severe after effects requiring crutches, braces, etc


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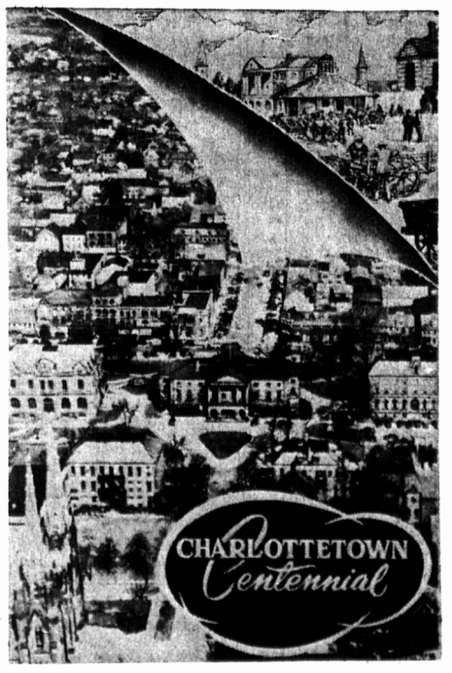


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