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PRESBYTERIAN CHURCH OF CANADA. Sunday, July 22nd, 11 A. M. Rev. J. W. Hayter, Minister. 7:30 P. M. R. D. MacLean, Minister.

THE UNITED CHURCH OF CANADA. Sunday, July 22nd, 11 A. M. Rev. J. W. Hayter, Minister. 7:30 P. M. R. D. MacLean, Minister.

HAMPTON UNITED CHURCH. Sunday, July 22nd, 11 A. M. Rev. J. W. Hayter, Minister. 7:30 P. M. R. D. MacLean, Minister.

NEW GLASGOW AND CAVENTON. Sunday, July 22nd, 11 A. M. Rev. J. W. Hayter, Minister. 7:30 P. M. R. D. MacLean, Minister.

MURRAY HARBOR UNITED CHURCH. Sunday, July 22nd, 11 A. M. Rev. J. W. Hayter, Minister. 7:30 P. M. R. D. MacLean, Minister.

GEORGETOWN UNITED PASTORAL CHARGE. Sunday, July 22nd, 11 A. M. Rev. J. W. Hayter, Minister. 7:30 P. M. R. D. MacLean, Minister.

SPECIAL EVANGELISTIC SERVICES are continuing each night of the week at the Baptist Church, 111 St. John's Street, from 7:30 to 9:30 P. M. Rev. J. W. Hayter, Minister.

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TRANSPORT COMMISSION

Continued From Page 1

heavy trucks on flat cars would be equivalent to charges on the mainline for a similar distance. In addition there is the fact that when a truck is loaded on a flat car on the mainline it must be blocked in a much more secure manner than is done on the ferry. There is a blocking charge of \$3 for small trucks and \$4.00 for large ones. "On the ferry we do the blocking ourselves without charge. It is included in the \$10 rate," he said.

Mr. Dyrart: "Would it be correct to say that if a truck were shipped by rail within the Maritime Provinces on a flat car the rate would be higher than if the car were loaded on the ferry?"

Mr. Knowles: "The total cost would be more."

Other Ferries

Witness referred to figures submitted to truck rates on other railway vessels in Canada, with one or two in the United States. Of five C.N.R. ferries listed, the average rate is \$3.92 per mile for transporting a 5,000 pound truck, and the general average is \$3.94 compared with 60 cents on the Borden-Tormentine ferry for a small truck and \$1.00 per mile for a large truck. "So that I would be safe in saying that the rate is comparatively low here considering the railway operation," witness said. "I might mention that seven of the examples of the rate I have quoted are for car ferries, and the other three are for railway vessels."

In reply to a question, he said the arrangements on the car ferries had been referred to those on the Borden ferry.

Mr. Dyrart: "Is the method of handling the vehicles on and off comparable?"

Mr. Knowles: "In the seven cases I have mentioned they are all the same except that they have no facility for travelling on the upper deck at a lower rate; they must be loaded on flat cars."

Mr. Dyrart: "The conditions which pertain in relation to the method of handling cars and trucks on any of the seven ferries you mentioned are comparable to the conditions existing on the P. E. I. ferry prior to the change in providing the upper deck?"

Mr. Knowles: "That is correct."

Mr. Dyrart: "What is the position with regard to the rates on the Borden ferry as compared with the Wood Islands ferry?"

Passenger Car Rates

Mr. Dyrart: "Do you agree with the contention that the \$6.00 rate on trucks on their own wheels on the car ferry is unreasonable in relation to the rate of \$2.00 for passenger vehicles on their own wheels?"

Mr. Knowles: "When you know the history of this matter I don't think that the rate is unreasonable at all. The rate on passenger cars and trucks was originally the same - \$6.00. Some time after that rate was increased, at the request of the P. E. I. Travel Bureau, the rate was reduced to \$4.00 in order that it might encourage the tourist trade here. Then it was reduced to \$3.00 and later to \$2.00; a special rate that was rates and held the tourist business. To apply that rate to trucks is an entirely different matter."

Mr. Dyrart: "Do you hold the view that the present rate on passenger cars is a depressed rate?"

Mr. Knowles: "That is right."

Mr. Dyrart: "That is right. In addition to having to drive my own car to the ferry side, I have to have my car fully responsible. Is that not so?"

Mr. Knowles: "That is a question I couldn't answer. I would presume it would be your own loss."

Mr. Matheson: "The same responsibility of course would not obtain at Saint John."

Mr. Knowles: "Well, I don't know."

Mr. Matheson: "Are you acquainted with the fact that parcel trucks - small trucks - are considered the same as passenger cars on the Digby-Saint John ferry and also taken off the ferry at Digby?"

Mr. Knowles: "I don't know whether it is or not. I am only going by the information supplied to me."

(Mr. Matheson submitted a telegram from the C. P. R. officials regarding the fact that the rate per truck over measurement was under 14 ft. \$10.85; up to 16 ft. \$13.35; up to 18 ft. \$15.85; over 18 ft. \$18.35 per foot. These rates, he emphasized, applied on a distance of 44 miles, on what was considered a steamship, not a car ferry operation.)

He proceeded to question witness regarding provisions for handling trucks on other ferries mentioned. He instanced in particular the Victoria-Vancouver service, rather than a ferry service, is it not?"

Mr. Knowles: "Well, it is a steamer service."

Mr. Matheson: "Would it be a ferry service in the sense that we consider, say, the service at Wood Islands?"

Mr. Knowles: "I would say it was a combination of steamer service and ferry service."

Mr. Matheson: "You said that we were not comparing like things when we compared the ferry service at Wood Islands with the ferry service at Borden and Tormentine. Would it be proper to say that service at Cape Tormentine and Borden, where you have provided facilities for trucks and passenger cars to be operated on a separate deck?"

Mr. Knowles: "Well, that is why I made these comparisons in two ways. They have car ferry services where you have to load trucks on a flat car. I gave three examples where the rate will compare with the \$6.00 rate and in every case our rates are the same."

Afraid Of Further Increase

"I am afraid of this tendency," witness added. "I am afraid that the increase in truck movement will interfere with the operation of the ferry in the outboard movement of potatoes and the inbound movement of coal and other necessities for the Island."

In addition, he believed that any reduction in truck rates resulting in increased truck traffic would "destroy our local freight service."

He filed a statement listing commodities handled in freight cars.

The Chairman: "Why should you move a car containing a truck in a freight car containing merchandise?"

Mr. Knowles: "Well, I am not familiar with the priorities, but there are any priorities, I understand it is 'first come, first served.' In some cases I do believe that they actually are. I understand that this truck traffic because somebody wants it in a hurry."

Mr. Dyrart: "The railway shipments were held back?"

Mr. Knowles: "Yes. He went on to discuss the loss of railway freight resulting from truck traffic."

Mr. Dyrart: "Is it true that discussions are at present under way between the potato growers and railway officials as to the best means of handling this season's potato crop?"

Mr. Knowles: "That is what I understand, because I believe it is agreed that there will be a bigger potato crop than last year."

Quered by the Chairman, witness said there were also substantial shipments from the Charlotetown area to the Charlotetown area at through rates on a strict mileage basis.

The Chairman: "Is there a preferred rate on some commodities from the Island to the mainland?"

Mr. Knowles: "It is the same both ways; the same rate basis is applied to all commodities. The examples course is an important factor. The charge on the ferry for goods from Montreal to Charlotetown would be infinitesimal."

The Chairman: "If the truck operator wishes to have his truck moved by the railway on a wholly land movement and the truck contains merchandise, do you make a charge both for the movement of the truck and also for the carriage of the merchandise contained in the truck?"

Mr. Knowles: "Yes sir."

The Chairman: "So far as the merchandise is concerned, assume the rates would be similar to a movement outside the truck for the same distance?"

Mr. Knowles: "Yes sir. For our purpose the truck is only the package containing the merchandise."

Traffic Congestion

He presented a statement showing heavy movement of cars on the ferry for each day over a two-month period. In many directions, witness stated, were waiting transportation at one time. "By raising the truck rate you will just have that many more cars waiting, unless of course you can get two ferries instead of one," he said.

Witness submitted details of rate revisions on the ferry since the 1st of July. Witness figured that the truck rate you will just have that many more cars waiting, unless of course you can get two ferries instead of one," he said.

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In reply to a question, he explained that auto tickets were interchangeable on the Borden and Wood Islands ferries. This was done to help the tourist trade, and did not apply to trucks.

Mr. Knowles described as "rather fantastic" the fact that the movement (as described by Mr. Wright on Wednesday) of a truck-load of apples from Middleton to Yarmouth and return from Middleton with apples. He had checked up on the costs. On 12,000 pounds of apples, the cost was \$120.00. The return trip from Middleton, where he picked up the apples, to Yarmouth, would be at a rate of 54 cents per mile. This would be \$648.00. The average trucking charge on the other hand, was around 60 cents per ton mile. A load of this type would cost \$1,200.00. "Compared with what the railway would charge to haul this load, it would still cost him \$23 more to have his truck there and return to the mainland. The railway would charge to haul its contents."

Cross examined by Mr. Matheson, witness conceded that with reference to one car ferry listed in his comparison of rate schedules, trucks were only handled when the means of transportation were available.

Mr. Matheson: "It is only in an emergency that anybody would want to use a car ferry listed in his comparison of rate schedules, trucks were only handled when the means of transportation were available."

Mr. Knowles: "That is quite correct."

St. John-Digby Service

Mr. Matheson: "With reference to the steamship line between Saint John and Digby, N. S., are you acquainted with the method of handling passenger cars and trucks?"

Mr. Knowles: "Not personally. I am only going by the rate information supplied to me."

Mr. Matheson: "You couldn't tell me whether, when I leave my car on the ship or on the ferry, I would have to pay for it?"

Mr. Knowles: "I was not aware of that."

Mr. Matheson: "Your suggestion is that the motor car is not driven on to the ferry at Saint John or Digby by the owner?"

Mr. Matheson: "That is right sir."

The Chairman: "The fact that the car is not driven on to the wharf and is taken from there aboard the ferry by the transportation people, and placed on the wharf on the other side of the ferry, is it not?"

Mr. Matheson: "That is right. In addition to having to drive my own car to the ferry side, I have to have my car fully responsible. Is that not so?"

Mr. Knowles: "That is a question I couldn't answer. I would presume it would be your own loss."

Mr. Matheson: "The same responsibility of course would not obtain at Saint John."

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Freight Movement

Mr. Matheson: "Have you the figures for the amount of freight carried across the Strait in trucks in 1939?"

Mr. Knowles: "No."

Mr. Matheson: "From the figures I have here, out of 202 trucks carried across in 1945, 161 were on flat cars."

Mr. Knowles: "That is correct."

Mr. Matheson: "In the movement of household goods, do you consider they can be moved short distances more economically by truck because there is little or no packing to do?"

Mr. Knowles: "Yes."

Mr. Matheson: "Can you tell me where there was an accumulation of freight during the month of August?"

Mr. Knowles: "I don't know."

Mr. Matheson: "Could it be because of the movement of coal?"

Mr. Knowles: "I don't think so, because the heavy movements of coal are made in October and November."

Chairman: "I don't think Mr. Knowles is informed on such things."

Mr. Dyrart: "I fall to see the significance of the character of such questions."

The Chairman: "Mr. Montgomery may be able to answer it."

Mr. Matheson: "By the tariff rates put into effect on July 6, 1945, the rate on trucks one way was \$6.00; return trip, \$12.00. I understand that was for trucks on their own wheels. Trucks on flat cars were not carried."

Mr. Knowles: "When the new car ferry service was instituted in 1940, I find the tariff issued by the passenger department was \$6.00 for trucks, automobiles, and motor cycles. There was no provision made for trucks on flat cars. On February 1, 1933, the same rate was still in effect for freight on trucks. It was not until Feb. 1, 1933 that the rates were changed."

Chairman: "Have you any information as to the dimensions and weight of passenger cars and trucks?"

Mr. Knowles: "No, sir. I have no car myself but I am under the impression that the average passenger car will weigh about the same as a 1-ton truck."

Chairman: "I'm in the same position as Mr. Knowles. I have no car either."

Mr. Knowles: "Then I'm in good company, sir. However, I believe that the ordinary passenger car will take up less space than a large or even ordinary truck."

Mr. Montgomery

Mr. C. T. Montgomery, superintendent of the Prince Edward Island Division, C.N.R., was the next witness.

Mr. Dyrart's first question was: "Would you please tell the Board if the months of August and September an average month for the operation of the car ferry?"

Mr. Montgomery: "In August and September, we operate under ideal conditions between Borden and Tormentine."

Mr. Dyrart: "Would it be correct to say these are ordinary months?"

Mr. Montgomery: "No, in the spring and fall months there is a serious congestion of between 300 and 400 cars in addition to empty cars waiting to be taken over."

Mr. Dyrart: "I understand you take most of your railway coal over during August and September. Why is this?"

Mr. Montgomery: "That is the proper time, so that during the period of heavy traffic, we shall not have to worry."

Mr. Dyrart: "Specifically, the reason because it will partially relieve the congestion?"

Mr. Montgomery: "Yes."

Mr. Dyrart: "How many shifts do you have during the summer months?"

Mr. Montgomery: "Two."

Mr. Matheson: "If you had three shifts, you would not have that congestion?"

Mr. Montgomery: "Three shifts would be a help, of course."

Mr. Matheson: "During rush periods, cars waiting for movement between Borden and Tormentine might be held at Point Tupper, depending on traffic conditions?"

Mr. Montgomery: "During peak periods there is no room to store cars at Tormentine and Sackville."

Mr. Matheson: "Let us take a specific date. On Sept. 8, 1946, there were 178 cars, including loaded and empty cars, awaiting crossing. That number would be reduced with another boat?"

Mr. Montgomery: "It would be reduced."

At the close of Mr. Matheson's cross-examination Mr. Dyrart said he had no further witnesses to call.

Before counsel summed up, the services between Borden and Tormentine with services maintained in distant parts of Canada and

DOROTHY DIX SAYS—

The obligations of matrimony are reciprocal. You have defaulted on all of yours. You have never given your husband love or tenderness, or consideration. You have never thought of his pleasure or his comfort. What do you think that a man owes to that kind of wife? Absolutely nothing.

So have a heart and let your husband go. He has agreed to support you and his children, so why not be a good sport about it and let him have his happiness?

DEAR DOROTHY DIX: Will you please advise me about choosing a vocation? I hate commercial work. What do you think about nursing as a profession?

RUTH G.

ANSWER: Don't take up any work for which you have not a natural liking and aptitude. We are only successful when we do the kind of work that appeals to us of itself and in which we find a never-failing interest.

Nursing is a fine and noble profession for a girl to follow. It pays not only well in money, but in the satisfaction of knowing that one is doing something for the good of humanity.

It is not the United States where conditions were totally dissimilar. Neither could Mr. Matheson see the Railway's fear that lowering the rates on trucks would only serve to help its competition, and that the Railway would be left to carry the unprofitable freight.

The Wood Islands-Caribou service charged a much lower rate for trucks, yet an analysis of their last year's business shows that out of the total number of motor vehicles carried over the Wood Islands-Caribou route, 22.5 per cent were trucks. On the Borden-Tormentine route, only 4.9 per cent were trucks.

The only test as to whether or not the railway's charges are reasonable is to compare them where the services are identical, as at Wood Islands. He was confident the Board had heard enough evidence to show that the people of Prince Edward Island had been unfairly used for a long time and he did not think it was necessary to take up too much time in his summing-up. The brief submitted by the Board contained all the essentials of the case for the Province and Mr. Matheson concluded by saying he was satisfied the Board would give that brief the serious consideration it deserved.

"Two Strenuous Days"

Mr. Dyrart began his address by saying he would like to emulate Mr. Matheson in the brevity of his remarks. After all, practically everything that he had said had been said that could be said, and he would not weary the Board which had had two strenuous days.

In the first place, Mr. Dyrart said, he could not see where much could be done by the Board in the case. The Canadian National Railways were merely entrusted by the Dominion Government to conduct the ferry service between Borden and Tormentine. Without instructions to the contrary, they were morally bound to conduct it as frugally as possible. "There is no justification for any departure from that frugal administration and there has been evidence given here," Mr. Dyrart said. "That the present rates are comparable with rates on land per mile. I submit this proves the reasonableness of the rates."

Mr. Dyrart maintained that the railway was justified in charging according to the load conveyed in the truck.

It was not the same condition as existed when goods were shipped in a freight car. The owners of the truck on the ferry receive a ticket which denotes they are using the railway as a hauler of their goods across the Strait, and the rates for that hauling were fair and reasonable. The Board had no responsibility or jurisdiction beyond deciding whether or not the rates charged entered into the field of reasonableness. The fixing of rates, Mr. Dyrart said, was the prerogative of the Government or the Parliament of Canada. The Canadian National in operating the car ferry was acting under the provisions of the Maritime Freight Act.

P. E. I. Grievance

It was not for him, Mr. Dyrart

Fashion Horoscope by Colette

If executive type—

Do

Don't

Don't choose "little-girl" styles.

Do wear perfect fitting, comfortable slacks outfit.

Nothing is less flattering to your capable, practical type than ruffles. You may dream about going all out feminine but that always-working-brain will stop you. And rightly so. The finished slacks costume suits your personality. The well fitted belt is more comfortable than a sash to your well ordered mind.

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SWEET CAPORAL

Summer Radio Show

Breezy Music Ken McAdam Simon Electric organ and orchestra

10.30 p.m. CFCY

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Silverwood's EVAPORATED MILK

Need... rich uniform milk for strong, sturdy bodies. Children love the fresh natural flavour of whole milk. Silverwood's Sterilized Evaporated Milk... SAFE and highly nutritious. Protect your child by using Silverwood's Milk for maximum food value.

GROWING CHILDREN

Do not for him, Mr. Dyrart