

Moscow Suffers Stunning Defeat In West Europe

PARIS, June 9—(AP)—Moscow has suffered a stunning defeat in its drive to prevent a West European alliance.

There is little doubt the Russians made France a prime target in the strategy mapped to beat down the Western coalition. The blunders of the Communists in France, probably under direct prodding from the Cominform, thus have been costly to the Kremlin. There were two major blunders recently.

The mass demonstration called against the arrival of Gen. Matthew Ridgway as Allied commander sent public response the other way and the demonstration was a flop.

Also, the one-day strike demonstration of Wednesday, after the arrest of Communist Secretary Jacques Duclos in the anti-Ridgway riots, turned into a dismal flop.

Serious Defeats

These are serious defeats for Moscow. They not only help solidify the anti-Communist elements in multi-party France but serve to increase the irritation of France's Communists with Moscow dictation.

Benot Frachon heads the biggest French labor organization, Confederation General du Travail, and is high in the councils of the Communist Party. He knows Frenchmen better than the Cominform of Moscow. He knew the French worker, a rugged individualist at heart, would balk at political strikes.

A political strike was called in February, tied to an anti-fascist anniversary. It flopped as Frachon predicted it would.

Despite failure after failure, Moscow persisted in the political

Large Amount Raised For Hospital Work

ST. ANDREWS, N.B., June 9—(CP)—Assistance given hospitals by aid groups in the Maritimes was outlined today in reports at the annual meeting of the Maritime Hospital Aids Association.

The retiring president, Mrs. James Ross, Truro, N.S., revealed that 33 groups raised more than \$100,000 for hospital work last year.

Mrs. B. L. Moran, Chatham, N.B., was elected president. Other officers are: First vice-president, Mrs. G. Leach, Charlottetown; second vice-president, Mrs. P. J. Connolly, Sydney, N.S.; third vice-president, Mrs. A. M. Hunter, Halifax; fourth vice-president, Mrs. Eli Boyaner, Saint John, N.B.; recording secretary, Mrs. Walter Carson, Moncton, N.B.; corresponding secretary, Mrs. R. B. Stewart, Chatham; treasurer, Mrs. H. A. MacQuarrie, Westville, N.S.

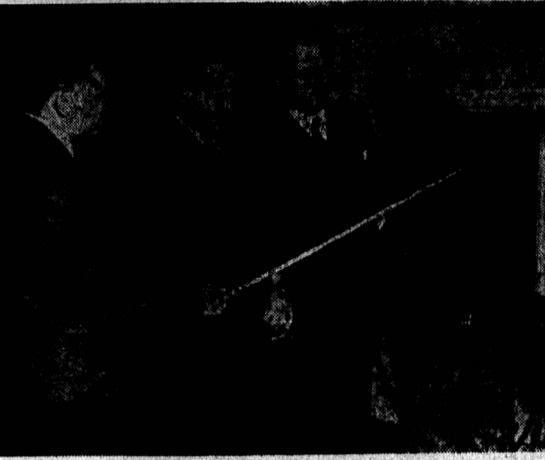
Strange But True

No opium dream can compare with the wonders beneath tropical seas. The night above water glimmers in a single moon; beneath the tropical seas whole schools of silvery moonfish rise and set, before the eyes of the diver, while constellations of star-fish of many hues and colors dart this way and that.

Strange creatures there are Fairy fish of greens and blues and purples appear, and then vanish without leaving a trace of their existence behind them. Some of these nameless species have more tricks up their sleeves than a magician. A slight shift of their bodies and presto! every single tint and hue of their many colored scales has altered. What magic! William Beebe in his book about Haiti tells us about a strange fish he once saw enter a fairy cavern in a coral strand. It was blue with three broad vertical bands of brown around its body. A few minutes later the same fish emerged clad in brilliant yellow, thickly covered with black polka-dots.

This exquisite magic, of ineffable, colorful mystery is but one of the countless surprises in store for the person who is willing to slip a helmet over his head and take a peep for himself at this new world.

Island Doctors At Dalhousie



Doctors attending the course in Obstetrics, Gynaecology, and Paediatrics presented by the Post-Graduate Committee of Dalhousie University, Halifax, listen intently to comments on an X-ray plate by Dr. I. A. Perlin of the Victoria General Hospital. Left to right, Dr. Perlin, Dr. A. H. Sormany, Edmondston, N. B., Dr. L. K. Zielinski, Kinkora, and Dr. S. Heilmann, Borden.

DEMAND FOR

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passenger business.

"(J) That because of road conditions for approximately one month in the spring and at various times throughout the winter it will probably be necessary to operate train service on the Island in lieu of highway service for about two months of the year and that some arrangements would have to be worked out whereby management control could be equitably when road conditions made the operation of trains imperative."

To enable the representatives of the Bus Company to bid on the proposed services, the Railway turned over to them the necessary traffic statistics for a 6 month period, indicating the Canadian National passenger carryings by days on each of the trains on which the Railway proposed to discontinue on Prince Edward Island.

Submitted Proposal

Additionally, less carload freight data, mail, baggage and express shipments were given to the bus representatives, as well as the proposed schedules of highway operation. This was on April 13th and 14th, 1950, at Montreal. On May 11th the Bus Company submitted to the Railway a proposal under which they would operate the highway services.

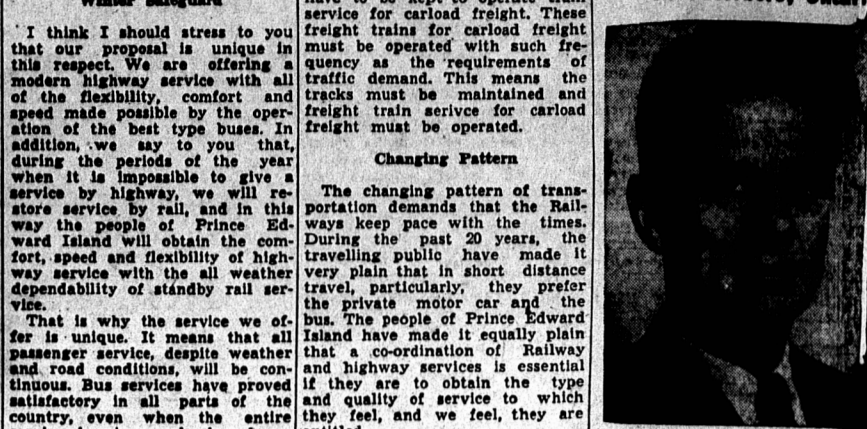
In brief their proposal was that the Railway turn over to them the passenger revenue, as well as the mail revenue, and in addition pay the Island Motor Transport 12 1/2 cents per mile for the operation of the early morning buses from the ends of the Island to Charlottetown. In addition, they offered to provide the trucks at a rate of 40 cents per mile. They did not offer a plan satisfactory to the Railway for the protection of the Railway's long haul passenger business.

Filing Complete Record

In order that there may be no misunderstanding of our negotiations with Island Motor Transport people, we are filing with the Committee our complete record of the negotiations. In addition, we are filing copies of correspondence with the Government in our efforts to obtain licenses to operate buses on the highways of Prince Edward Island in response to the demands that such service be given in lieu of the unsatisfactory passenger services now given by mixed trains.

At this point, I think it would be well to give a thumbnail sketch of our plan. In brief we propose to substitute highway passenger transportation by means of the most modern buses available for the existing passenger service on mixed trains, the express, baggage, l.c.l. freight will

Named To Judicial Post At Peterboro, Ontario



John de Navarre Kennedy, 70-year-old Toronto lawyer, has been appointed county judge in Peterboro county in Ontario. Born in London, England, educated at Westminster and Cambridge, Mr. Kennedy was called to the bar in Ontario in 1921. A painter and author of note, he was director of the legal branch of the department of munitions and supply during World War II.

Innisfail in Alberta, 80 miles north of Calgary, was known as "Poplar Grove" until it was renamed after a Scottish town in 1893.

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The plant known as wolfsbane provides a liniment used as a remedy for rheumatism and neuralgia. The sap of this plant is very poisonous.

In Roman times the soldiers dipped their arrows in it before attacking their enemies.

Our grandparents were fond of telling us stories about fairies floating down brooks on leaves. But when I tell you that huge floating leaves of the Victoria water lily are capable of supporting the weight of a good sized child it is no fairy story but an actual fact. Sometimes the leaves have reinforced borders, which gives them the appearance of small canoes.

The Zoa (fish) is absolutely transparent. One can watch the workings of its internal organs as well as the food going cheerfully on its way through the body, while one sees the muscles move as behind clear glass!

Before the discovery of iodine, roach or burnt sponge was used in the treatment of goiter and croup, with excellent results in appropriate cases. Incidentally, sponges are the lowest living animals whose bodies consist of more than one cell. These strange creatures full of holes eat, choose and reject, reproduce and die.

The eggs begin their development within the jelly-like tissues of the parent sponge. When they are dropped into the water they look for all the world like tiny balloons. Soon they sink to the bottom where they find a favorable spot for growth. Only about one in a million survive. These strange creatures attach themselves to an object, stay put, and let the currents bring food to them. Sponges the size of a half barrel have been brought to the surface and when all the superfluous water had drained off, each weighed upwards of 150 pounds.

Almost every sponge has its tenants. These consist of shrimp, crabs, etc., which find at least temporary sanctuary in the hidden catacombs of the sponge.

The next time you squeeze your sponge while taking a bath, try to visualize the colorful race of living creatures dotting the coral reefs of the world, as varied and beautiful as the flowers that grow in your garden during the summer.

Soap molecules float in oil with their neutral ends down and their active ends up.

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In brief their proposal was that the Railway turn over to them the passenger revenue, as well as the mail revenue, and in addition pay the Island Motor Transport 12 1/2 cents per mile for the operation of the early morning buses from the ends of the Island to Charlottetown. In addition, they offered to provide the trucks at a rate of 40 cents per mile. They did not offer a plan satisfactory to the Railway for the protection of the Railway's long haul passenger business.

No mention was made in their proposal of May 11th that they would take care of Railwaymen who might be displaced from their employment. Nor was any mention made that they could, or would, protect the pension equity of such persons so displaced from Railway employment. This proposal the Railway could not accept, and the bus people were so advised on May 22nd.

Subsequently (on June 20th) an amended proposal was received by the Railway, in which the bus people stated that, if arrangements could be made for a 10:35 a.m. trip of the ferry from Borden to Cape Tormentine, they would be in a position to operate the early morning trips at a later time and by so doing to operate without the 12 1/2 cents per mile subsidy. They also reduced the suggested rate for truck operation from 40 cents to 38 cents per mile. No mention was made of protection of any displaced employees of the Railway or of taking care of their pension equities. This amended proposal was declined by the Railway on July 12th.

I might say that in February of the same year the Railway had approached the Provincial Government with a proposal to operate bus and truck services by Railway-owned and operated vehicles in response to the many demands made for such co-ordinated services. During the period of negotiations with Island Motor Transport people, the Government of Prince Edward Island was kept informed and copies of all of the correspondence were furnished to them. When it became apparent that an equitable arrangement could not be made with the Is-

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