Air Conditioned Railway Cars For Maritimes

HALIFAX, N. S., Sept. 22 —The introduction of new, air conditioned, streamlined deluxe coaches and bedroom-buffet-lounge cars into Maritime train service was announced here today by the Canadian National Railways. They will mean a general improvement in the service provided for rail travellers of the four Atlantic Provinces which was announced last June by Donald Gordon, C.M.G., chairman and president of the system.

Four new bedroom-buffet-lounge cars which are the first of their type to be built in Canada, will be operated in the Ocean Limited between Halifax and Montreal beginning Sunday. They will provide a new buffet service and, for the first time, a valet service in Maritime trains for persons travelling between Newfoundland, Prince Edward Island, Yarmouth, Sydney, New Glasgow and Truro and Amherst, Moncton and Saint John and intermediate points to Montreal.

The latest word in streamlined, air conditioned deluxe coaches will be placed in service in the Scotian between Halifax and Montreal on Friday. These are in addition to the four which entered Maritime service two years ago. There will also be up to date, new coaches placed in the Halifax-Truro - Sackville - Moncton - Saint John and Halifax-Truro-New Glasgow-Sydney trains within the next few days.

In the bedroom-buffet-lounge cars, the first of their type to enter Maritime service, there are four single bedrooms with fold-away partitions so that they may be made up into suites. The furnishings of each room include convertible sofas for daytime rest and the latest type soft-mattressed beds. The rooms are painted in bright, attractive pastel colors with matching plush upholstery, drapes and rugs. They have incandescent lighting and individual temperature controls.

Novel in design, the spacious lounge is finished in light appealing shades. There are twelve comfortable lounge chairs, three built-in seats and a high-backed private seat enclosure. The library is placed conveniently in the centre of the lounge and has been built along modern lines. Easy to open doors, a chime instead of a buzzer, a compact, stainless steel kitchen ready to serve up a snack and, for the first time, a porters' private room are included in the design of the new cars.

Both the bedroom-buffet-lounge and the coach cars are insulated to eliminate outside noises and are equipped with the latest, smooth-riding, six-wheel under-carriages. They have the wide, full-view windows and the coaches have the popular, relaxing "sleepy hollow" reclining and revolving seats.

The deluxe coaches are decorated in light, pleasing colors with matching upholstery and floor coverings. There are two sections, one for smokers seating 28 persons and the other seating 32. The cars also have lounge rooms at each end, one for women with vanity dressing table and boudoir seats, and the other for men.

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GASOLINES

Field Day At Stella Maris School

The annual field day for the pupils of Stella Maris School, North Rustico, was held on Monday, Sept. 18th. Over 200 children took part in the different events under the capable direction of the Rev. Sisters. The many events were keenly contested with each trying to win a place on the team that will represent the School at the Interscholastic Track and Field Meet on Saturday in Charlottetown.

The teachers are very grateful to Constable Charles Walper who capably acted as starter, and to Louis Peters, Joseph Coffin and Alyre Gallant who acted as judges. The results are as follows:

Boys 6 years, 50 yards: 1. Ronald Gauthier; 2. Bernard Doiron; 3. Garry Gallant.

Boys 7 years 50 yards: 1. Urban Gaudin; 2. Aeneas Gallant; 3. Paul Gallant.

Boys 8 years 50 yards: 1. Freddie Peters; 2. Edwin Pineau; 3. Norman Peters.

Boys 9 years 60 yards: 1. Norman Gallant; 2. Lowell Gallant; 3. Eric Pineau.

Girls 6 years 50 yards: 1. Diana Gallant; 2. Paula Gauthier; 3. Joanne Gallant.

Girls 7 years 50 yards: 1. Ida Gallant; 2. Eileen Gauthier; 3. Sandra Gallant.

Girls 8 years 50 yards: 1. Vivian Gauthier; 2. Amy Johnston; 3. Noreen C. Gallant.

Girls 9 years 60 yards: 1. Velda Gallant; 2. Rose Marie Doucette; 3. Wanda Gallant.

Boys 11 years 60 yards: 1. Clarence Gauthier; 2. Kevin Blacquiere; 3. Oswald Pineau.

Boys under 14 years 60 yards: 1. Stuart Gauthier; 2. Arliss Peters; 3. James Gallant.

Boys under 14 years 100 yards: 1. Stuart Gauthier; 2. Arliss Peters; 3. James Gallant.

Boys under 14 years 440 yards: 1. Stuart Gauthier; 2. Walter Gallant; 3. Harold Pineau.

Boys under 17 years, 100 yards: 1. Alban LeClair; 2. Alfred Doucette; 3. Reggie Doiron.

Boys under 17 years, 220 yards: 1. Alban LeClair; 2. Alfred Doucette; 3. Terrence Blacquiere.

Boys under 17 years, 440 yards: 1. Alban LeClair; 2. Terrence Blacquiere; 3. Alfred Doucette.

Boys High Jump: 1. Alban LeClair; 2. Desmond Gallant.

Boys Broad Jump: 1. Alban LeClair; 2. Terrence Blacquiere; 3. Reggie Doiron.

Girls under 11 years 50 yards: 1. Aurelia Gauthier; 2. Eunice Gallant, 3. Frances Doiron.

Girls under 14 years 50 yards. 1. Virginia Gautherier; 2. Inez Doucette; 3. Bernadine Gauthier.

Girls under 14 years 100 yards: 1. Virginia Gauthier; 2. Inez Doucette; 3. Bernadine Gauthier.

Girls under 17 years, 60 yards: 1. Vaunda Gallant; 2. Annette LeClair; 3. Sylvia Lund.

Girls under 17 years 100 yards: 1. Annette LeClair; 2. Joan Marie Doiron; 3. Isabel Woolner.

Boys Sack Race: 1. Wallace Gallant; 2. Harold Pineau; 3. Robert Gallant.

Girls' Sack Race: 1. Vaunda Gallant; 2. Lois Gallant; 3. Guelda Gallant.

Boys' Three-legged Race: 1. Harold Pineau and Edward Pineau; 2. Wallace Gallant and Walter Gallant; 3. Norman J. Gallant and Carl Peters.

Girls' Three-legged Race: 1. Marie Gallant and Gloria Doucette; 2. Patricia Gauthier and Frances Doiron; 3. Eunice Gallant and Aurelia Gauthier.

(Patriot Please Copy)

Back Stretch

(Continued from page 6)

that grand old pacer, Peter Budlong. Peter won the Class B Pace at Norway, Me., in 2.11 1-5, heading among others Abner Britton. He also won the 6th Class B Pace in 2.13 2-5 with Abner Britton second, and another Maritimer, Gracious Lee, third. Indiana Boy (Etter) was third in the Class A Pace in 2.09 2-5 and second in the Class A Pace, 7th dash (one and one-sixteenth miles) in 2.18 3-5—certainly a great showing for Maritime owned horses. Our thanks for the above information go to Colonel Jim Calkin, Woodstock, N. B

At Lewiston, Maine, Sept. 7th, Jessie Direct 2nd, owned and driven by Earle Semple, won both heats of the classified pace, purse $800. Time, 2.11 3-5, 2.20 2-5 (one and one-sixteenth miles). The same afternoon Raymond Clegg by Abner T. Clegg, won a classified pace event in 2.15. Raymond Clegg also won at Union, Maine, in straight heats, best time 2.15 3-5.

We are glad to hear from our good friend S. Thane Belyea Fredericton, N. B. as follows .. "We had two good days racing Exhibition week and everybody seemed satisfied with the way we classified the horses. Frankie Carr drove Eddie Scott, Bonnie June and Princess and did a very good job with them. We had a very good Fair, the first in twelve years, and our attendance was excellent. J. Henry DeWitte, Woodstock, purchased a full brother (or sister) to Rhodola D. a few weeks ago. He intends to go after it when he gets through racing at Foxboro. Sgt. Clowes Bishop of Fredericton has bought a yearling from Bert Younker, Winsloe, it is by Calumet Budlong and out of Alestra 2.12 1-2. The boys in Fredericton are getting quite race minded and several of them are on the lookout for speed. It may take a little time but there is no question but that Fredericton will be on the racing map in good style again. I regret very much that I could not go over to Old Home Week. It is the first time I have missed it in seven years."... Thanks, Thane, glad you are back in good trim again.

A valued reader, Anthony Perry of St. Nichols, P. E. I., has asked us a few questions which we will endeavor to answer. First, where is Anti-Aircraft 2.03? The last we heard of him he was racing and winning his share of events in Maine, but we have not noticed any summaries lately. Mighty Hanover has been racing in Quebec, mostly at Richelieu Raceway, and we note where he was an entry in a $2,000 pacing derby there. Marion L., is a brood mare owned by Tyndall Semple, Kensington, and has already produced very likely speed. Moneymaker 2.08 was raced over the ice at Toronto last winter and took part in some of the night racing meets in the U. S. A. We have not noticed his name among summaries lately. My Partner is still going strong and Lee's Nightmare is in the brood mare ranks at owner Jim O'Brien's, Elmsdale. Lorraine Abbe is also a brood mare at the home of her owner, Jim McNeill, Kensington. Re Hoof Beats, it comes free to all members of the United States Trotting Association but can be obtained by sending $4.00 to the United States Trotting Association, 1249 East Broad Street, Columbus, Ohio.

And here's news—in the classified trot at Freehold Raceway, New Jersey, September 2nd, Hillside Scott 2.11 1-4, now 14 years old was 6-2 in 2.14 3-5, 2.21 for one and one-sixteenth miles. Many will remember Johnny Conroy's campaigns with Hillside Scott, starting as a three-year-old in the futurities.

Among the Maritimers that will be taking in the Lexington trots at Lexington, Kentucky, starting next Wednesday, September 27th and running through to October 7th, will be Heber Sweeney, Bridgewater, Bert Cruikshank and his son Ken, of Halifax, also Harley Spence of Bridgewater, the former owner of Single Streak and now the owner of Josedale Fireaway. On the way down they will visit Roosevelt and Foxboro Raceways. Of course their principal interest will be in watching the Governor's Cup, 2.19 class trot, purse $5,000, in which Brewer's Gallon is entered, together with 32 others, and the Gainesway Farm 2.17 Class Trot, purse $3,000. It has thirty entries

Hunters Corner

(Continued from page 6)

tieres. Two of my brothers came with that outfit and late in 1917 I transferred from the C. F. A. to the 8th Seige. Later when the 8th was in position not far from Arras my brother Chrys and I, armed with light German cavalry carbines, spent every spare moment hunting ducks and coot on the Scarpe marshes. Teal were the most numerous species with a fair sprinkling of widgeon and pintail. Like MacLeod we took plenty chances. Sometimes German shells landed uncomfortably close and we had to carry long sticks to proble the muck and water in front of us to keep from stepping into hidden shell and mine crators . . . some of them apparently bottomless.

* * *

In the winter of 1916 I found myself spending a welcome furlough in Aberdeen, Scotland. After I had spent a week sleeping and eating in a quiet little boarding house on Carmelite Street I hopped a train headed north and took advantage of Mr. Hay's hospitality. I spent the last three days of my leave on his estate . . . . and was I ever treated like a king. I was the first Canadian to reach this neck of the woods and after the 1st Canadian Division — the old red patch scrappers — had withstood the German gas attack at Ypres on April 22nd., 1915, and saved the Channel ports, all Canucks were regarded as supermen.

* * *

Mr. and Mrs. Hay were kindness personified. I remember yet my first breakfast in this farmhouse. Good old Scotch oatmeal porridge with cream and stacks of crisp three sided oatcakes with homemade marmalade washed down with mug after mug of steaming tea. The more I ate the better they liked me. I know you readers will figure that there was a dame in the picture somewhere so I might as well tell the whole story, (I hope my wife doesn't read this). Yes, I also remember their daughter Isma, but not as vividly as my first breakfast, a girl with the figure of a Greek goddess but with a face that didn't match.

* * *

The one I remember best of all, and — I often wonder where he is now,—is her eight year old kid brother who was my man Friday and hero worshipper during my stay. Mr. Hay had equipped me with a light English double 12-guage shotgun and a supply of shells. The eight-year-old showed me over their farm for two days but hares and grouse were scarce as hen's teeth. I hadn't burned powder on anything. In the distance gleamed a high mountain known as The Ballock' that sported big white Scotch hares that weighed up to nine pounds on its rock-covered slopes and Scotch grouse along its heather-covered base. There was one fly in the ointment. The Ballock was the property of Lord Stankum. On the afternoon of the last day I said to the kid: "Are you game to come with me up on the Ballock?" His eyes glowed with excitement . . he was a dead game sport.

* * *

As we neared the promised land I noticed that his steps were lagging a bit . . . . the old tradition was hard to break. I figured he needed a little stimulant. I said to him: "I'll give you a shilling for every hare I shoot and two shillings for every grouse". That sure warmed the cockles of his little Scotch heart.

* * *

An account of this afternoon's hunt is a story in itself and space is running out. Suffice to say that I bagged two nine pound white hares out of four tries. Best of all we jumped a pair of beautiful grouse from the heather at the base of the mountain as we were returning home. I killed both . . . one with each barrel. The kid felt like a millionaire with his six shillings. As we trudged hand in hand slowly homeward through knee deep heather, miles across the moor the westering sun reflected the windows in the village of Keipp. It was the end of a perfect day but there was one saddening aspect . . . . on the morrow I would be Flanders bound. Tonight I am wondering what became of that little lad . . . maybe in World War 2 he trod the same ground that I covered in the 1st. Perhaps he sleeps there . . . who knows? This Corner is somewhat of a departure from the general run. Any of its readers who do not respond to this week's column may blame W. Scott MacLeod, Vancouver, B. C. for its inception.

The WEEK at S. D. U.

September, in this country anyway, is "Back to School" month. St. Dunstan's, the college on the hill, in keeping with the tradition of the month, welcomed the students, some old, some new, for the 1950-51 college year on September 7th., and September 15th. Students in high school enrolled on Thursday, September 7th., and college students registered on September 15th. The latest ccunt revealed that about 288 students were enrolled, with approximately 60 being day students.

* * *

Organizing, both for study and extra-curricular activities is the exciting problem of the first few weeks. Settling down to study in some orderly way, although it has been painted by cynics as a revolting job, does not necessarily cause confusion. If you have your books, an idea of the location of your various classrooms, enough will power, and a clear understanding of why you are at college, the problem is solved.

* * *

For activities which do not come under the heading of study, a somewhat more complicated system of organization, as well as mutual cooperation, is needed so that these activities will function smoothly. Already elections for campus positions have taken place, and others will follow in the immediate future. In the absence of Student Union President, Charles Gorman, who returned to college about the middle of the week, Vice President George Cameron capably supervised activities. As already pointed out various organizational efforts have taken place on the campus. These have resulted in the election of class presidents, and in the case of high school, the high school representative, and the officers of the class debating societies.

* * *

The class presidents are: Senior—Leonard O'Hanley; Junior—Dominic MacDonald; Sophomore—John Mullally; Freshman—Eugene Sullivan; High School Representative—Reginald McLellan.

The officers for the class debating societies are:

Senior — President — Thomas Flynn; Vice-President—Wilbur Rooney; Secretary—Albert Lannan; Councillors — Dunstan Murphy Irene Burge.

Junior — President — Walter Reid; Vice-President—David Kennedy; Secretary — Arnold Allen; Councillors — Cody Myers, James Saunders, Guy Germaine.

Sophomore — President — Conrad Kennedy; Vice-President — Mary Creighan; Secretary — Mary Johnson; Councillors — John Weir James Griffin, Peter Dunphy.

Freshman — President — Maxwell Callaghan; Vice-President — Maurice Martin; Secretary — Meredith MacDonald; Councillors — Austin Trainor, Joseph Rossiter, Claude Callaghan.

Grade XII — President — Paul Jay.

Grade XI — President — Peter Driscoll.

Grade X — President—Paul Jenkins; Vice-President — Roger Summarah; Secretary — Frederick Bennett; Councillors — Pierre Malcney, Ralph McLellan, Raymond Pelletier.

* * *

At this season of the year football is the major athletic activity on the campus. On Wednesday, first and second team hopefuls held their first scrimmage. Coach A. J MacAdam is faced with more than one problem as a result of last year's graduation. The biggest job seems to be to mould the scrum, or forward line, into a hard-pushing, efficient unit. The loss of four outstanding scrum men of last year's squad makes the task a difficult one. The number of athletes who have turned out for football, however, is encouraging, and gives St. Dunstan's fans reason for optimism. A new football manager, William McNeely, was appointed last week to fill the vacancy left by the retirement of Alden MacDonald who is a day student this year. From the point of view of athletics, it is no exaggeration to say that the new manager is one of the most important students on the campus. The captain of this year's senior team is Jim Ayers. An important feature of the football season is the intramural league which is again under the direction of Rev. R. G. Ellsworth. Already a three-team league is in action.

* * *

Probably the most important single feature of our 1950-51 campus is our newest building, which houses chapel, dining rooms for students and faculty, kitchen, and convent. Because of an unavoidable delay in the scheduled delivery of chapel seats, religious services are still being conducted in the old chapel. The dining room, as anyone who knows something of college life can well imagine, is being patronized regularly three times a day. A one-story building directly behind the new building is also attracting attention. In it are housed the laundry and a central heating system.

* * *

A project which will be of increasing interest to students and alumni as the days go by is the construction of the Alumni Gymnasium. That the foundation of this building is already laid is testimony to the generous response of St. Dunstan's alumni who are financing the project.

* * *

Next week, St. Dunstan's will again come your way through the medium of "The Guardian of the Gulf", "The Week at S. D. U." cordially invites all Guardian readers to enjoy college life with us this year through the jottings of this column. Don't forget that next Saturday is scheduled the first intercollegiate football game of the season. And in the meantime: From S.D.U. to all of you, health and happiness.

PORTUGUESE' NAME

Labrador was named by a Portuguese navigator, Cortereal; the name is derived from the Portuguese llavradcr — a yeoman farmer.

Says Canada's Highway System Is Inadequate

WINNIPEG, Sept. 22 — (CP) — Rhys M. Sale, president of the Ford Motor Company of Canada has charged that Canada is trying to run a 1950 economy on a "horse-and-buggy" road system.

In a prepared talk at the windup of the three-day convention of the Canadian Good Roads Association, he said essential motor transportation is being slowly choked to a standstill by inadequate highways.

He suggested courses of study in traffic sciences in Canadian universities and establishment of a national institute staffed by experts as a means of coping with highway congestion.

The number of cars and trucks in use in Canada—2,500,000 by the end of the year—had far outstripped the building of roads to accommodate them.

He said inter-city and rural motor carriers will handle 20,000,000 tons of the nation's goods in 1950; inter-city and rural bus lines will transport 150,000,000 passengers and urban services an additional 160,000,000.

Canadians had an investment of more than $4,000,000,000 in cars and trucks—greater than the total value of land, buildings, implements, machinery and livestock in the agricultural industry.

Some of the responsibility for inadequate roads "lies at the doorstep of past governments that have lacked vision, have pinched pennies in highway construction and maintenance and have diverted too much revenue from gasoline and automobile taxation to other things than road-building."

Russian Papers Announce New Hydro Projects

By Thomas F. Whitney

MOSCOW, Sept. 22 — (AP) — Russian newspapers announced more Government plans to build large hydro-electric and irrigation projects, adding thousands of kilowatts to Russia's electrical production and reclaiming millions of acres in the Crimea and Asian desert regions.

The newest announcements envision construction of a second dam on the lower reaches of the Dnepr River, below the huge Dnepr Dam—presently Russia's biggest—which was built in the early '30s at Zaphorozhe.

This project also will divert waters of the Dnepr into an extensive system of canals to irrigate the fertile but arid Southern Ukrainian Steppe and on into northern Crimea all the way to the Kerch peninsula, transforming about 6,000,000 acres of land for wheat and cotton.

Also planned, according to the newspapers, is an irrigation project carrying waters of the Amu Darya River hundreds of miles through the desolate Central Asian desert all the way to the Caspian Sea.

The projects, like two other similar ones announced earlier this month, are to start next year. They will be finished in 1955, 1956 and 1957, according to the announced schedule.

Since the first announcements of the projects the press has been daily publishing accounts on front pages of campaigns to recruit workers, supply equipment and work out plans for the projects.

Department Store Sales

OTTAWA, Sept. 22 — (CP) — The long uninterrupted rise in department store sales continued during 1949, amounting to $855,488,000 compared with $803,092,000 in 1948, the Bureau of Statistics reported today.

This increase was moderate in comparison with the 13 per cent increase in stocks. The average month-end inventory value in 1949 was $189,000,000 compared with an average figure of $167,300,000 in 1948.

Sales increased fairly uniformly in all sections of Canada. Alberta where new oil developments have stimulated business activity in recent years, led all Provinces with a gain of 10 per cent.

Sales by Provinces during 1949 follow, with figures for 1948 in brackets: Maritime Provinces $63,785,000 ($58,288,000); Quebec $135,216,000 ($130,209,000); Ontario $320,242,000 ($304,029,000); Manitoba $126,123,000 ($115,392,000); Saskatchewan $44,803,000 ($41,579,000); Alberta $56,458,000 ($51,125,000); British Columbia $108,891,000 ($102,470,000).

Telling Truth About Sir Harry Oakes' Murder

OAKLAND, Calif., Sept. 22 — (AP)—The 31-year-old machinist whose bar-room talk set off a fresh investigation of the 1943 unsolved murder of Sir Harry Oakes in the Bahamas, was "telling the truth," a Nassau police official said today.

"As far as I am concerned, Edward Majava is telling the truth," said Augustus Roberts, assistant police superintendent at Nassau as he made ready to fly back to the Bahamas.

Roberts said the investigation would continue, but he declined to say what the next step would be.

Meanwhile, Majava, who told police "a Florida society woman" told him who bludgeoned the Canadian mining magnate to death in his Nassau mansion, was released from jail.

Judgment on the drunk charge filed against him last week was suspended in court and the police withdrew their hold order. As he left for his Oakland home Majava said merely he was "glad" to be free.

Names of "the society woman" the alleged killer and a woman to whom he had repeated the story were given by Majava.

Count Alfred de Marigny, then Oakes' son-in-law, was tried for the murder of Sir Harry and acquitted. Later his wife, Nancy Oakes, had their marriage annulled.

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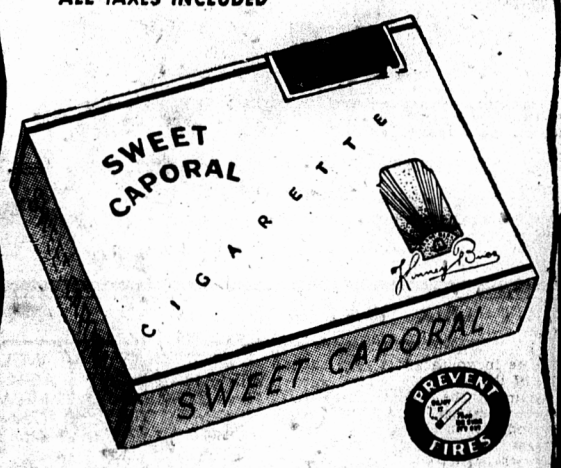

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