THE MORRISBURG LEADER

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BELOVED TEACHER RESIGNS AFTER HALF CENTURY OF SERVICE

Miss Gertrude C. Campbell, dean of the Morrisburg Public School in years of service, has retired after a half century of service ministering to the educational needs of the young people of this district.

Many hundreds of Miss Campbell's pupils and former pupils will learn with regret of her resignation. To most of us she represented the first step up the educational ladder. —To this writer, she represented the basis of all our wee bit of intelectual maturity. She taught us to think. For that we shall be forever grateful.

Miss Campbell began her teaching career 50 years ago at Dickinson's Landing. She was born at Morrisburg and was a daughter of the late Mr. and Mrs. Thomas Campbell. For the past 48 years, she has been an employee of the Morrisburg Public School. In her position as teacher of the First Grade, (or as we used to say the Primer Class), Miss Campbell has won the love, trust, and fidelity of hundreds of pupils, many of whom turned their early education under her to advantage in later life.

All of these former pupils wish for Miss Campbell a very happy time of retirement, that she may enjoy a well-earned rest from her labours.

Miss Campbell first taught under Principal Chas. Duprau and her first Inspector was Arthur Brown. Present principal is J. Ray Coligan, and her inspector is W. J. Stewart of Winchester.

Always happy and contented in her chosen profession, Miss Campbell still has the love and respect of her pupils and their parents, and hopes that they will sometimes visit her at her home.

During her career, Miss Campbell was awarded the Coronation Medal in 1953, for her her work in education of young children, and the Red Cross Badge of Service, also in 1953, in recognition of her outstanding service in connection with the Junior Red Cross Work in her classrooms.

EDGAR FUNKE WINS HIGH HONORS AT QUEENS UNIVERSITY

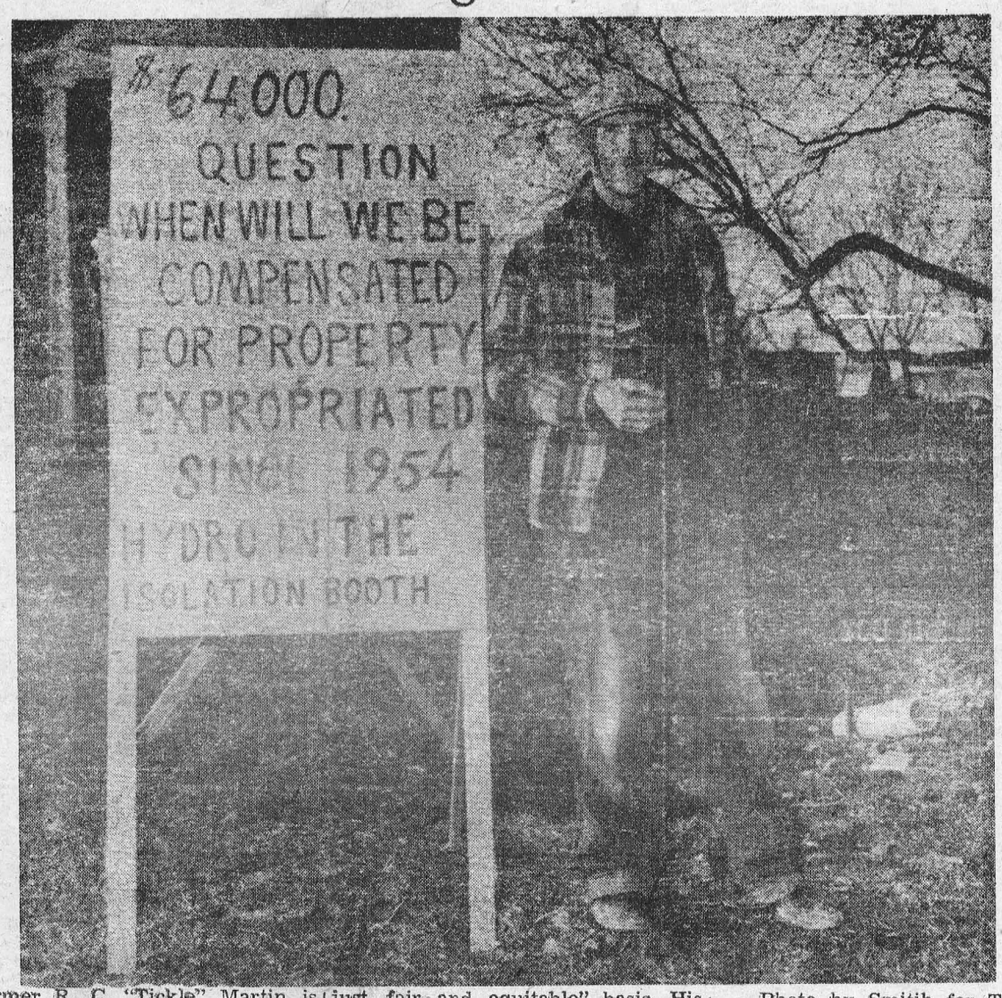
Edgar Funke, son of Mr. and Mrs. Rudolfe Funke of Morrisburg, is among the graduates at Queen's University, Kingston, attaining the degree of Bachelor of Science in Engineering and Electronics.

Edgar passed all his exams with honors and also was the winner of the Lord Athlone Fellowship, which entitles him to 2 years of advanced study in England, as well as the Governor General's Gold Medal, which is the highest award offered at Queen's. Edgar is now employed with Marconi of Canada, Ltd., in Montreal, and will leave in September to join the University of London, in London, England. The success of this young New Canadian reflects credit not only on himself and his parents, but also on the town of his adoption and the schools here, where Edgar won his first scholarship. His many good friends in Morrisburg and district will wish Edgar every success in his new career.

Another B. Sc. graduate at Queens is Allan Fraser, son of Mr. and Mrs. Thomas E. Fraser, who forsook a successful teaching career to study Civil Engineering at Queen's and who will be awarded his degree on Saturday. To Allan also the good wishes of his many friends are extended.

Mr. and Mrs. Funke and family, and Mr. and Mrs. Fraser and family will attend graduation exercises at Kingston on Saturday.

All Is Sweetness & Light ? ?



Farmer R. C. "Tickle" Martin is wondering here when Ontario Hydro is going to make good its promises to to deal with farmers on "a just, fair and equitable" basis. His property was split when Hydro required an access road, and he claims his living has been disrupted.

—Photo by Smitih for The Morrisburg Leader.

DR. C. F. McPHERSON STILL GOING STRONG IN PRESCOTT

When, in April, 1896, Charles F. McPherson, son of a Prescott High School domininc, graduated in medicine from Queen's University, at Kingston at the age of 20 years, he not only set a record, still unbroken, of being the youngest medical graduate from the University, but also laid the foundations of three score years of diligent service to the community of Prescott as a practicing physician. He is still actively engaged in his profession.

Dr. McPherson, who will in a few months celebrate his 80th birthday, was born at Prescott on July 14th, 1876, th esecond son of Moses McPherson, first principal of the one time Prescott Academy, and later principal of the first High School at Prescott, and his wife, the former Louise Redmond, a member of one of the early pioneering families of the Prescott district.

He received his early schooling at Prescott and when he graduated in medicine from Queen's University, he was so young that he was unable to practice his profession under the law, until one year later. That year he spent in post-graduate studies in New York City, and in 1898, 58 years ago, took up his present practice in Prescott. In his services as general medical practitioner in Prescott, he has for many years been associated in his practice with his partner and brother in law, Dr. William J. Taugher, the last named a man who has not only attained an enviable reputation as a medical man, but who has served the community well and truy, having been mayor of the town on many occasions.

Dr. C. F. McPherson has served as County Coroner for Grenville County since 1900, a period of 56 years, and is still actively engaged in these unpleasant, but necessary phases of his career. During an average week he conducts two or three inquests.

As official County Coroner he has served under six monarchs, Queen Victoria, King Edward VII, King George V, King Edward VIII, King George VI, and the present Savereign, Queen Elizabeth.

Although Dr. McPherson never married, he has always taken a keen interest in municipal affairs insofar as they affected tthe health and welfare of the children. For 25 years he was a valued member of the Prescott Board of Education. He is also held in very high regard by fellow members off the medical profession for his skill as an obstetrician, and he has attended hundreds of cases of childbirth, not only in Prescott, but in neighbouring communities, and in the rural sections of Augusta and Edwardsburg Townships. It has been stated, that he has never, in his three score years of experience, lost a mother or child.

While Dr. McPherson typifies the fast-disappearing type of "family doctor", he is by no means "old fashioned", in his practicing of his profession. He has kept pace with the latest modern developments in medical science and in modern methods of treatment, and in the use of the new medicinal drugs which have marked the profession to such a marked degree in the past three decades.

Much of the credit for the low incidence of diseases which at one time carried off scores of persons annually in this area has been attributed to the tireless efforts of Prescott's Grand Old Man of Medicine, Dr. C. F. McPherson.

Dr. McPherson has many relatives in the Morrisburg-Williamsburg area including a cousin, Miss Louella McPherson of Williamsburg.

WILLIAM "POP" EIBBETT DIES AT WILLIAMSBURG

Williamsburg Village lost an esteemed resident last Wednesday in the death of William "Pop" Eibbett, who passed away at the home of Mr. and Mrs. Iden Merkley, where he had resided for several years.

Born at Toronto, Ontario 81 years ago, he was a painter and paperhanger by trade. His wife predeceased him in 1927, and about 10 years ago he came to Williamsburg, where he assisted his son in operating a restaurant. Since that time he has been in retirement, doing odd jobs of painting papering and carpenter work, when called upon.

He had been a member of the Masonic Lodge since 1904, and he belonged to the Independent Order of Oddfellows. He is survived by one son, Kenneth, of Toronto.

Final tribute was paid to his memory at the funeral services conducted by the Rev. George Dunlop from the Locke and Fairbairn Funeral Home to the United Church on Friday afternoon. The funeral was under Masonic auspices. Hymns used were as follows: "Jesus, Lover of My Soul" and "Abide With Me". Rev. Mr. Dunlop based his text on Proverbs 4 and Revelations 21:6.

Interment was made in a Toronto cemetery. Pall bearers were Dwain Hess, Ross Beckstead, Raymond McIntosh, Will Smail, Borden Hess and Walter McGowan, all members of the Masonic Lodge.

CHURCH GROUPS FROWN ON HYDRO TOWN HALL PLAN

Representatives women's groups in all town churches catering to the Morrisburg and District Canadian Club, have turned thumbs down on Hydro's proposed plan for a civic building, and have sponsored a joint resolution asking the Commission to replace the facilities currently in use in the Music Hall.

MORRISBURG BOY RECEIVES DIPLOMA AT TORONTO



K. L. VanALLEN

Kenneth L. VanAllen of Morrisburg received a diploma from Eastern Pentecostal Bible College at the graduating exercises held in Massey Hal, Toronto. He is the son of Mr. and Mrs. Loyd E. VanAllen and was born in Crysler June 15, 1935.

He was educated in Morrisburg Public School and High School and for three years was a student at Riverside School in Montreal. He enrolled at the Bible College in Peterborough in 1953.

Graduating with honours, Mr. VanAllen received his diploma from the College president, Rev. W. H. Found and the College Dean, Rev. C. A. Ratz. Both wished him God's best for his life. He also received many telegrams, cards and gifts from Rev. and Mrs. S. A. Grant, pastor of Morrisburg Pentecostal Tabernacle; Rev. E. A. Dawe, a former pastor, of Kirkland Lake; Donald Moore, formerly of Morrisburg and British Columbia Bible College, as well as from many friends and relatives.

Mr. VanAllen has accept a pastorate at South Boltan, Que. His first sermon was preached May 13th

Attending the ceremonies in Massey Hall were his parents, Mr. and Mrs. Lloyd E. VanAllen, and children Carl and Linda, an uncle and aunt, Mr. and Mrs. William Tupper and cousins, Allan and Marilyn Tupper and Allan Leishman, all of Montreal.

SHOWER FOR BRIDE-ELECT AT GLEN BECKER

A pleasant evening was spent at the home of Mr. and Mrs. Howard Saddlemire on Thursday, when Mrs John Saddlemire and Misses Elsie and Linda McHaffie were hostesses at a kitchen shower given in honour of Misss Arnolda VanMoorsell's approaching marriage. About 30 ladies were present.

On her arrival, the bride-elect was escorted to a nicely decorated chair over which was suspended baloons and colorful ribbbons.

An address was read by Mrs. John Saddlemire, and a nicely decorated basket of gifts was presented, to which the bride to be responded in her usual pleasing manner, thanking all for the lovely gifts. and the kind thoughts which accompanied them.

A delicious lunch was then served, consisting of sandwiches, cake and coffee, after which a toast was read by Miss Elsie McHaffie, and all drank to the health of the bride-to-be. All joined in singing "For She's a Jolly Good Fellow" and a pleasant evening was brought to a close.



"THE GOOD BOOK STATES THAT...."—WO1 D. R. Pirie, Officer in charge of clerk accounts training at the Clerk Accounts School RCAF Station, Aylmer, is clarifying a point on RCAF accoutning procedures to two members of the Clerk Accounts Supervisors Course No. 8, held at RCAF Station, Aylmer recently. Left to right are WO1 Pirie, Flight Sergeant Hubert Lee Casselman, 35, whose wife, Doris Mae, resides at Williamsburg, Ontario, and Flight Sergeant Elmer Nielsen, 35, whose wife Anne, resides at 11922 47th St., Beverly, Edmonton, Alberta.

F/S Casselman's mother, Mrs. Asal Hansen, resides at Brinston, Ontarion. His home unit is at Air Force Headquarters, Ottawa.

F/S Neilsen's mother, Mrs. J. O. Nielsen, resides on Hemlock St., in Timmins, Ont. He has been transferred to RCAF Station, Toronto.

A course of this type is designed to modernize and bring up to date in regulations all accounts NCO's and Warrant Officers at supervisory level. In this manner the RCAF is maintaining a high standard of efficiency and service to the public in the expenditure of government funds.

CAMEO THEATRE

MORRISBURG

Show Starts at 7.30, D. S. T.

Mon., Tues., Wed.—

" AIN'T MISBEHAVIN' "

IN TECHNICOLOR

Starring

Rory Calhoun and Piper Laurie

Thurs., Fri., Sat.—

"FORT YUMA"

IN TECHNICOLOR

Starring

Peter Graves and John Vohs

HELP WANTED —MALE CHIEF OF POLICE AND/OR POLICE CONSTABLE

Must have good health and physique, sufficient police experience to present cases in court, handle correspondence and records. Typing ability an asset. Must own late model car.

Chief's salary including car allowance, minimum of $4,000 depending on qualifications. Police Constable's starting salary at $2,700 per year, including car allowance. Pension plan and annual vacation.

Apply in writing before May 28th, giving age, education, previous employment and references to

JAMES T. DAVIS, Clerk,
Morrisburg, Ontario.

20-21c.

Look Out Folks A Woman Driver

The qualities that distinguish women drivers, most men believe, are incompetence, overcautiousness, a flair for panic in heavy traffic and a general tendency to flap an arm out the nal a left turn, (b) point out a dress in a store window, (c) signal a right turn, (d) shake a piece of gum off a forefinger, (e) signal a stop and (f) check to see if it is raining.

Women, on the other hand, look upon themselves as innocent maligned victims of a mass male plot to keep men, automotively at least, in the driver's seat. Women feel, in addition, that women drivers are more competent, patient and courteous than men, treat their automobiles with greater care, have a better record for safe driving and show an absolute genius for signalling a turn correctly.

It will come as no surprise to any woman to learn that this glowing estimate of herself is accurate. In the opinion of insurance companies, traffic policemen, magistrates, driving instructors, motor accident statisticians, car rental agencies and driving test examiners, women drivers are safer — but not necessarily better — drivers than men.

In Ontario, for example, 21.5 per cent of all licensed drivers are women but only 6.3 per cent of all accidents are caused by women drivers. In 1954, 17,808 drivers were involved in accidents in Toronto; only 955 were women — less than six per cent. During a recent annual Safe-Driving Contest in Winnipeg it took the judges only an hour and 10 minutes to name three winners on Women Driver's Day. Finding male winners had been a more difficult chore and none of them were any improvement on the ladies. Commented one police official: "If all the drivers were women, the accident rate would be cut in half."

A cab company owner in London, Ont. — one of several Canadian cities which has licensed women taxi drivers — commented, "Women are by far the best drivers and never seem to take the same chances that men do. We have one woman driver who has never had a scratch on her car, whereas I have smashed up several to the tune of about $1,000 each time."

Insurance companies feel the same way. Car insurance rates climb steeply if there is a male under 25 using the family car; the female under 25 is considered as safe a risk as her father. With all this evidence in her favor, how has the woman driver gained a reputation as a brainless bottleneck?

It's a heritage that probably started with the invention of the wheel. As early as 205 BC the Romans passed a law prohibiting women from driving chariots. With the odd exception, like Boadicea, this bondage held sway until the day of the modern career woman dawned. Then, some nameless female pioneer climbed into some nameles family car and steered it down a shady street, followed by the anguished entreaties of her husband, half-a-dozen barking dogs and a horde of astonished and delighted children.

"Good heavens!" some male ing at her through isinglass curtains. "A woman driver. We're certainly must have said, peerdoomed!

This is still the attitude of many men, despite the wartime record of women drivers who drove buses, trucks, taxis, army transports, jeeps, streetcars, ambulances, and even airplanes. Pat Patterson, one of Canada's best-known radio and television personalities, drove an ambulance loaded with bleeding men through blacked-out streets during an air raid without losing her nerve. She recently was informed by a man, who rocked on his heels and half closed his eyes while he spoke, that women drivers were inept because they got excited and panicky in the face of an emergency.

Another Canadian girl, Violet Milstead, joined the Air Transport Auxiliary in England during the last war. She will never forget the foggy afternoon when she skillfully landed an unarmed Spitfire she was delivering, taxied it crisply into line and climbed from the cockpit to be greetd by a fighter pilot who did a mock faint and moaned "A woman driver!"

The shortage of manpower during the war gave impetus to the development of women drivers. The national proportion of women drivers increased from 10 per cent of the driving population to 17 per cent. Some of these women were hired by taxi companies, some by merchants with delivery trucks, some to jockey cars in parking lots, many by city transportation companies and hundreds were trained by the women's section of the army, navy and air force to chauffeur staff cars and other light vehicles.

The Canadian Red Cross Transport Corps, formed in 1939 for the wartime emergency, accepted volunteers who had been licensed drivers for not less than three years and put them through the toughest driving test Canadian women had ever experienced. Some were rejected because of nervousness despite repeated testing and some were rejected for such misuse of machinery as riding the clutch. Thousands passed the test and donated their time to the transportation of hospitalized veterans and blood donation supplies. Late in 1954 several of the 182 members of the Toronto unit of the Canadian Red Cross Corps, as it is now called, drove through tons of tearing, terrifying water to carry supplies to victims of the Hurricane Hazel flood.

Red Cross Corps women drivers also learn to check their own oil and battery and change a tire. This training has resulted in a rearrangement of women's traditional role as a handwringer whenever some imponderable machination of fate causes their automobiles to stop.

A man driving through a heavy, wet snowfall in north Toronto, saw, looming through the blizzard, a young woman peering in the open jaws of her automobile hood. "Out of gas?" he asked gallantly.

"No," the woman replied thoughtfully. "I think the points are wet. Have you got a handkerchief I could borrow?"

The startled man passed it over and the woman removed a bobby pin from her hair, wrapped the handkerchief around it and swabbed something in the car's intestines. "I think it will work now," she commented, returning the handkerchief. "Thanks," "I doubt it," responded the man. "But, you're very welcome."

The woman smiled briefly, climbed in, started the car and drove away.

Not all women drivers, of course, can fix a stalled car with a bobby pin. Most mechanics, however, agree that women take better care of their cars than men, bringing them in more punctually for oil changes and lubrication, and showing immediate concern of something seems wrong with the motor. On the other hand, they add, women almost never have any comprehension of an automobile's parts and how they operate. The complexities of the clutch, for instance, seem to them as mystical as the theory of relativity. This does not always deter women from puting a brave face on their ignorance.

Joe O'Brien, an Imperial dealer at Islington, near Toronto, vividly remembers the lady who drove up and announced with a careless flip of her hand, "The differential is loose." He found the source of the trouble — a soft drink bottle rolling around under the driver's seat.

When the war ended many authorities expected the proportion of women drivers to decrease. Women were no longer seen driving buses and streetcars; only occasionally were they hired to drive delivery trucks for druggists or florists; most cities in Canada returned to licensing only men for taxis; the women's army, navy and air force cut their rosters to the bone. Nevertheless the proportion of women drivers continued to increase steadily, to its estimated present high of 21 per cent.

Owners of the hundreds of driving schools that have sprung up in Canada since the war believe they have the answer. The heaviest driving population is in the larger cities, all of which are flinging out suburbs as far as 20 miles from the city's centre. Many of these new communities have poor transportation facilities and the automobile has become a necessity. The man in the household needs the car at eight in the morning to drive to work and at five in the evening to return home; suburban housewives are discovering that they need a car all day.

For this reason hundreds of housewives take driving lessons. When they graduate they plan either to chauffeur their husbands to the end of the streetcar or bus lines and keep the family car during the day, or to buy a small, English car for their own use.

"Women are easier to teach than men," comments George Howard of Scotland's Driving School in Toronto. "They listen better. It takes them about two lessons longer to learn than it does men because they are so nervous. Most of them have an awful complex about doing something wrong in traffic and hearing some man snarl 'Woman driver!' "

This complex, Mr. Howard believes is the principal cause of women's gravest driving fault — over-caution. Many women creep along city streets at roughly the speed of a child walking backwards. They hesitate at stop streets, piling up a jam of incensed male drivers, until the thoroughfare they intend to cross is absolutely bare of any moving object. They rarely take advantage of a gap in the oncoming traffic when they want to turn left — they will wait until all traffic is past, and wait and wait and wait.

Regardless of her faults, and the fact that he feels he risks his life every time he steps into a car with a woman to give her a road test, one Montreal driving examiner says he would rather lend his car to an experienced woman driver than to a man.

He says he has noticed the tendency of most male drivers to take unnecesary chances which a woman would avoid. "A woman car driver may crumple a car fender, but it's the man who usually winds up in a serious wreck," he said.

Why is it that women are safer drivers than men? Is there something in the female makeup that is lacking in the male? Nobody is sure, and while social psychologists have toyed with explanations of women's apparent success behind the steering wheel, no one it appears has attempted a full dress research project into the matter.

But most of the experts agree there are feminine characteristics that males could copy with success. Inspector William L. McIntyre of Winnipeg police, one of the city's Safe Driving judges, commented, "Women are more patient than men behind the wheel and less accident-prone."

Others believe that women have a greater consideration for the preservation of life than do men, and are therefore more aware than an automobile is a lethal weapon. Perhaps because they have a better opportunity to study the vagaries of a three-year-old's mind, women tend to travel through residential districts, where children are playing at a pace that infuriates the delivery driver behind. The truck driver has no urge to run a child down, but he assumes the child will stay on the sidewalk — the woman driver assumes he won't.

A clinical psychologist at Toronto Psychiatric Hospital said the traditional role of boy and girl in our modern society might account for the difference: "Men are expected to be more aggressive and take the initiative and from childhood are led to believe this; while women are taught to be more passive." A TPH psychiatrist thought the maturity of the driver was a determining factor — not that women are necessarily more mature than men. But, "there are social pressures for men to drive, and they do so whether or not they are mature. While many immature women don't drive because there is not the social pressure on them to do so."

The biggest proportion of women drivers is found in the housewife-mother age group between 25 and 40, a span that represents 50 per cent of all women drivers. This group, gaining in experience and judgment every time they buy a stalk of celery or take the children to the dentist, is beginning to win a measure of begrudging admiration from even men drivers. Every province has its share of vintage drivers; tiny white-haired old ladies who generally sit on a cushion or two so they can see between the spokes of the steering wheel. Ontario, for example, has 680 women drivers over 65 years of age. Among those in their sixties is radio commentator Kate Aitken who drives her car with the zest and rakishness of a cab driver.

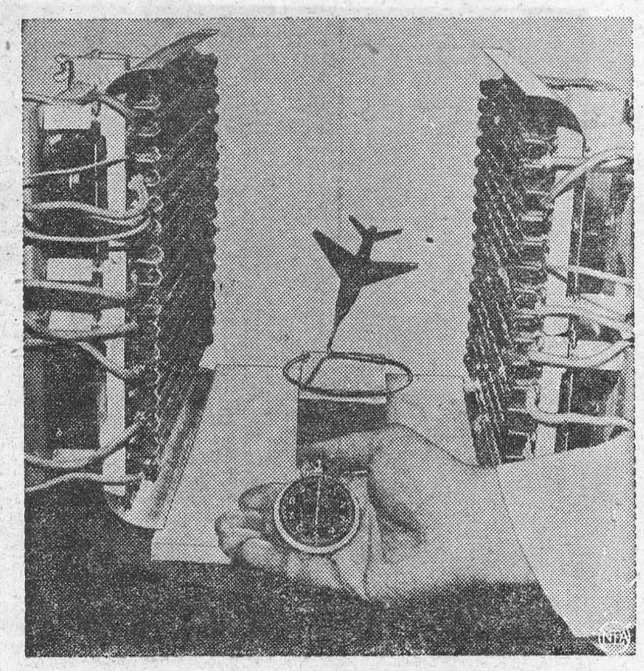
The 250 testers employed by the Motor Vehicles Branch of the Department of Highways in Ontario have orders to be especially gentle with women applicants. "We realize that women are apt to be more nervous than men," says the registrar, J. P. Bickell. "We try to keep them calm and at ease. Women really are good drivers, you know."

Inspector Robert Kerr of the Toronto Traffic Division is one of many authorities who suspects that women drivers' basic timidity is due in part to her husband's temper. She is overly concerned about the fenders, for instance, which leads to her tendency to keep to the centre of the road where she is safe from all marauding parked cars. He also believes that a lot of ladies' fluttery nerves may be caused by the husbands who, impatiently and indignantly, taught them to drive.

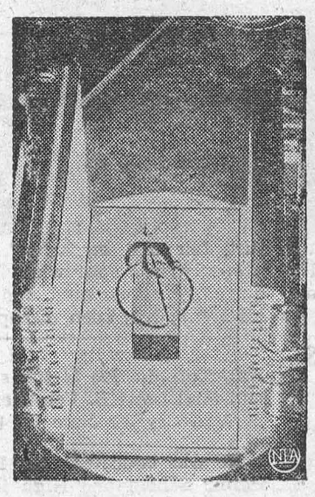
"A husband should never teach his wife to drive," the inspector said. When Mrs. Kerr announced that she was ready to learn to drive, the inspector heeded his own advice. He sent her to a driving school. Mrs. Kerr, like others of her sex, now drives very, very well. — By June Callwood in The Imperial Oil Review.

Models 'Melt' in Air Friction Tests

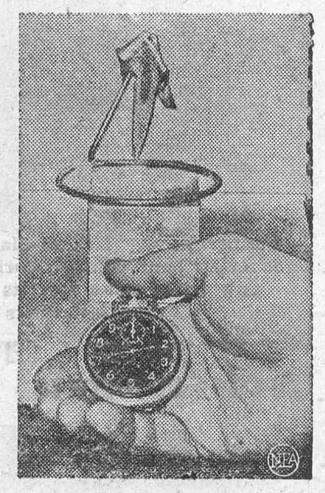
A graphic illustration of the effect of ultrahigh temperatures caused by the friction of air on a supersonic airplane is shown in these photographs. Engineers at Northrop Aircraft's plant are searching for new metals and alloys capable of withstanding the heat of the "thermal barrier." They subject facsimiles of various materials to intense heat. Infrared quartz lamps, generating temperatures as high as 2,000 degrees Fahrenheit, are used in the tests.



The small cut-out plane is about to be given the heat treatment. This airplane fascimile is made of standard aircraft skin material — aluminum alloy.



Four seconds after the switch is thrown in the thermal test laboratory, the model plane begins to "wilt." Stainless steel used in some applications can withstand temperatures up to 3000 degrees Fahrenheit.



Limp as a dishrag, the model plane hangs on its supporting frame just seven and one half seconds after the current was turned on. Tests like these will help engineers in their search for heat resistant metals.

Sweden Doesn't Like Anita Ekberg

Although most Americans think Anita Ekberg is about the top dish of all the Swedish smorgasbord ever imported, her native country takes a dim view of its bosomy star.

In London, Paris and Rome, Anita is hailed as a sex-boat queen, receives enthusiastic applause both from admiring males and the press. But not in Stockholm.

Matter of fact, her countrymen just don't like any part of Anita, including those parts most admired in other world capitals.

In a recent article, one of the leading Stockholm newspapers blasted Anita as doing a bad public relations job for Sweden in contrast to the star-studded career of another Scandinavian, Greta Garbo.

Their beef: Ekberg's only talent is sex.

The Swedes contend that Garbo became world-famous because she was a great actress and built her career on talent. They criticise Anita because they claim the lass has achieved her success on the basis of a 39½ inch bust, a 23 inch waist and a svelte 5-foot-7 figure.

Criticism of Ekberg has mounted as more and more of her sexy movies are distributed throughout the world. One Stockholm film reviewer flatly demanded that Anita turn to "serious acting," otherwise, he said, foreigners would be convinced that Swedes couldn't emote as well as Italian and Hollywood beauties.

Still another Swedish critic bluntly suggested that Anita should leave Hollywood and come home for a year or two and study Ibsen, Shakespeare and other drama greats. Apparently forgotten by Stockholm is the fact that year after year Sweden provides movies showing nudes and other sexy bits that are chopped out by many movie censors around the world before they are allowed to be shown.

Anita, who can be a sassy soul when she's riled, told one Swedish reporter: "Go jump in a fjord. I'm doing all right with what Nature gave me."

Even the Swedes can't argue with that. Since she was elected Miss Sweden and came to Hollywood to represent her country in the 1953, Miss Universe contest, Anita has climbed in a hurry. She's now above the $100,000-per-annum bracket, and her latest London-made flicker "Zarak-Khan" will probably make the Swedes bust a blood vessel but from advance reports Ekberg will clean up at the box office.

As a dancing girl in this movie, Anita is pure sex. Her American fans answer: "Ekberg is the best publicity for Sweden in the past twenty years."

Anita, who lives by herself in a modest Beverly Hills apartment which she decorated, loves thick rare steaks, drinks very little, sleeps in the nude and gets her exercise from swimming.

Men? The blonde, blue-eyed Anita likes her males "tall, dark and virile," she says. And she has plenty of boy friends, coast to coast.

Anita's perfectly happy in the U.S. and doesn't lost a minute's sleep about what the Swedes think of their native daughter. "America has been good to me," she says. "I'd like to stay here a long time."

This is the season when mothers go crazy trying to keep track of the children they've been longing to turn loose out-of-doors all winter long.



TOURIST QUEEN — Lovely Jackie Bourbonnais has been elected the 1956 Valley of the Sun Tourist Queen.



ARMED ARM OF GERMANY—Soldiers of the new German army fire a bazooka at the Pfaffenhofen training grounds near Koblenz. It marks the first time the German GI's have fired live ammunition.



STOCKING THE VOTE-APPEAL — It's campaign leg work for guess who by three gals, Georgina Bailey, left, Sandra Winne, center, and Ann Fadeley. The girls hope that the stockings, unlike their namesake, won't run.

Is Women's Cruelty To Blame?

EDITOR'S NOTE: In 1953 there were 390,000 divorces in the U.S. Based on these statistics, one in every four marriages will end up in the courts this year. Cruelty is the charge made by a majority of wives, and cruelty is recognized as grounds for divorce in all but four states. Almost every day headlines tell of the spouse charging her man with cruelty. For an expert appraisal of who is really cruel, we present the findings of Dr. Charles Wilner, a recognized authority on marriage and divorce.

* * *

Is the female of the species more cruel than the male?

My forty years of study in the field of divorce and alimony convince me that American courts of law not only prove women are more cruel than men —but these same courts give the female a chance to prove it.

I am also convinced that our courts generally show favoritism to a woman when she accuses a man of cruelty and at the same time display little sympathy for a man when he charges his wife with being cruel.

Yet, as many eminent writers of both sexes agree, a woman's cruelty is far more severe than that of a man, although this is considered incredible by many sentimental judges and other sympathetic males. But it is here demonstrated that historical, sociological and biological grounds exist for giving more credence to the complaints of cruelty made by the husband than by the wife. Many women under the law tend to deception and are often arrogant and cruel when they feel secure by virtue of protective alimony laws; therefore their aggressive behavior toward their husbands is compensation and balm for their weaker state, and out of frustration and jealousy they endeavour to build up a psychological superiority to the male Against such conduct men have little protection.

In contrasting the psychology of cruelty in men with that of women, we find a difference in the cause and in most of the consequences. The cruelty which springs from callousness and brutality, the attributes of the male, is due mainly to defective imagination. As a rule, however, it is accompanied by great magnanimity and can disappear before the sensitiveness of a cultivated mind.

Female cruelty, which is generally vindictive, relentless and not easily appraised, is an attribute rarely accompanied by magnanimity. The strong man is generally more apt to be tender than cruel, or, at all events, he knows how to restrain his cruelty.

Next to adultery, cruelty constitutes the greatest claim in grounds for separation and divorce. But the cruelty of woman operates on a different plane from that of man. As a morbid expression of maleness in women, their cruelty constitutes the main cause for the irresponsible behavior of many of them—so often leading to the disruption of marriage. A husband's cruelty, on the other hand, often needs but the slightest suspicion of remote plausibility in order to be magnified into brutality.

Instinctively, man is disposed to take a great deal of abuse from the female. The lower male animal, likewise, takes female assaults complacently and shamefacedly, remarkably like the human male.

Power, which steadies all men except the weak, effeminate type, causes an emotional unbalance in many women. Their feelings of frustration, caused by knowledge of their natural disadvantages, often turns them vindictively against man. In the process they lose their native womanly sweetness and lovableness. Jealousy and revenge work together in women of this type to establish in them a sense of superiority over men. As soon as they gain the peak of matrimony, they often coast down into the valley of cruelty, arrogance and avarice, feeling protected by man's misdirected chivalry and the present alimony laws.

Because many women are more easily excited than men, their cruelty often takes the form of a higher and more artificial kind of sadism than is expressed by the male. They tend to become monsters behind their protective shield of alimony. Montaigne observed that feminine softness is usually accompanied by cruelty. And Havelock Ellis has noted that the most extreme and elaborate degree of sadism is commonly associated with a somewhat feminine organization.

We find that the main impelling motive for female vengefulness toward men is to compensate her jealousy for men's biological and general advantages. One reason for the wickedness of certain women is envy. Unconsciously, they envy men, and to play the normal, passive feminine role seems to them an unbearable humiliation.

Another reason for the cruelty of many women is that their sensitivity to pain is less than that of men. Compassion goes with sensitivity, and where one is lacking, so is the other. Many women seem to have traits in common with children: a deficient moral sense, jealousy, vengefulness, and refined cruelty.

According to divorce experts women are better haters than men. D. Grazebrook, Jr., a counsel, told Justice Bucknill that in his experience a woman will go to the most drastic lengths to get even, particularly when another woman is involved. "There have been instances of jilted women who have refused to give evidence against their husbands for fear it would be sufficient to free the man and enable him to marry again." A London police-court official agreed, saying: "Men seem to forget more quickly. . . . But women, if they think they have been wronged, will never rest until they get satisfaction."

The inclination toward acts of revenge, found even in the normal man or woman, generally manifests itself with greater viciousness in many women seeking alimony. Greed, avarice and revenge drive them to legal blackmail. Even if they are young, childless and rich, they often seek to incarcerate husbands who are unable to pay alimony, not because they need the money, but to feed their vengeance.

One divorce case concerned a wife who asked the judge to punish her husband because he owed her $6,000 in back alimony. But in lieu of the money, she strongly insisted that he be sent to jail. According to Margaret Moulton, such vindictiveness is at the bottom of many women's desire for alimony. The article gives an instance of a woman who had her husband arrested for back alimony while he was in a cemetery, waiting the burial of his father. Another instance cited is of a woman living with her paramour, who had her husband incarcerated because he could not pay her alimony, although there were no children and she was self-supporting. Still another case, related in the same article, described a woman who tried to delay her suit as long as she could, while getting temporary alimony. These cases, in which the wife was actually vengeful, are not exceptional.

Today, the strategy of the alimony gold diggers, who have few restraints upon their conduct, takes the form of coldly calculating schemes under the law, particularly against their husbands, schemes that throw marital respect and fidelity overboard. The man she adored yesterday is forgotten today and soon replaced by another victim of her sex lure. Imperious and violent, such women dominate their husbands, who have been weakened by the alimony laws. The wives' changes of mood are automatic and spring from no external causes, such as insults or other offenses, but from a morbid irritation of the psychical centers which finds relief in evil action, of which the husband is generally the target. The ease with which these women can gain alimony becomes the exacting cause for their unscrupulous behavior.

While alimony as a protection for the fine, deserving woman is a social, legal and moral asset, it is generally the greedy and the revengeful woman who makes most use of her legal privileges in demanding it. Under the impact of these laws, when misused, the man often becomes debilitated, his ambitions crushed, and he ends, at best, a henpecked husband, and at worst, an alimony jailbird.

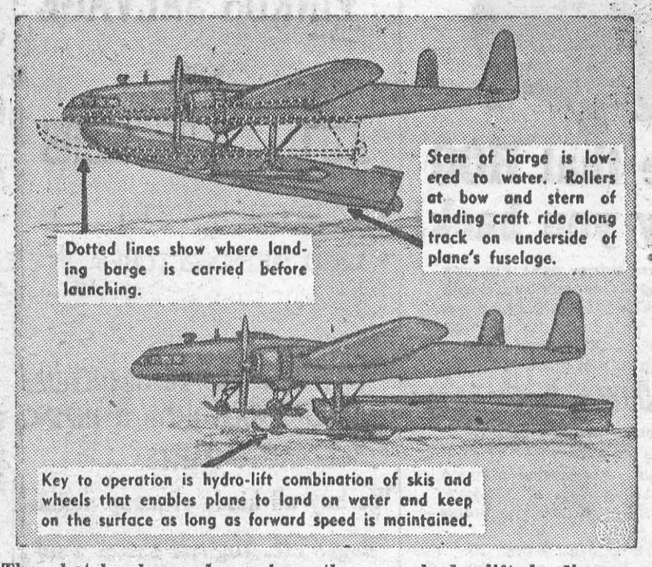
It is almost axiomatic that all girls, during their courting days, are sweet and kind. This trait is inherent in women, particularly in the ideal, feminine, motherly type of girl. Her loveliness and kindness generally continue constant after marriage, too. But there is another type of girl, who, once she achieves matrimony, makes of the man-threatening alimony laws a base of operations for her arrogance and dominance. The sweetness and loveliness she expressed in her sweetheart days were merely a counterfeit. She is the type who soon enough becomes a shrew, a terror and a scolding nag. Shamelessly and overboldly, her male elements come to the fore.

At the present time, of the fifty-one American jurisdictions, forty-three recognize cruelty as grounds for divorce, and all accept it as grounds for separation with alimony. This alimony is usually the exclusive privilege of wives, even in the few states which theoretically grant it to the husband. Alabama and Kentucky, for instance, recognize only the husband's cruelty. In Tennessee, the husband is permitted to charge cruelty against his wife and is entitled to divorce if and when he can enforce his rights. But when the wife charges the husband with cruelty, the court is given discretion to grant her an absolute divorce or a separation, with alimony, of course. And seldom does she lose. Only in Montana does cruelty apply to the charges by the husband against the wife.

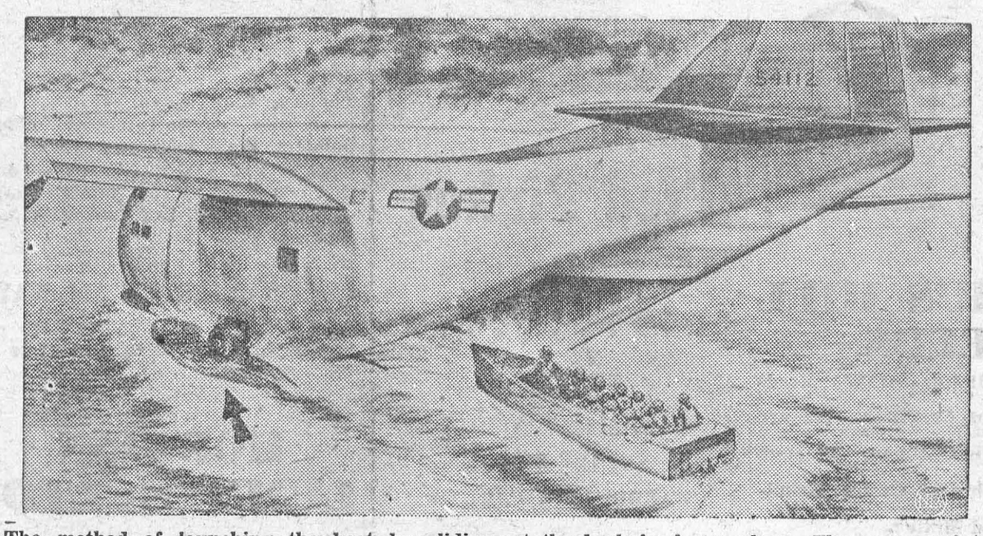
Pro-feminist laws and sentimental bias towards women are provoking not only marital tragedies, but actual murders of men by women, in numbers far surpassing the number of homocides committed by men.

Ski-Wheels Change Assault Methods

A new device, a combination ski and wheel, makes possible new methods of landing troops for beach invasions. Two of the methods are shown in these illustrations. At right, the assault boat is carried underneath the fuselage, and is dropped into the water as the plane maintains forward taxi speed on its hydro-lift landing gear. Below, the boat is carried inside the plane and is slipped out the back. In both methods, the landing boat proceeds to shore on its own power while the plane, maintaining its forward speed, takes off for another load. The new landing gear paves the way for faster troop movement. Troops can be landed in reef-infested waters, since the ski-wheel enables the plane to taxi over the reefs.



The sketch above shows how the new hydro-lift landing gear allows the plane to continue forward while dropping the assault boat into the water.



The method of launching the boat by sliding out the back is shown above. The arrow points to the ski-wheel device which makes the operation possible.

Seventy-one Years In Edmonton

Ninety-three-year-old Eliza Fulton looks on the city of Edmonto and what has happened to the land, just east of the city, which she and her husband broke in 1889, as something of a miracle.

The day she first saw Edmonton, 71 years ago, it was a collection of log cabins, the "Bay Store" and the fort. There were only three or four white women in town. The land she was about to farm was a tangled mass of bush sweeping to the North Saskatchewan river.

Today, Eliza Fulton, perky and straight - backed, sees the city of Edmonton as a thriving centre of industry and agriculture, and the farm land she still loves as the site of Imperial Oil's Edmonton refinery, the largest in western Canada.

Almost a lifetime of memories lies in between. Eliza Fulton's life has been one of pioneer adventure and disappointment, heartbreak and reward. She has seen the barest poverty and has worked hard. Yet, a soft smile lights her face when she talks of her poorest days. "The times when we had no money at all and things seemed blackest often turned out to be our happiest,"

Mrs. Fulton came to Canada from the Orkney Islands, off the coast of Scotland, in 1884. She traveled with her brother in a Hudson's Bay Co. ship and by train across the then empty prairies to Calgary. "Calgary was no more than a shack town. Not even a proper platform at the railway station. It was a great shock to a young girl." But she was in for even ruder shocks. She was met at Calgary by another brother who was farming near Edmonton. He came with horses and wagon and the trio started north. The journey took two weeks. They camped at night, sleeping in the wagon or on the open prairie.

The day before they were due to arrive, she commanded her brother to stop the wagon. "You must give me time to tidy up before we get there," she said. With her brother's reply, her heart sank, "No need. There's nobody there to see you, except some Indians!"

Mrs. Fulton recalls that she wanted desperately to make her brother turn round and head back for "civilized" Calgary. But she stuck with it.

Her brother's wife was dead and for four years she took care of his children at his home in Edmonton. Then she met Daniel Fulton, a dashing young farmer who had been working with his father just east of the town. They met at one of the regular dances in the Hudson's Bay store. They were married in January, 1889.

"My husband had a nice log cabin, across the road from his father's and the land he wanted to farm was at the back of it. It was bush all the way to the river. We went straight there after the wedding. I remember there was little snow on the ground and the road was very dusty."

It takes time to do anything worthwhile, and Daniel Fulton's farm didn't flourish at first. He had the land to clear, to break, and to sow. His first crop didn't bring enough for the next year's seed. And Eliza Fulton hadn't even a market for her eggs and butter. The winter was bitterly cold. In time the farm started to pay and the first child was born. Mrs. Fulton had six children, five girls and one boy. All of them were born in the log cabin. "Sometimes a neighbor came over to help. Most times they were born into the world alone," she recalls.

The land proved to be rich. By 1904, the family had saved enough to build a big brick house. Within 12 years it had a full cellar, hot and cold water and a sewage system — something of a novelty for a farmhouse in those days.

World War I came and wheat was needed to feed troops in Europe. Edmonton became a busy agricultural centre. The Thirties arrived and with them drought, depression and poverty again. By the time of World War II one of Mrs. Fulton's grandchildren, Danny Hollands, was helping her husband on the farm, and things were flourishing. Dan Fulton died in 1943 and young Danny took over the farm.

In February, 1947, Imperial Oil brought in Leduc No. 1 and the west's present oil development began. It was the biggest thing that had happened to Alberta since the Turner Valley oil finds. Edmonton mushroomed. By 1948 it was plain to Imperial a refinery would be needed at Edmonton to process the Alberta oil and to satisfy the growing appetite of Alberta's farm and industrial machines. Parts of a U.S. army wartime refinery were transported from Whitehorse, Y.T., to be rebuilt, remodeled and re-assembled.

Where to put it? The most suitable site was Mrs. Fulton's land. Mrs. Fulton had found it difficult to get help on the farm and, though reluctant to part with the land that had meant so much to her, she sold it to Imperial and moved to an easier life in the city. She still lives there. From her windows she sees the great expanding city. Her grandson, Danny, took another farm near Cloverbar — five miles east of the original farm, and soon presented Mrs. Fulton with two great grandchildren, a boy and a girl. She now has 16 grandchildren and 24 great grandchildren. Danny still goes to the old homestead. He cuts hay every year on the refinery property.

The family connection with the refinery goes even deeper now. His uncle, Jimmy Hollands (Danny's mother is Mrs. Fulton's daughter, Reta) is a district manager in Imperial's Alberta marketing division, where he is known as "Mr. Northland" for his pioneer work in the far north. Another uncle, John Hollands, works at Imperial's marketing plant near the refinery.

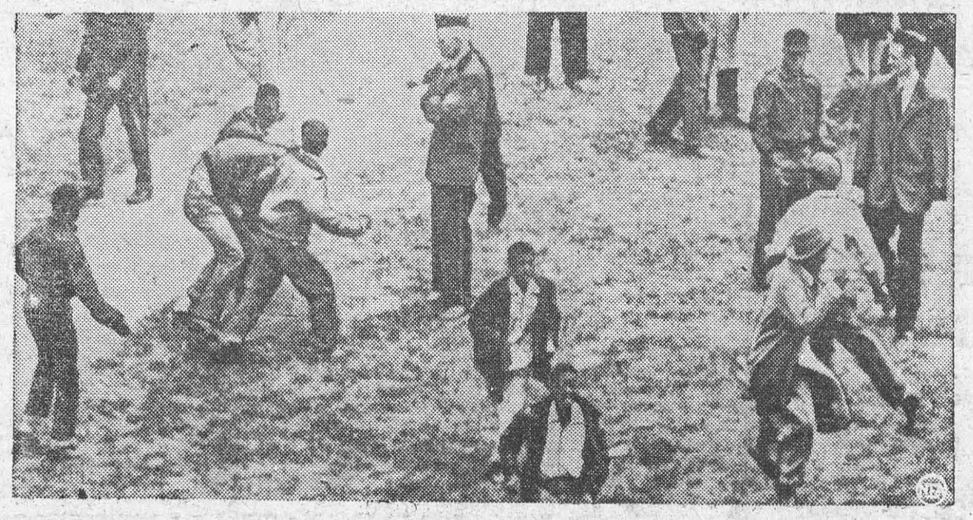
Recently Mrs. Fulton paid another visit to her farmlands. A new and colorful sight met her eyes. In place of the wheat fields of her memories there now stood beside the refinery another large new plant — a lubricating oil plant — the first in western Canada, whose bright towers, pipes and gauges are painted all colors of the rainbow.

H. H. Moor, then superintendent of the refinery and now manager of Imperial's Halifax refinery, took Mrs. Fulton around in his car. Some of the questions prompted by her pioneer spirit would have stumped a lesser guide. She wanted to know exactly what went on in each unit. She was told the new plant will supply Alberta farmers with lubricating oils made in their own province from crude found beneath their own fields.

Her comment was, "It's wonderful. A miracle." And if there was a tear in her eye, no one noticed. Mrs. Fulton, at 93, a great Alberta pioneer, and a grand old lady of Edmonton, hasn't much time for such weaknesses.



MEET WITH PRIME MINISTER — Soviet Premier Nikolai Bulganin (left) and Soviet Communist Party chief Nikita Khrushchev leave 10 Downing Street in London after talks with British Prime Minister Sir Anthony Eden (right).



RIOT BREAKS OUT AT BALL PARK — An usher (center) stands with arms folded as a sign of neutrality as Negro and white students battle it out in Municipal Stadium, Kansas City, Mo., after a brief race riot broke out following the Kansas City-Detroit "High School Day" baseball game. Nearly 1,000 students engaged in the brawl that lasted for 10 minutes before police halted it. There were no serious injuries reported.

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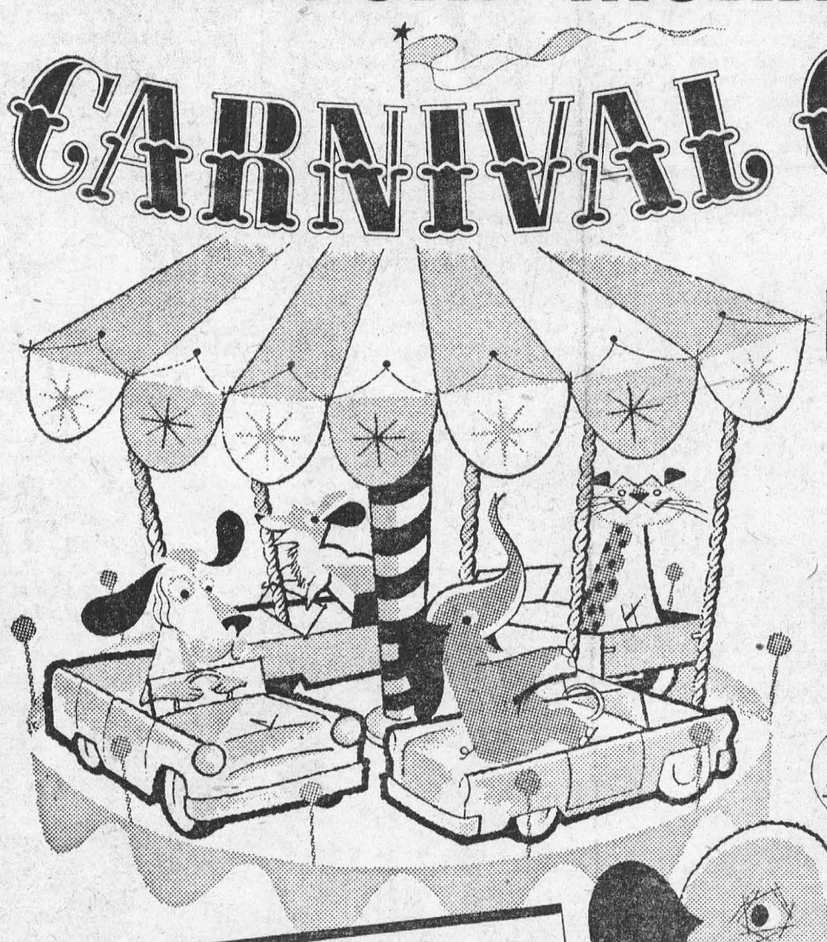

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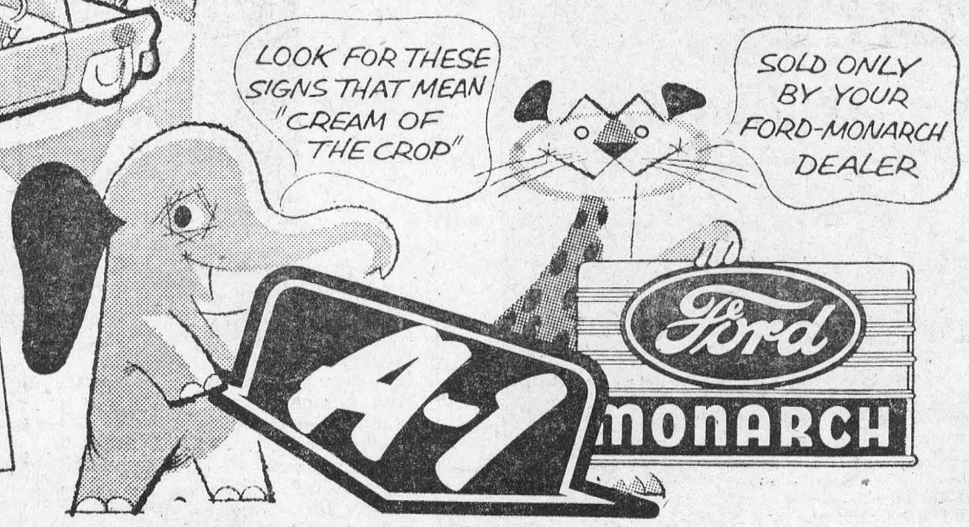

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Mr. and Mrs. Grenville Newlands and Dr. and Mrs. J. F. Argue and John of Ottawa, were Sunday guests with Mr. and Mrs. Donald Barkley.

Mr. and Mrs. Earl Casselman, Mrs. Nina Casselman and Mrs. Lillie Tracey of Winchester, had six o'clock dinner with Mr. and Mrs. Ward Casselman on Sunday.

Mr. and Mrs. Milton Shaver spent the week end with Mr. and Mrs. Cyril Bainville, Smith Falls.

Mrs. Mac Dougherty is spending a few days with Mr. and Mrs. Ivan Dougherty of Aultsville.

Mr. Keith Casselman and Mr. Chester Angus of Ottawa, were week end guests at the home of Mr. and Mrs. Grant M. Casselman.

Miss Almeda Whitteker has returned to her home following an operation at the Civic Hospital in Ottawa. Her many friends hope she will have a speedy and complete convalescence.

Mr. and Mrs. Lloyd Brown, of Ottawa, were weeg end guests with Mr. and Mrs. E. L. Deeks.

Miss Doreen Beckstead, R. N., of Toronto, was a recent guest at the home of her parents, Mr. and Mrs. Ross Beckstead.

Mrs. Lorne Bell and Ronnie were Sunday visitors with Mr. and Mrs. Gerald Holmes of Winchester.

Mrs. Charles Allen of town of Mount Royal, is visiting Mr. and Mrs. George Strader and family.

Miss Jean Locke of Toronto, was a week end guest with her mother, Mrs. Blanche Locke.

Mr. and Mrs. Jack K. Casselman and George K. Jr., and Miss Donna K., of Pembroke, were week end visitors with Mr. and Mrs. George K. Casselman.

Mrs. Pauline Devitt, of Ottawa, and Mrs. Geo. Clements, of Ogdensburg, N. Y., spent Sunday with Mrs. Edmund Thompson.

Mrs. Stella O'Shaughnessy of Ottawa, spent the week end with Mr. and Mrs. Ross Wingard and Carole.

Rev. and Mrs. C. Adey of Longeuil, spent Monday night with Mr. and Mrs. Robert Norval.

Miss Helen Hollister of Cornwall visited her mother, Mrs. Mae Hollister, over the week end.

Recent guests at the home of Mrs. Alice I. Casselman were: Mr. and Mrs. Harold Casselman, Alfred, David and Caroline, of Ypsilanti, Mich., and Mr. and Mrs. R. C. Ingranam of Calgary.

Mrs. Harry Garlough is spending some time with Mr. and Mrs. Henry Garlough.

Mr. and Mrs. Gordon McWhinney of Ottawaw, spent the week end with their aunt, Mrs. Mahlon Hess and Mr. and Mrs. Donald Hess.

CEDAR GROVE

Mr. and Mrs. Garnet Dennison and family and George Plumadore were guests of Mr. and Mrs. Pliny McKie of Iroquois.

Mr. and Mrs. Glenn Dafoe visited Mr. and Mrs. David Rutley, Pleasant Valley on Sunday.

Mr. and Mrs. Garnet Dennison and family spent Saturday evening with Mr. and Mrs. George Dennison, Gallingertown.

Mrs. Violet Bowman of Cornwall was the guest of Mr. and Mrs. Harvey Dillafough, Sunday.

Mr. and Mrs. Garnet Dennison called on Mr. and Mrs. Kenneth Stephenson Avonmore on Friday.

GALLINGERTOWN

Mr. and Mrs. Walter Cheley, Morrisburg, visited Mr. and Mrs. F. C. Gallinger.

Mr. and Mrs. Sammie Cheresna, Mrs. Nellie DeGrey, Billy and Dick, spent Saturday evening with Clifford Neill at the General Hospital, Cornwall.

Mrs. Fred C. Gallinger visited Mr. and Mrs. Russell Campbell and family at Prescott on Friday.

Mr. and Mrs. Olin Ault of Colquhoun, were recent visitors with Mr. and Mrs. David Alguire.

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MON., TUES., WED., MAY 21—22—23—

LUCY GALLANT:—Vista Vision and Technicolor. You'll never forget Lucy Gallant, the woman who hit Texas like a Tornado, a woman who wanted everything, money, power, position, and let nothing stand in her way as she set out to get them. Starring Jane Wyman, Claire Trevor, Thelma Ritter, Charlton Heston and William Demarest.

THURS., FRI., SAT., MAY 24—25—26—

LONG JOHN SILVER:—Cinemascope and Eastman Color. See Long hn Silver and Young Jim Hawkins in a sequel to the famous novel reasure Island". Starring Kit Taylor, Connie Gilchrist, Robert Newton d Eric Reiman.

OMING SOON:—IT'S ALWAYS FAIR WEATHER and BACK TO 'S COUNTRY.



You're a honey of a mother



That great Coke taste puts 'em at their sparkling best—Youngsters, too, go for that extra sparkle, that extra zest that puts them at their sparkling best. For young and old alike, when company calls, be sure you're ready with Canada's favorite refresher ... ice-cold Coca-Cola.



when you bring home the Coke

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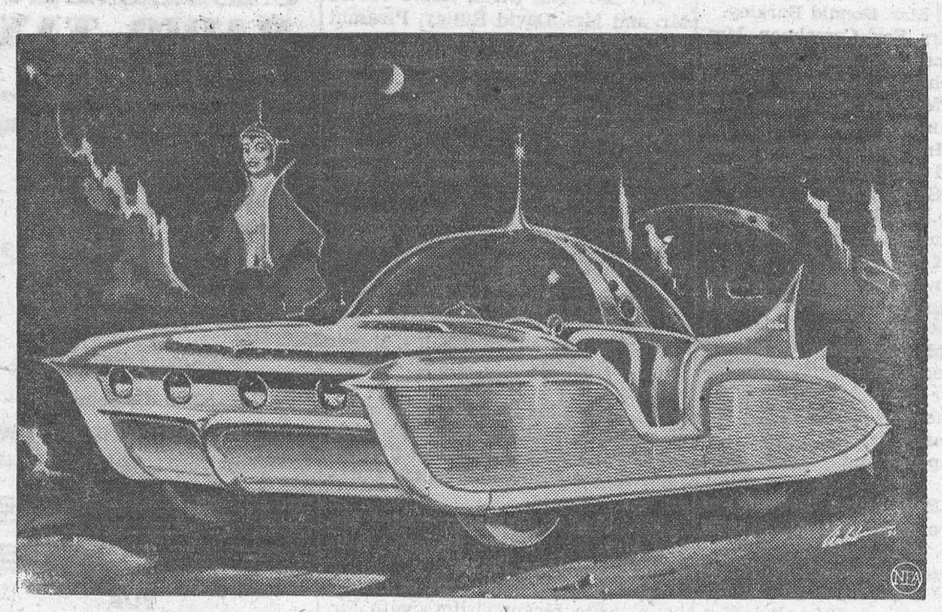
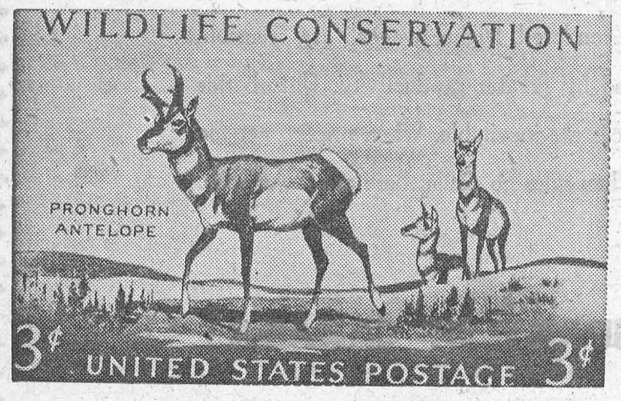
Picture Gallery Of Weekly News



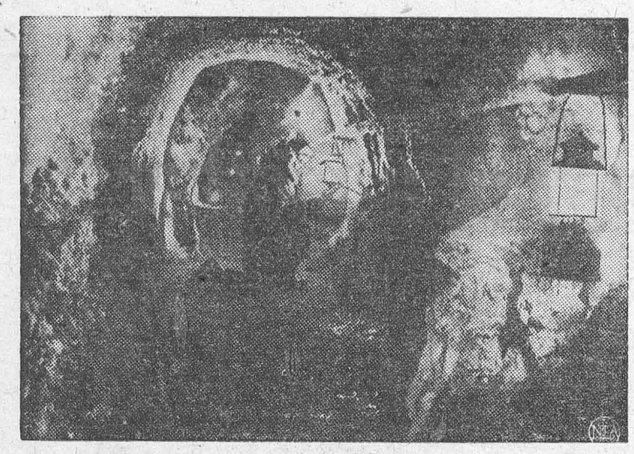
SUITED FOR TROUBLE — Crewmen of an Air Force B-52 Superfortress line up for briefing clad in skin-tight pressure suits. Ribbing on suits is composed of a series of tiny bellows which can be expanded by means of pressure hoses or inflation bottles. Pressure helps prevent damage to organs or circulatory system at extreme altitudes or in case of pressure failure in the plane's cabin.



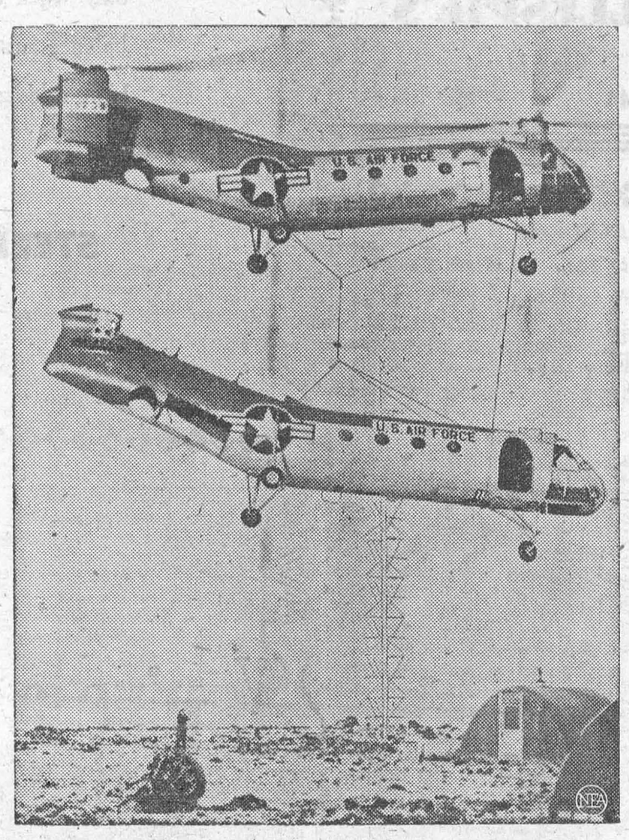
OU THIS WORLD—If you're tired of traffic, try driving on the moon. The car for the tour is shown in this artist's sketch of the new Astra-Gnome. A tiny white and silver job, the vehicle will accommodate two, though they'll have to climb in and out via the cockpit. The car actually exists, though not on the moon, for it's to be shown at the International Automobile Show.



WHERE THE ANTELOPE PLAY — A stamp emphasizing the importance of wildlife conservation will be released at Gunnison, Colo., in late June. The pronghorn antelope, subject of the issue, has been protected, studied and transplanted under scientific guidance so that its numbers have increased from a low of 17,000 to herds large enough to allow hunting in five western states. The occasion of the stamp sale will be the annual convention of Colorado's Izaak Walton league.



DOWN IN THE STATION — In cold tunnels — 13 below zero — beneath the Greenland icecap, there may soon run electric trains. Army engineers are experimenting with the tunnels, which would permit moving major air bases much closer to the north pole than is now possible. Specialist third-class James Schuster is shown hacking out an ice sample in one of the tunnels.



ONE GOOD AIRLIFT DESERVES ANOTHER — While supplying a mountain-top radar communication site in Alaska, a Vertol H-21 helicopter was damaged during a landing. To the rescue came another H-21. Using an external sling, healthy 'copter repairs, and providing the unique situation of an air rescue for repairs, and providing the unque situation of an air rescue for what is considered the number one air rescue machine, a helicopter.



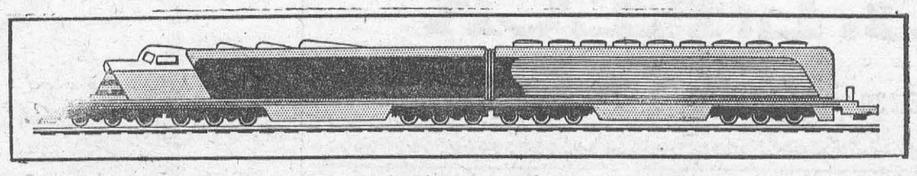
SIGNS OF FRIENDSHIP—A retired streetcar conductor is well started on a full-time career of being a friend of man. He's Charles A. Roe, who hangs large plastic signs in front of his home. They cost him nine dollars apiece plus 20 cents a letter. Roe, whose signs range from invitations and directions to the nearest church to timely reminders and maxims on life, has had many a passerby stop in for a friendly chat. He started with a "Season's Greeting" sign last November and now has six, with more in the planning stage. Some of them are pictured above.



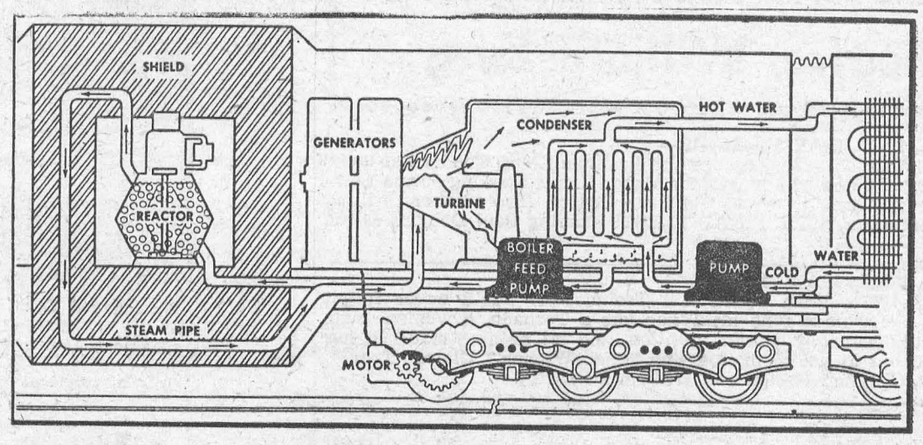
'MALENKOV CURL' HAS GALS A-BUZZ — Georgi Malenkov, left, whose locks just do what comes naturally, may not realize the international fuss he's created. His coiffure, marked by a tumbling, weaving bang over the right eye, swept London and from there traveled to Paris and New York. And recently, Princess Margaret was seen with what observers thought was a "Malenkov curl" at a London ball. While beauticians in this country think the new cut will go over "big" with the college and high school girls, they want another name for it. Giving it Georgi's name doesn't sit well with our girls. Marie Barr, an employe in a Denver store, right, is displaying the new hair style. Marie says "Sure I know who he is — or was. What's he doing these days?"

THE ATOMIC LOCOMOTIVE

Atomic and railroad experts predict that railroads can have their first atomic locomotives in operation by 1960. So says a leader in the drive to build such an engine, Sen. John Marshall Butler, of Maryland. He introduced a bill in Congress this year calling for the immediate construction of an atomic-powered locomotive. Sen. Butler foresees many advantages for it, such as efficient operation at high speed over long distances, with refueling necessary only every few months. Work is already progressing on actual manufacture of many component parts. Experts from locomotive manufacturers, steel companies and operating railroads are working today on specific design problems. Sketches below, prepared for Steel Magazine, are taken directly from practical engineering diagrams — not futuristic dreams.



The atomic locomotive wouldn't look much different from today's diesels. It would be about the same size and no heavier. Black area of sketch is where reactor, turbine and generators would be. Rear section houses radiators and blowers.



Cutaway diagram shows how locomotive would use controlled atomic fission to create electric power for propulsion. Atomic reactor is sheathed in a sealed housing of four-foot-thick laminated steel. Atomic fuel's heat turns water in pipes to steam. This flows to and spins turbine. Turbine activates generators which feed electricity through cable to motor on wheel. Used steam is condensed by cold-water-filled pipes, dropping to bottom. It is then pumped back to the reactor boiler for re-use.

Young Man with a Plan

One of these days, Fred's going to take over the farm. Meanwhile, he's planning, studying and working hard . . . learning right on the job.

Already he's learned a lot about modern farm management, and how a chartered bank can play its part in making farm living more comfortable, more profitable. He has found, for example, how useful the bank can be as a place to build up savings, to obtain credit, to seek financial advice and market information. He knows that the bank manager's door is open to everyone.

When you see a good-looking, well-run farm, chances are the farmer uses the services the chartered banks have built up for *all* Canadians.



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PROMPT AND COURTEOUS SERVICE FOR
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BRING YOUR SEED ANO GRAIN IN

EARLY TO AVOID DELAY WHEN

YOU ARE READY TO SOW.

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Look at the power-

V-8 or SIX



then

look at the price tag!

you get more...
you pay less
when you choose

FORD triple economy TRUCKS

LOOK AT THE POWER! In any model you choose you can have a traditionally finer short-stroke V-8 by the world's leading V-8 builder! In any model from F-100 to F-500 you can have a V-8 *or* Canada's newest short-stroke Six—the owner-proved, road-proved Cost Cutter Six! Whichever you choose—V-8 or Six—you get the industry's greatest line-up of engineering advancements. With modern short-stroke power you get *more* power per dollar, *more* "go" from every gallon of gas.

LOOK AT THE SAFETY, THE COMFORT! Ford Trucks bring you Lifeguard Design, with safety steering wheel and safety-hold door latches as built-in features, plus new nylon seat belts and plastic padding for instrument panel and sun visors as low-cost options.

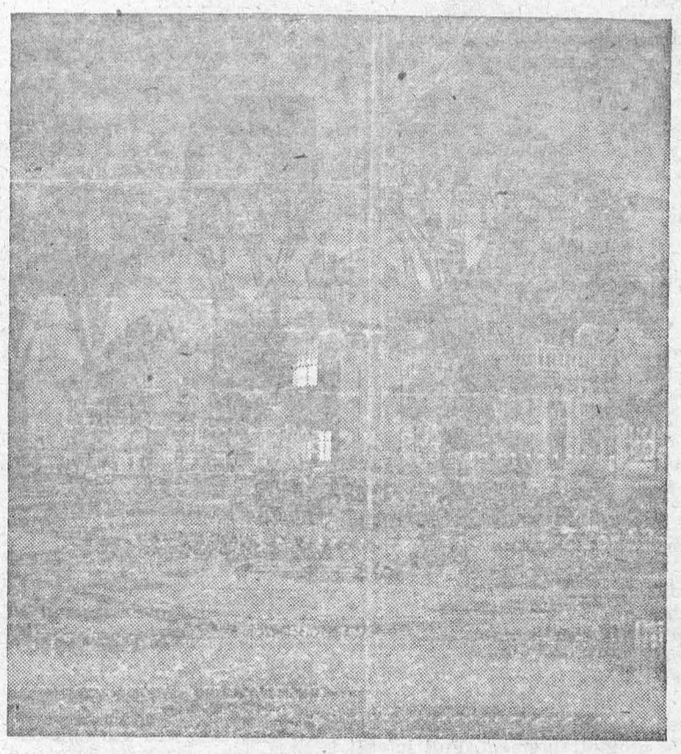
LOOK AT THE CAPACITIES! Ford Trucks offer higher capacities right through the line . . . stronger springs, axles and frames!

LOOK AT THE PRICE TAG! Compare Ford Trucks, model for model, feature for feature, price for price, with any others. You'll find you get more truck for your money when you go Ford!

Ford MONARCH **SEE YOUR FORD-MONARCH DEALER**

McKENDRY MOTOR SALES

CHECK YOUR CAR—CHECK ACCIDENTS MAY IS SAFETY MONTH MAKE SURE YOU CAN SEE, STEER AND STOP SAFELY



Even at 3 a.m.

your telephone is on the job

Lights have just gone on at the Johnson House. It may only mean that young Bill is restless. Or it may mean something more serious . . . perhaps a hurried call for the doctor. At such moments the instant help of the telephone can be beyond price. Nights, Sundays and holidays, in 634 Central Offices, Bell people are always on the job to make life more pleasant, more secure for all of us.



THE BELL TELEPHONE COMPANY OF CANADA

Local and General

The Anglican Women's Guild will hold a Lilac Tea and Food Sale in St. James Hall on Friday afternoon, June 1st, from 3 till five.
19-20-31p.

Mr. and Mrs. K. G. MacLuckie returned on Thursday after spending a six week's holiday in England and Scotland with relatives.

Mr. Ronnie MacLean was guest of honour at Branch No. 48, on Wednesday, May 16th at which time he was presented with a gift from his Comrades, on the occasion of his departure from this district to take up duties as Forest Ranger at Peterbell, Ontario. Ronnie, who has lately been local manager for Woodhouse & Co., will be missed by his man friends here. Following the presentation ceremonies on Wednesday, a luncheon was served by his Comrades of the Legion.

Mr. and Mrs. Lloyd E. VanAllen and family, Carl and Linda, attended the graduation exercises of the Eastern Pentecostal Bible College in Massey Hall, Toronto, at which their son, Kenneth L. VanAllen received a diploma, passing with honours.; accompanied also by Kenneth's aunt and uncle, Mr. and Mrs. Wm. Tupper and cousins, Allan and Marilyn Tupper, also Allan Leishman, all of Montreal.

The Salvation Army Girl Guide Home Baking Sale, Saturday, May 19th, 1956, 2.30 p.m. Meikle's Electric al Store.
20c.

Sunday guests of Miss Gladys Bayne and Mrs. Susan Pierce were Mr. and Mrs. Sydney Anglin, and daughters, Joan and Nancy and Mr. James Bayne, all of Montreal.

Mrs. Charles Laidley of son John of Lindsay were week end guests of Mr. and Mrs. J. H. Wiggins.

PAY ATTENTION TO CALGARY SUCCESS STORY:— From all over the Western States, oil tycoons have flocked to Calgary to share in the rich oil bonanza that Eastern Canada seems bent on ignoring. The impact of oil in the growth of this city has transformed it from a cowpoke into a fabulous industrial metropolis. In this week's Star Weekly, Alex Henderson writes an excellent article depicting Calgary's success.

BORN — at Winchester Memorial Hospital, on Sunday, May 13th, 1956, to Mr. and Mrs. Cecil Tuininga, of Williamsburg, a daughter.

BORN — At Winchester Memorial Hospital, on Monday, May 14th, 1956, to Mr. and Mrs. Peter Berguis, of Williamsburg, R. R. 2, a son.

On Friday evening, May 11th, about 25 relatives and friends surprised Mr. and Mrs. Orlin J. Barkley at their home, it being the occasion of their 25th wedding anniversary. They were presented with a beautiful trilite lamp, and a lovely bouquet of flowers from their three small grandchildren, after which refreshments were served and a very pleasant evening enjoyed, everyone wishing for them many more years of health and happiness.

Mr. and Mrs. Jas. Robinson, Mrs. Ray Collins, Dr. L. K. Robinson, returned Wednesdaf after spending a few days with Dr. J. E. Robinson in Deleware.

THROWER, Edmund — At the Ottawa General Hospital on Monday, May 7th, 1956. Thomas Edmund Thrower, of 407 Kent St., Whitby, (formerly of St. Clair Avenue, Toronto), beloved husband of Bessie May Robinson, dear father of Miss Joan Thrower of Toronto, Rev. A. F. Thrower of Spencerville, in his 72nd year. Resting at the W. C. Town Funeral Chapel, Whitby for service in the Chapel on Tuesday evening, May 8, at 8 p.m. for interment service in Hill View Cemeterf Wednesday on arrival of motors, approximately 11 o'clock Wednesday morning.

Mrs. Hugh Shennette and Mr. and Mrs. Henry Clark attended the funeral of T. E. Thrower, the latter's nephew, at Whitby, Ont., Tuesday, May 8th.

Mr. and Mrs. Gary Shennette have returned from Florida and New York City. They will be home to their friends, evenings at 174 Indian Rd., Strathcona Park, Kingston, Ont.

Bray has chicks available for the markets you aim for. Eggs from Leghorns or Ames In-Cross, etc. Chicks for production in specialized fields. Started to order. Order now for reasonably prompt shipment. Full information from Agent, St. Lawrence Egg Grading Station, Morrisburg.

Mr. and Mrs. W. J. Cheley accompanied by Mr. and Mrs. Guy Strader of Williamsburg spent Sunday at Wales with Mr. and Mrs. Harry Morgan.

Mrs. Oral Casselman and Judy Holmes spent a few days with Mr. and Mrs. Carl G. Casselman of Aultsville.

WANTED

QUALIFIED LADY HAIRDRESSER
Good salary. Pleasant working conditions. Apply
W. B. ENTERKIN,
Brockville, Phone 5866.
20p.

FOR SALE

FARM, consisting of 80 acres, more or less including 10 acres of hard maple bush; stone house, good barn and buildings; all are newly wired. Apply to
MRS. IDA SERVAGE,
Morrisburg, Ont.
18-20p.

AT SACRIFICE Due to ill health — Trailer, 14 ft. Plywood Boat; 7 1-2 h.p. Scott-Atwater Motor with gear shift. Apply
BOX 268, MORRISBURG,
or PHONE 406J
18-20p.

CHICKS — Started Chicks, 3 to 6 weeks old, Cockerels and Capons. Phone or write Ellis Chick Hatchery, South Mountain, R. R. 1.
18tfc.

IN MERRICKVILLE, a Garage with Lovely Double Lot. One block off Main beside a double town park. If interested, contact
Mrs. Fred McMillan,
Maxville, Ontario,
Glengarry County.

FARM FOR SALE—Real Dairy Farm 100 acres, clay loam, all tillable, bordering Main street, Osgoode village; dairy contract, modern barn, steel stanchions for 27 head, milking machihe, cooler, machine shed, hen house, garage, 7-room frame house, 3 piece bath. Apply
Wm. C. Reid, Osgoode,
Telephone Metcalfe 12-r-22.
19-20 p.

SENATOR DUNLOP STRAWBERRY PLANTS—$1.25 a hundred.
H. WALLINGTON,
River Road West at Flagg Rd.
Phone Iroquois 105-13.
19-22p.

WOOD FOR SALE. Apply to
R. N. DOWE,
Phone 311.
19-20p.

EXPANDING BUSINESS in Suburbs Modern, well-equipped combined I.G.A. Groceteria and Locker Plant in fast-growing village thirteen miles South of Ottawa. Yearly volume for 1956, approximately $200,000 or more; 270 lockers now rented. Thriving farm community, plus new sub-divisions. Those interested write or contact Rideau (I.G.A.) Frozen Food Lockers, Manotick, Ontario.
20-21p.

MODERN HOME FURNITURE, 4 Rooms, like new. Cost $3,000. For Sale at $1,500, or in exchange for small house trailer. Living quarters available, 4 to 5 rooms near Morrisburg. Rent, $30.
Herman Hildebrandt,
Church St., Morrisburg.
20-21p.

1 FORD TRACTOR AND PLOW. Apply to
Clare VanAllen,
Phone 245, Morrisburg, Ont.
20p.

SEBAGO SEED POTATOES. Grown from Certified Seed.
PHONE 197.
20p.



Looking Ahead

WITH
JOHN A. D. ALGUIRE

It is not easy for anyone to make a fortune, and even if it were, as an inheritance it might prove disastrous. But an income is another matter. Paid regularly month after month without variation, it is a fortune which can never be dissipated, never lost in hazardous ventures.

These plain facts cannot be overlooked by the man who wants security for his family in the event of his death. He knows he must leave a minimum income for his wife until the children are self-supporting, there must be provision for rent, food, clothes and schooling, and there must be freedom from anxiety for the mother, especially when her care and influence are so necessary in the formative years of childhood.

Fortunately, all these benefits are possible through the Sun Life Family Income Plan, an economical scheme of protection that all may enjoy. This comprehensive Plan leaves no doubts in the mind, no fears as to loss of capital, no administration cares and no delays.

Let me show you how easily the Sun Life Family Income Plan can be adapted to meet your requirements. Just call or write:

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1 PIANO, apartment size; Trilamp; Small writing desk; studio couch; library table; radio-record player combination, all in good condition.
JEAN PARKER.
20-21p.

WOOD FOR SALE

ELM & CEDAR, $4.50; CEDAR Wood, $4.00; Elm and Soft Maple $5.50 Cord.
ROSS H. BECKSTEAD,
Phone 493W,
Williamsburg, Ontario.

TO RENT

GROUND FLOOR APARTMENT. 3 Large Rooms. Modern conveniences Available June 1st.
W. T. COLIGAN,
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4-ROOM APARTMENT. Electricity. 3 Miles from Morrisburg.
PHONE 392-4,
LLOYD McHAFFIE.
29-21c.

1 LARGE OR 2 SMALL ROOMS, all Conveniences for an elderly lady. Near R. C. Church.
Mrs. E. Pope, Iroquois, Ont.,
King St., McGinnis Block.
20-21p.

ROOM AND BOARD

FOR GENTLEMEN.
PHONE 296.
20-21c.

FOR SALE OR RENT

195-ACRE FARM, 125 Tillable. Balance pasture and bush. Hydro, pressure system. New House, never-failing wells. 8 miles from Chesterville, near Grantley.
MRS. JOHN FARRELL,
Morrisburg, Phone 603W.
20c.

TEACHER WANTED

IROQUOIS SEPARATE SCHOOL requires for September 1st, 1956, a Qualified Teacher, Grades 1 to 8. Apply stating experience, salary expected, etc., to Secretary-Treasurer, Iroquois Separate School Bd., Iroquois, Ontario.

LAUNDRY OR BABY SITTING

LAUNDRIES AND IRONINGS Done Also baby sitting in evenings.
MRS. KEIRSTEAD,
Phone 435.
19-20c.

RUMMAGE SALE

The Ladies' Auxiliary to the Canadian Legion, B.E.S.L., Branch No. 538, Williamsburg, will hold a Rummage Sale at the Locke Clinic on Saturday, May 26th from 9 a.m. till 12 p.m. There will be clothes, dishes, furniture, knick-knacks, etc.
19-20c.

HELP WANTED

WAITRESSES WANTED FOR SUMMER EMPOYMENT. Apply
PLAYDIUM RESTAURANT,
Box 97, Morrisburg, Ont.
14tfc.

ST. JAMES CHURCH

Whit Sunday—
8 a.m.—Holy Communion.
9.45 a.m.—Sunday School.
11 a.m.—Choral Eucharist.
Thursday, May 24th—
10 a.m.—Holy Communion.
Holy Trinity Church—
2.30 p.m.—Evensong.

ST. PAUL'S LUTHERAN CHURCH

Sunday, May 20th, 1956—
10 a.m.—The Service.
11 a.m.—Sunday School.
St. John's Riverside—
2.30 p.m.—The Service.

UNITED CHURCH

Morrisburg, Ontario
Sunday, May 20th, 1956—
9.45 a.m.—Mr. Ken MacLuckie, Supt., will tell you about his visit to England and Scotland, etc.
11 a.m.—Jr. Congregation.
11 a.m.—Pubic Worship.

The Minister will be assisted by his nephew, Mr. Peter Farris who will preach his first sermon after graduation.

We hope a large congregation will be present to encourage this young man who has just completed Seven Years of study for the Ministry.

A Special Invitation to our friends of Knox.

THE SALVATION ARMY

Church & Ellen Streets
Wed., 8 p.m.—Home League
Thurs., 4.15 p.m.—Brownies
Fri., 4.15 p.m.—Brownies.
Fri., 7.00 p.m.—Guides.
Sat. 10.30 a.m.—Club House.
Sun., 2.30 p.m.—Sunday School.
Sun., 7.30 p.m.—Salvation Meeting
COME AND WORSHIP!

DR. D. DOCKSTEADER
Accredited Veterinarian
Telephone 395
CHESTERVILLE, ONTARIO
26p

CARD OF THANKS

Our sincere thanks to "Pop's" many friends for their kindness and thoughtful gestures in our hour of sorrow.
Ken and Hilda Eibbitt.

I wish to extend my sincere thanks and appreciation all my friends and neighbours who were so kind to me in my sad bereavement in the death of my mother; also special thanks to Mrs. Harvey Johnston and Mrs. Ed. Mullin for the lovely duet sung at the funeral; also to Dr. C. A. Louden and Rev. Maxwell Allan. These acts of kindness will long be remembered.

—Mrs. Maria Murdock
and Family.

REVIVAL SERVICES



—With—
REV. & MRS. D. L. MacPHERSON
AT THE
MORRISBURG PENTECOSTAL TABERNACLE
Beginning
SUNDAY MAY 20th TO SUNDAY JUNE 3rd
Nightly, Tuesday to Friday at 8.00 p.m.
Sunday, 9.45 a.m.—Sunday School
Sunday—11 a.m. and 7.30 p.m.
Special vocal and instrumental music; old fashioned, Christ centered preaching. These are days in which every one of all our churches need to seek the face of Jesus Christ.
Don't miss this opportunity.

Coca-Cola
TRADE MARK REG.
tastes best when served ice cold

Only deeds give strength to life, only moderation gives it charm.

Jean Paul Richter

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Men who think of tomorrow practice moderation today
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ONTARIO AUTOMOBILE ASSOCIATION IF YOU ARE

HONEST
AMBITIOUS
AGGRESSIVE

Then we want to meet you. We have just increased our benefits and pay highest commissions in field. Public demand for our services necessitates adding to our sales staff immediately. Car an asset. Experience not necessary as we provide full training. Renewal commission basis for secure future. No off season. Write, stating afe and phone number to Box 10A, Morrisburg Leader.

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* *EXTRA LISTINGS, at little cost, make it easier for people to find you:*

IN BUSINESS!... Use extra listings to show other firm names for your business—to associate your name and residence telephone number with your firm name—or to show after-hour numbers for you and your key employees.

AT HOME!... Other members of the family and relatives, roomers or boarders would benefit from having their names listed in the telephone directory.

Please be sure to check your directory right away. For changes and additions in the white page section, call our Business Offiice without delay.

THE BELL TELEPHONE COMPANY OF CANADA