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SUN LIFE ASSURANCE COMPANY OF CANADA

T.C.A. Annual Report Tabled In The Commons

OTTAWA, April 28 (CP)—Gearing itself for increased peacetime services, Trans-Canada Air Lines in 1946 increased its routes and services, enlarged and improved its fleet and suffered a deficit of \$1,115,256. It was shown today in the annual report tabled in the Commons by Reconstruction Minister Howe.

The report, presented by H. J. Symington, T.C.A. president, said the air lines are "now more than ever in the process of intensive development common to all growing transport enterprises." Daily scheduled miles increased 39 per cent during the year to 45,021, while route miles increased from 5,299 to 6,511, not including the new trans-Atlantic route. Total miles flown during 1946 were 15,841,670, compared with 11,946,227.

The service carried an unprecedented number of passengers during the year, but mail, which produces about 30 per cent of the company's revenue, fell off 32 per cent, and air express poundage increased by 10 per cent.

Total passengers carried were 305,442, an increase of 122,321 or 67 per cent, with air mail 1,103,253 pounds and air express 1,043,713 pounds.

Totaling \$13,943,939, operating expenses showed an increase of \$3,693,667 or 36 per cent over 1945. There was an increase of \$2,346,000 or 23 per cent because of expansion and intensification of services and higher material costs. Payrolls increased by \$400,000 due to higher wage rates.

There was an increase of \$948,000 covering training of personnel, depreciation and insurance on the new equipment acquired for the development of new routes and services. After income credit of \$17,878 there was a deficit of \$1,115,256.

New Services Opened

New services opened during the year were extensive. A fourth daily transcontinental service was provided between Montreal and Vancouver.

In addition, 2 1-2-hour flights between Toronto and Chicago, 1 1-2 hour flights between Toronto and Cleveland, one-hour flights between the Canadian Lakehead and Duluth, Minn., and 50-minute flights between Victoria and Seattle were arranged. A fourth daily flight went into effect between Toronto and New York.

At the end of the year, T.C.A. had 27 Douglas DC-3 aircraft, with three more on order, 14 Lockheed Lodestars and nine Lockheed 14-08 aircraft. With the acquisition of the DC-3's, the company began to retire the Lockheed's, which are being offered for sale as they are released from service.

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Address By Minister of Agriculture

Activities in his own department were reviewed in an address given in the Legislature last week by Hon. W. P. A. Stewart, Minister of Agriculture. Mr. Stewart was speaking in the Budget debate.

The Minister dealt briefly with the work of the Farm Labor Board. He went on to speak about Opposition criticism with regard to allocation of the health tax. This tax amounted to about \$200,000, and the Government was expending over \$600,000 on public health. In other words, he maintained, the health tax is expended "more than threefold" for health purposes. In extra rural treatment there is an increase this year.

Regarding Mr. Morrissey's resolutions on western feed grains and potato prices, Mr. Stewart argued that the procedure was to have these go through the Federation of Agriculture, which heads up all the individual farm organizations and presents a brief to the Legislature every year.

The 3 cents gasoline tax was not a new tax, as charged, he said. The Dominion Government had simply vacated this tax field for the benefit of the Provinces. The Conservatives when in power had imposed a two cents tax which they had not related to fishermen.

Mr. Stewart went on to quote Mr. Strong as saying that the Government had brought in "a good budget." Mr. Strong denied this, maintaining he had said it was a good "political budget."

Resuming the debate on Wednesday afternoon, Mr. Stewart attacked the Opposition with having "catastrophobia" in their fear of closed doors. The tax agreement, he maintained, had left the door open to recognition of Island claims. He discussed the origin of the agreement at some length, congratulating the Premier and Provincial Treasurer on their presentation at Ottawa.

Department Activities

In his own department Mr. Stewart said that since 1938, a crew had been paid on over 1,000 border strikes. Last year the award was paid in connection with this policy alone. They had trouble with some chickens dying under circumstances which resembled pullorum, but the laboratory diagnosed it as a deficiency disease and not an infectious one as was feared.

Trade with Newfoundland in the past four years, Mr. Stewart said, has increased and amounted to about \$2,000,000 last year. As an illustration of this development he said that in 1944 Island producers shipped 200 pullets to Newfoundland. In 1945 they shipped 6,000, and in 1946, 20,000. Last year 100,000 bushels of Island potatoes were exported to Newfoundland under a special permit.

An important activity last year was the inoculation of 21,687 foxes, 360 post-mortems were conducted in connection with this industry. What is needed for laboratory work is specimen pens for administering vaccine. The fox breeders had asked the Government to bring the vaccine here, which they did at cost. It was kept and stored here, permission being obtained from the Federal Department. He discussed the results of this work in some detail.

To date 1,250,000 bushels of the British potato order have been shipped through the P. E. I. Export Board. They have also given permits to ship 300 carloads of potatoes to Newfoundland.

The Minister commended the work of the Women's Institutes, of which there are now 265 branches in the Province. Ten new ones have been established this year. Among other activities, the Institutes made and shipped 5,000 quilts to England. On behalf of the Institutes he wished to thank His Honour Lieutenant Governor Bernard for the interest he has shown in this movement.

The Farmers' Institutes do not seem to be going ahead as well as the women, Mr. Stewart said. Their place has been taken to a certain extent by the co-operatives.

Last spring was probably the first in the history of the Island that a road machine was sent out as early as March, he continued. There were many delegations complaining, however, that their highways were the worst in the Province. Last year the main roads were open practically the year around. In his own district, the road through Springfield is scheduled to be repaired. A start is to be made on Graham's Road and Hope River to New Glasgow, and Long River Road. The Seaview road leading to Kensington is to be widened and upgraded. He mentioned other roads which are to be gravelled.

He commended the work of the Junior Clubs and the encouragement given in showing young animals.

Too Much Liquor

Dealing with Prohibition, he said that in his opinion "whether it is moonshine liquor or vendors' liquor, the people are drinking far too much of it. Evidently in the vendors' shops last year they spent a million and

three-quarter dollars. That is rather too much, whether for medicine or beverage purposes. That money could have been used to much better advantage in their private homes, and in buying farm implements. We could build the Brighton Bridge every year with that money."

He read a report of a meeting of the old P. E. I. Agricultural Society, dated 1845, which contained reference to a plowing match, at which seven pounds in prizes were distributed.

The department had received many inquiries for farm labor. Mr. Stewart said, Farming does not seem to be as popular as it used to be. He recalled that as a young man, after graduating from Youngman College, he worked on a farm in Ontario. "We worked so late and got up so early in the morning that the lamp chimney was still hot," he said.

Capping a reference by Mr. Strong to the sale of a 100 acre farm near Summerside for \$15,000, Mr. Stewart said that at Victoria the 160 acre farm of the late Premier Lea, with an splendid house and barn, went for \$5,500. He agreed with Mr. Strong that there was bound to be a pickup in prices for good farms.

College education, Mr. Stewart conceded, was of value in any occupation, but it was not all that was necessary. "There is nothing more stupid than a man who has had a college education and still is ignorant," he said. He invited the members to make more use of the Department of Agriculture. "Come over and talk to us, and criticize us if you like," he added.

He agreed with other speakers that the members were inadequately remunerated with their \$400 sessional indemnity, but recalled that the Conservatives had reduced it to this amount from \$500 after the defeat of the Bell Government.

He had been criticised, Mr. Stewart said, because he sat in his office all the time, and also been criticised because he could never be found in his office. He thought this illogical. He concluded by remarking that "we are all farmers in Prince Edward Island. Even the lawyers—they farm the farmers!"

ARMY PAY AUDITORS CHECK FOR ERRORS

OTTAWA, April 28 (CP)—A crew of military accountants at army headquarters here are casting an eagle's eye over some 700,000 soldiers' wartime pay sheets. They are looking for errors. Reason for the audit, officials say, is that many men were overpaid in hasty discharges which took place shortly after the Second World War. Many cases involved soldiers who were prisoners-of-war.

Released from German internment camps, the ex-P.O.W.'s often found themselves in the hands of British army regiments. Brought before paymasters, they were asked how much of their back pay they would like to draw. Most prisoners were given priority discharge, and as a result many of these transactions were not recorded on their discharge pay-sheets.

"Men were coming back in thousands," says one officer, "and it was physically impossible to keep up with the accounts. A great percentage of the overpayments came about as a result of speeding-up repatriations. Army accountants refuse to indicate how much the men owe. They say only that the debts range from a few cents upward. At least one stalwart has begun repaying his debt in monthly instalments of \$5.

The audit, however, works both ways. Many veterans are getting surprise checks settling errors of underpayment. Most of these are for unrecieved trade pay or retroactive promotion.

Back debts in cases of overpayment are not all being pressed. Instructions call for the collection of debts only in cases where there has been "an issue of cash in excess of entitlement" or "any issue of cash not authorized by appropriate authority."

BEE EQUIPMENT

Timely warning to beekeepers to have all equipment required for the coming season's work in readiness before it is actually needed is given by C. B. Gooderham, Dominion Apiarist. The active season usually commences with a rush and the beekeeper's time is fully taken up in giving the bees the necessary attention, to the detriment of equipment. If it has not been put in order during the late winter or early spring.

All equipment on hand, he says, should be gone over and put into proper working condition. If new equipment is needed, it should be ordered at once and put together early. In ordering hives or hive equipment, it is particularly economical to buy them in the flat, in crates of five. The material is to standard size and ready for assembling. If the beekeeper is handy with tools and good lumber is available, it is cheaper sometimes to make the hives bodies, floor boards, covers, and stands, using a standard hive as a model.

Sees Prospects "Not So Good" In Fisheries



Mr. H. H. Cox

An outline of the progress made by the Atlantic Herring Investigation Committee, of which he is a member representing this Province, was given in the Legislature last week by Mr. H. H. Cox, Second District of Kings, in speaking in the Budget debate. The Committee was formed in 1944 under joint arrangements by the Dominion, Newfoundland, Nova Scotia, Quebec, New Brunswick and Prince Edward Island with the object of utilizing more effectively the herring resources of the Atlantic Coast. A seven-year programme of research is now underway.

Mr. Cox explained that a survey boat has been built and that it is expected to do more extensive work this summer. It was difficult to forecast what this work would achieve, but in any case the Island was contributing on a modest scale, and would share in the results.

Prospects in the fisheries industry this year, Mr. Cox said, do not look good. The catching of herring will be undertaken but it is doubtful if chicken haddie will be canned. The prices for lobsters and mackerel remain doubtful, with the likelihood of a drop to half the prices recently prevailing. The codfish business will also suffer, with prospects of a 50 per cent price decline. Mackerel, white cods of Cape, laths, food, and other things required by fishermen have gone up.

UNRA is no longer taking fishery supplies and other countries are getting back into the fishery industry, Mr. Cox said in explanation of the slump in marketing opportunities.

Tax Agreement

He commended the Ottawa tax agreement, saying he could not understand why the Opposition should criticize when we have a million dollars more to spend, and the teachers and other departments share the benefit. "We're going to have good roads this year, too," he predicted. "Better roads than we ever had." He rallied the Opposition about the Tories being "kicked out" after their pre-election road expenditures.

Dr. MacMillan: "They kicked you out of the Public Works Department."

Mr. Cox: "Sure they did. I wouldn't stay in it anyway. I could make more money out of it." He went on to speak of Ferguson's plans prepared under the Conservative who, he claimed, "sent a man to go all over the United States and paid him \$15,000."

Dr. MacMillan challenged this statement, and Mr. Cox sidestepped by saying the man had come back anyway and drawn up plans and specifications for a million dollar building, at a cost of \$35,000.

Dr. MacMillan: "Tell us what your plans on the Court House cost."

Mr. Cox ignored this question and went on to review the Conservative record, claiming that by "bungling and mistakes" they had added a million and a half dollars to the debt. The leader of the Opposition, he said, "is a nice man and I respect him, but he is no business man."

Dr. MacMillan: "I know better than to buy a racehorse, anyway." (Laughter.)

Mr. Cox: "I'll make money out of that. I am sorry for the leader of the Opposition. There are three or four want to get his job. If they would cooperate with him I think he would make a good Premier."

Stresses Mixed Farming

Farmers today, he said, were getting along fairly well despite the labor shortage. The farmer who depends on mixed farming, with four or five nice milk cows, with a few hogs, a flock of hens, and a few nice sheep will make out. He had never seen a farmer of this class go under even during the depression years.

He intended to go after the Minister of Public Works "hard" this year, Mr. Cox said, in the interests of his district.

Mr. R. R. Bell: "There must be an election coming off!" The Government, Mr. Cox said,

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Says New Ferry Service Assured For West Cape

Assurance that the new ferry service between West Cape and Buctouche would go into effect this summer was given in the Legislature last week by Mr. C. P. Morrissey, First District of Prince, in speaking during the Budget debate.

The road to the ferry, he said, will require to be gravelled.

Hon. Mr. Barbour: "We will do that."

Mr. Morrissey: "Thank you. That will be a good thing for that part of the country."

Two boats, he said, have been obtained at very little cost, which will accommodate nineteen trucks and a number of cars.

He thanked the Minister for sending the snowplow to Tignish at his request. He had had it sent to North Cape, but unfortunately, next night, there was another storm and the road filled in again. This indicated the need of having a good plow up there for emergencies.

Mr. Morrissey urged that the bus road be fixed up between North Cape and West Cape along the West Shore.

Discussing the tourist trade, he said there were certain places in West Prince which will require drainage and a sewerage system. This could be done with some financial assistance from the Government.

"Something Very Wrong"

Mr. Morrissey said he did not understand why his resolution on western feed grains had been thrown out. His other resolution on potato prices had got through to a certain extent but it had been "beached for repairs."

He regretted the manner in which these resolutions had been treated. "There was something very wrong. The farmers were interested in getting western concentrates and feed, and in the event of the freight rates subsidy being discontinued it was urged in his resolution that a grain elevator be built at Charlottetown. He did not see what was wrong with that proposal."

Premier Jones: "Who are you going to ask to build the elevator?"

Mr. Morrissey: "The Dominion Government, of course."

Premier Jones: "Did those resolutions pass through the Farmers' Federation? Why don't you send them through the Federation?"

Mr. Morrissey: "They sent it to me."

Dr. MacMillan: "You wouldn't even discuss it here."

Mr. Morrissey: "It got a pretty bad jolt."

Premier Jones: "You want to get home this week, don't you?"

Mr. Morrissey: "I don't care if I never got home. The resolution was more important."

Premier Jones: "Why should you ask us to go to Ottawa for a grain elevator?"

Mr. Morrissey: "Nobody asked you to go to Ottawa."

Premier Jones: "Why should we ask them to build an elevator?"

Mr. Morrissey: "You could advocate it, anyway."

Mr. R. R. Bell: "The farmers have asked for it for fifteen years. Meetings have been held all over the country on this matter."

Premier Jones: "I would advise you to put that through the Farmers' Federation."

Dr. MacMillan: "It does not have to go there at all. That is only an excuse."

Mr. Morrissey: "I suppose a poor excuse is better than nothing."

He went on to say that the \$400 sessional indemnity for rural members, who had to pay all their expenses while in Charlottetown, was too small and there should

Steel Company Of Canada Earnings On Upgrade Now

HAMILTON, April 28 (CP)—Decline in 1946 earnings was due to the steel strike of last summer with accompanying loss of production and inability under price control to adjust prices in keeping with rising costs, H. G. Hilton, president of the Steel Company of Canada, told shareholders at the annual meeting of the company today.

Present rate of steel production in Canada, he said, is approximately double that of 1937 and 1939 and that there is, as yet, little indication of a falling-off in the demand for steel products from the level prevailing since the end of the war. Shortages of various kinds, of which scrap is an important item, continue, he said. The lack of scrap may force a curtailment of steel production during the coming year.

Since the annual report for 1946 was published the company sold a \$20,000,000 issue of 20-year debentures bearing interest at 2 3/4 per cent, to be used for capital expansion.

Dealing with price problems, Mr. Hilton reported that the average price of the company's products increased by less than 20 per cent between the outbreak of the last war and the present day and that 75 per cent of the sales of the company are subject to ceiling prices. In order to earn \$1 of profit net after taxes it is necessary for the company to turn a minimum of \$1.29 before taxes, whereas in 1939 the amount required was only \$1.25. Because of high cost of building, he said, there are signs that the construction industry, an important consumer of iron and steel, is faced with the deferment of new projects and extensions.

Referring to labor conditions at the company's plants, Mr. Hilton said employees of the company enjoy average hourly earnings well above those published for the manufacture of iron and steel products and that as a group they are among the best paid industrial workers in Canada.

Present profit tax rates are a heavy burden on business, the president said, and coupled with the sales tax play a very substantial part in making prices high. He expressed hope that the forthcoming Federal budget will provide for tax reductions which would eliminate the excess profits tax.

LONDON (CP)—Second-hand 1946 automobiles are selling here at about double the factory price.

SHIPBOARD WREN CAN'T BUY WATER

SHOREHAM, England, April 28 (CP)—When 21-year-old Vivien Hopper, former Wren, looks out from her home she sees water everywhere but not a drop to drink.

She lives with her mother in a one-time naval craft off Shoreham and the local council, she says, are imposing a "trial by thirst" by refusing her permission to buy drinking water.

"When the Admiralty advertised warships for sale we thought it a wonderful solution to our housing problem," Miss Hopper said.

"But disillusion set in when we came here. Our application to draw water from a pumping station 20 yards away went unanswered."

The council had no comment.

LADY MUSICIANS OK BUT "LACK STEAM"

VANCOUVER, April 28 (CP)—Albert Steinberg, Vancouver symphony orchestra concert master, said in an interview that he considered women musicians "just as good as men, but that they lack steam."

"They are co-operative, good sportsmen as a punctual as men," he said, "but because of their emotional and physical make-up, they lack steam."

In the Vancouver symphony 21 of the 80 members are women—nine violins, five second violins, four cellists, two viola players and one flautist.

"If the woman is a better performer than the man—then the woman it is," he remarked. "But too many women might lose tone for the orchestra."

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