7 Prince waipert Dany News Salurday, December 25, 1956

FIRST OF ITS KIND in Canada, this 1.300-foot span was built across the Fraser River near Prince George in central British Columbia. I supports the 30-inch natural-gas pipeline under construction by Westcoast Transmission Company from Peace River to Vancouver. Four other such suspension bridges are being built.

Six Month's After Death of Sender

in a bottle which a Vancouver Thursday from the Netherlands they left when children. They

To Shun Wife turn message. And Children

NELSON, B.C. (1) -, George William Pike was ordered in on the original ship's program court here Friday to stay away in English, told how the buttle from his wife and three children had been found on the beach and was given a 12-months sus- at den Helder. When the bottle pended sentence for possessing was tossed into the ocean, Mr.

an offensive weapon. The court order was a condition of a \$500 recognizance bond included in the sentence Inqe! handed out by stipendiary magistrate William Evans.

complaints that he threatened Charles O'Curran were married his family with a pistol Oct. 10. Friday night in a civil ceremony. In court, Pike pleaded not It was the second marriage for guilty and in his defence said Miss Page, 29. She divorced Jack the pistol was a plastic in Skiba in 1948. O'Curran, 42, is tation he found near a refuse the former husband of singer box across the U.S. border. Betty Hutton. Members of his family testified the weapon was real.

Ex-Minister Of Agriculture Dies Aged 89

CHILLIWACK (P)- E. Doddslely Barrow, 89, who for 16 years was British Columbia's minister of agriculture, died at his farm home near here Friday bered as the man who drained Mr. Barrow came to Chilli-Whick from England in 1892. He

ter of agriculture a year later. His held the office until 1933. Mr. Barrow first thought of draining Sumas lake in 1919 and ohad the initial surveys made "that year. However, it was not? Tantil late in 1920 that draining of what is now the Frascr Valley's finest farm land got under

The project took three years to complete and included construction of the four-mile-long, 1054 British Empire Games rowing events. Over-all cost of tire "Afrainage project was \$2,250,000.



Ottown informed on French hand were accounted for.

VANCOUVER (P)—A message | man's widow, received a card | their native Scotland which

northwest coast of England. The sender, C. J. Vinju of Den had lived for almost 30 years. Helder, The Netherlands, said "I laughed at him," said Mrs. he found the bottle in August of Black. "I told him it would 1954. He did not say why he had either end up at the bottom of

"I'm very sorry he didn't send it sooner," said Mrs. Black. "My husband died six months ago. He was 70."

She said the answer, written

LAS VEGAS, Nev. (A)—Singer RCMP arrested Pike after Patti Page and dance director

> BIG WATERWAYS Including the Amazon Basin. | Brazil has more than 27,000 | miles of navigable waterways.

man tossed from a ship into the returning a ship's program had not been back since 1932. Atlantic more than three years which her husband Archibald Their message told of the ago has been answered six tossed from the Cunard liner happiness they experienced on months after the sender's death. Samaria June 10, 1953 while the being about 1,000 miles from Mrs. Louise Black, the dead ship was 1,000 miles off the their birth place and gave their address in Vancouver where they

Hitler Death Registered Officially

BERLIN (Reuters) - Adolf Hiller is officially dead.

His name was entered Friday under No. 29,050 in the and Mrs. Black were en route to register of dead persons as the last entry of the year 1956, it was announced today.

The register is kept in Berlin by the general registrar's office for West Germany and

The entry reads: "The death of the fuehrer and Reich chanceller Adolf Hitler, married to Eva Anna Paula Hitler, ! nee Braun, last residence in the Reichchancery, Wilhelmstrasse, Berlin, has been established by decision of the court at Berchtesgaden on Oct. 25, 1956 . . . as having occurred on April 30, 1945, at 1530 hours, 3:30 p.m."

DDIT

By EASLEY-BLACKWOOD

afternoon. He will be remem- Bypassing Finesse Proves Winning Play

Under Mr. Dale's expert handling, Mr. Abel was Wis elected to the legislature now watching every card and counting every hand as and became the Liberal minis- if his life depended upon it.

West dealer Both sides vulnerable * SORTH Mr. Dale ▲ K 10 G 4 ♥ A Q 5 **♦** Q 5 4 SOUTH Mr. Abel A Q J D 7 ·

third round with his ace. Mrs. Keen followed to all three leads. This made eleven known cards in her hand and obviously she

had two hearts at the most. The crucial moment had arrived when this information could a be put to use. Mr. Abel realized that his contract was safe if his heart losers could be held to

Mr. Muzzy, had he been playing, would have taken the heart finesse at this point and then & yelled about bad luck when he eventually went down one. Mrs. Keen would have won with the king and promptly fired back a k theart. Mr. Champion's Jack tor ining) would later take the setcting trick. SAFETY PLAY

But having counted the hand k Iso enrefully, Mr. Abel knew that A Mr. Dale had complimented he had an absolute safety play earn more of the same. Let's dummy's ace. Then he returned follow his reasoning as he played to his hand with a trump and led

Mr. Champion was the opening I Mr. Champion had played pader and laid down the ten of the king here, dummy's queen of tinued with the king and ace didn't have that eard. He played the eight over Mr. Abel's seven.

Adummy's queen was put up and L

GROPPILEY PEARSON, 28, son and noticed that Mr. Champion (that's all Mrs. Keen had left), Of External Affairs Minister threw off a heart. Buil number and dummy trumped while Mr. Rearson, also is in Canada's one accounted for. Mrs. Keen Abel discarded his last heart. Malplomatic service. He is sta- had started with six diamonds. Mr. Champion was disgusted, L Nothery in the Canadian em- When Mrs. Keen followed to derstand why you don't play like Now Mr. Abel cashed three "You can't?" he asked inno-

A MESSAGE TO THE CANADIAN PUBLIC

The following is a personal letter from Mr. N. R. Crump, President, to 75,000 employees of the Canadian Pacific Railway in all branches of the service across Canada and is reprinted for your information.

December 27, 1956.

ERIC sa wishes

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Dear Fellow Employees:

I am writing you this personal letter about the differences between the Company and the Brotherhood of Locomotive Firemen which represents the 2,850 firemen

on Canadian Pacific. To hear both sides the Government appointed a Board of Conciliation and the Board has now made its Report. The Company has accepted this Report under which all firemen · will continue to be employed and continue to be fairly treated. A fair settlement is of direct

importance to every Canadian Pacific employee as well as the firemen. You should not overlook the following important points:

> There can be no dispute about firemen's wages or working conditions The Conciliation Board recommended wage increass totalling 12 percent — the same as agreed on with other train service employees and extra pay for six statutory holidays in yard service.

There can be no dispute about firemen in passenger service. Passenaer trains will continue to have firemen. The Company proposes to run diesels without firemen only in freight and vard service. This will be a gradual change.

There is no dispute about the Jobs of any firemen who have worked three years or more. They will stay on as firemen until they become enginemen.

Nor can there be any dispute about firemen with less than three year's service. They are to get other jobs with Canadian Pacific and without loss of their seniority as firemen. If they desire to leave the service the Company will pay them a cash allowance Based on their length of service.

What then is the dispute about?

The dispute is about only one thing --- whether Canadian Pacific will in the , future be forced to hire new men as firemen when these jobs are no longer required because of changing conditions.

All firemen now employed are to be treated fairly. This is as I would wish it to be. I know that they are loyal employees because of my close association with them for many years.

Officers of the Company with practical experience know that diesels can be operated safely and efficiently in freight and yard service without firemen. The Conciliation Board has agreed with this.

> It is not the firemen's fault that they are not needed on freight and yard diesels. We all know that new and better machines have changed the work of many people in many industries. Union leaders themselves recognize that such necessary advances cause changes in the jobs and skills of employees. Canadian Pacific cannot be an exception if it is to stay in business. The only problem with the firemen is how to treat fairly a group who are affected by "automation" without sudden loss of jobs or wages. The Conciliation Board Report accepted by the Company does this.

> Never before has Canadian Pacific faced as much competition of as many kinds as it does today. I am sure we will be successful in meeting this competition if we make the best use of the diesel with every saving it offers. Any practice which adds to our costs lessens our ability to meet competition and threatens the security of the jobs of all of us.

> I hope what I have been able to say in this letter makes clear the real issues in this dispute. If there is anything further that you would like to know about it, please write

Sincerely,

N. R. Crump,

President.

CANADIAN PACIFIC RAILWAY COMPANY