

FATHER RESCUES SON ON TRACK

NORWALK, Calif., — Seven-year-old Michael Evans shows how he was tied to railroad tracks by a pair of teenagers. His father, summoned by another boy, released his son only seconds before a speeding train roared by. The teenagers fled when the father arrived.

Less Than Normal Rainfall Is Threat To Wheat Crops

By THE CANADIAN PRESS
With crop seeding virtually complete, prairie farmers were anxiously watching the skies for much-needed rain as June swept in. Other parts of the country had optimistic reports of crop prospects.

From April 1 to the end of May rainfall was 37 per cent below normal in Alberta, 56 per cent below normal in Saskatchewan and 72 per cent below normal in Manitoba.

"If the rains do not come soon, some of the crops will definitely deteriorate, especially crops on light soil," a spokesman for the Manitoba agriculture department said a few days ago.

The warm, dry spring had brought dust storms and top breeding conditions for grasshoppers in parts of Manitoba, Saskatchewan and Alberta.

Manitoba seeding was reported slightly behind the 1957 pace at the end of May, but wheat seeding was practically complete. Manitoba planted some 2,283,000 acres to wheat, compared with 2,114,000 last year. Seeding of coarse grains was about three-quarters finished.

Lack of early rains and severe dust storms held back flax seeding, to about 50 per cent of the intended acreage, and about 4,000 acres of sugar beets had to be reseeded after the storms.

"There has been quite a bit of serious soil drifting," said H. A. Craig, director of publications in the Manitoba agriculture department. "But the actual damage cannot be counted now. Any delay in growing will be overcome with immediate soaking rains."

"Sub-soil moisture is generally satisfactory, but the rapid growth of farm crops from now on will diminish this reserve rapidly without fresh rains."

SASKATCHEWAN SLOW
In Saskatchewan, the planting season appeared slightly early at first, but winds and soil drifting slowed down operations.

By May 26, about 96 per cent of the wheat crop, 79 per cent of the oat crop and 83 per cent of the barley crop were in the ground. How it develops will depend entirely on whether the rains come.

Wheat acreage will be down

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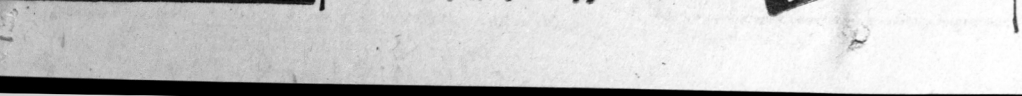
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Conflicting Views Given On Freight Rates On Lumber

By JOHN LeBLANC
OTTAWA (CP) — A tangle of conflicting interests gave evidence before the board of transport commissioners Thursday on whether rail freight rates on lumber in the East and in the West should be equalized.

Two Western provinces and two Western lumber groups opposed one another. The railways and eastern lumber men lined up with one western alignment against equalization.

The Western split came between the British Columbia government and the B.C. Lumber Manufacturers' Association, representing coastal operators, on the one hand, and a group of interior B.C. and Alberta lumber producers on the other.

The Alberta government sided with its producers and the interior B.C. operators in calling for equalization of rates on lumber in Eastern and Western Canada.

After 1½ days of hearings on the issue, the board adjourned sessions until today.

The board has been holding the lumber inquiry as part of a continuing study on freight rate equalization ordered by Parliament in 1952.

WANTS LUMBER EXCLUDED
For the B.C. government and coast operators—biggest segment of the B.C. lumber trade—counsel John Alley of Vancouver said

rate equalization generally might be a good thing but lumber should be an exception. The coast producers have a special rate running about as far as Winnipeg, putting them roughly on a par with parallel United States tolls over this haul.

Mr. Alley's statement to the board came after Harry Tisdell of Calgary, industrial traffic expert representing the B.C. interior producers, had made it clear to the board that his clients are pressing for equalization of the Eastern rates with the generally higher western charges.

For the Alberta government and the Alberta lumber industry, counsel J. J. Frawley said that his principles are demanding a decrease from existing "high" rates in the West.

He attacked a claim of the Canadian Lumbermen's Association—representing the bulk of Ontario and Quebec operators—that an increase in Eastern rates to match those in the West might force Eastern mills to switch from railroads to trucks.

"That's just not a sensible proposition," he said. The eastern producers could afford to pay "a little more" in freight because of lower wage costs.

The CNR and the CPR repeated contentions that the lumber rates cannot be equalized practically.

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"Lusty Infant" Civil Service

By JACK VAN DUSEN
Canadian Press Staff Writer
OTTAWA (CP)—J. C. (Cal) Best, president of the newly-formed Civil Service Association of Canada, describes the federal employees' union as "a lusty infant" soon to become a giant.

It will be the tall Negro's job for the next two years to bring this 26,000-member "baby" to maturity.

Mr. Best, 31, who for a time was uncertain whether to become a reporter or a lawyer, says this job is "just made to measure."

One of his first moves to add stature to the CSAC will be to go after the 80,000 other federal civil

servants still not organized. "We're after just as many of them as we can get," the six-foot-one native of Nova Scotia said in an interview.

He also seeks a collective bargaining agreement for civil servants. It would have to be specially drafted to meet the peculiar situation in which the employer is the federal government.

The CSAC was formed this month with the merger of the Civil Service Association of Ottawa, of which Mr. Best was vice-president, and the Amalgamated Civil Servants of Canada. Mr. Best, a collective-bargaining expert with the federal labor

department, was unanimously elected first president of the CSAC for a two-year term, at a salary of \$9,000 annually.

NOVA SCOTIA NATIVE
Cal Best was born in New Glasgow, N.S. His father, a native of Barbados, recently retired after more than 40 years as a porter on the Canadian National Railways.

After graduating from Dalhousie University with a Bachelor of Arts degree in 1948, he started a king journalism at King's College.

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Hope To Recover Dynamite Cargo

QUEBEC (CP)—Work is scheduled to start Monday in the St. Lawrence River near the island of Orleans to recover 125 tons of dynamite in the battered hold of a schooner which sank after a collision with an ocean-going freighter Oct. 23, 1955.

Universal Diving and Marine Salvage Limited of Toronto is to carry out the work about 1,800 feet from the island shore near the parish of St. Jean.

The dynamite is being removed because it is considered a danger to navigation.

The transport department ordered the work carried out some time ago but no contractor to carry out the salvage operation was found until recently. It is estimated the job will be completed in about six weeks.

The schooner Raguenaud was on its way to Sept-Isles when it collided with the Swiss vessel Sunmelia.

Explains How Irish First Here

ST. JOHN'S, Nfld. (CP)—Irish Trade Commissioner Charles D. Kelly has an explanation of how North America was discovered which may be acceptable to Nova Scotians and Newfoundlanders who both claim Italian John Cabot landed on their shores first.

Mr. Kelly said when early settlers came to North America they found evidences of Christianity among the natives, such as totem poles with crosses on them. The theory is Irish Catholic missionaries worked among the natives years before Columbus and Cabot arrived.

It was thought by some that Irish ships trading with Iceland lost their way and ended up in North America.

At any rate," Mr. Kelly says, "we lay claim to that fame."

CHOOSE CMA HEAD

MONTREAL (CP) — Ian F. McRae of Toronto, chairman of the board of Canadian General Electric Company Limited, Thursday was elected president of the Canadian Manufacturers' Association for the next year. He succeeds Harold V. Lush of Toronto.

Says Cargo Thefts No Worse At Halifax Than Elsewhere

HALIFAX (CP) — Shipping agents said Thursday that cargo thefts on the Halifax waterfront are no worse than in any other Canadian port.

The agents and Halifax Longshoremen's president J. J. Campbell criticized a statement by K. J. Creber of the Canadian Board of Marine Underwriters that a "bad pilferage situation" exists in Halifax and Vancouver.

Mr. Creber, chairman of the underwriters' executive committee, made the remark to the Canadian Importers and Traders Association in Toronto.

F. G. Hatcher, assistant manager for Furness Withy and Company, said the number of cargo thefts at Halifax is "not unusual."

He said, "often items are short-handed or gone astray. . . . It doesn't prove it was stolen."

He said there are bound to be "odd claims" for lost shipments but "it certainly isn't any more unusual at this port than at any others in Canada."

A spokesman for I. H. Mathers and Son said, "I wouldn't say it was any worse here than in any other port. At this time of year we don't have a steady flow of goods . . . but, of course, pilfering is always a problem."

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