

STARTS TO-DAY THREE DAYS



Charlie CHAPLIN

MODERN TIMES

When you see him caught in the whirlpool of modern life... dwarfed by giant machines... clinging to a beautiful but homeless waif... you'll realize that only Chaplin could produce so magnificent a comedy, so poignant a story!

PRINCE EDWARD

MATINEE 16c — 27c. EVENINGS — 27c — 33c — 38c.

WEEK END DOUBLE FEATURE TODAY — FRIDAY — SATURDAY

DAILY MATINEE STARTS 3:15

SATURDAY MATINEE 2:30



The Jones Family

burning up the road in

BACK TO NATURE

EVENING SCHEDULE CONTINUOUS

MODERN TIMES — 7:00 — 9:30 P. M.

"BACK TO NATURE" SHOWN ONCE ONLY 8:30 P. M.

MATINEE 16c — 27c. EVENINGS — 27c — 33c — 38c.

The Central Guardian

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 1 cent a word strictly payable in advance.

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CRASWELL FOR PHOTOGRAPHS, L-3491-3-28-11.

THE OFFICE of Dr. Preston McIntyre, Montague will be closed until October 7th. L-6671-23-31.

KENSINGTON PRESBYTERIAN CHURCH, Sunday, September 27th. The Rev. J. Keir Fraser, D. D., will preach at 11 A. M. L-6700-11.

CHURCH OF SCOTLAND—Rev. Ewen MacDougall will preach Saturday evening 26th at Peters Road at 7:30 and Sabbath 27th at Murray River at 10:30. Iris at 3 and Belle River at 7. L-6699-11.

INDUCTION SERVICE—The induction of the Rev. A. J. Ebbutt, B. A. into the pastoral charge of the Valleyfield charge of the United Church, is to take place Friday evening, 25th, at 7:30. Rev. Arthur Long will preach the sermon. Rev. G. A. Christie will address the congregation and Rev. John Stirling the Minister. Rev. A. S. Weir, is to preside and induct. Other members of Presbytery are expected to be present. Rev. Mr. Ebbutt, is a native of Edinburgh, spent some years as a younger man in New Zealand. Later he studied in Mt. Allison and Pine Hill Divinity Hall. In each place making an excellent record. He served recently in the bounds of Truro, Presbytery at Five Islands, N. S. He comes to this Province well recommended and the Valleyfield and Orwell Head people are extending to him a warm welcome. Mr. Ebbutt, succeeds Rev. D. M. Sinclair, M. A. now of Sydney, N. S.

FOOD SPECIALS

at Devereaux's Cash Grocery

CLIP THIS AD AND CHECK YOUR REQUIREMENTS COMPARE THESE PRICES

EXTRA SPECIAL	VERY SPECIAL
Perfection Creamery BUTTER 2 lbs. ——— 54c	Golden Bantam CORN 2 doz. ——— 29c
Green Tomatoes, pk. 15c	Lard, 3 lb. pail ——— 43c
Bananas 2 doz. ——— 29c	Lobster, tin ——— 28c
Tokay Grapes, lb. — 19c	Fancy mixed cookies, ——— 2 lbs. 25c
Large Pears, per doz. 19c	D & F Bacon, cellophane wrapped, lb. ——— 32c
Oranges, per doz. — 25c	Ketchup, 32 oz. bottle 19c
Grapefruit, — 4 for 25c	Potatoes, pk. ——— 20c
Bulk Tea, lb. ——— 37c	Fresh Salted Peanuts, shelled, lb. ——— 15c
Princess Soap Flakes large pkg. ——— 15c	Bulk Chocolates, hard centres, lb. ——— 25c
Super Suds large pkg. ——— 15c	Sultana Fruit Biscuits ——— 2 lbs. for 25c
Dollard Soap 10 bars 29c	Potato Baskets, each 39c
Calay Soap, 3 cakes 19c	Salt Herring doz. — 20c
Big 5 Cleanser, 2 tins ——— 9c	

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Corner Kent and Hillsboro Streets

THE DYNAMIC WESTERN STAR

Bob STEELE

"Kid Courageous"

ADDED COMEDY SERIAL CHAPTER SIX

TODAY — FRIDAY — SATURDAY

11:15 — 7:00 — 8:45 SATURDAY MATINEE 2:30

MATINEE 11c — 27c. EVENING 27c — 33c

Capitol

equal the express rates on fresh fish. The application is at present under consideration by the express companies.

Oysters at the present time move to the Ontario and Quebec markets chiefly by freight. The greater proportion of the movement is in less-than-carload lots. Experience has proven, however, that express movement is the most suitable means of shipment because of service and protection from the frost but at present shippers use the express only when necessary because of the relatively high rates. Shipping of oysters, therefore, practically terminates with the advent of frosty weather. It is believed that a lower basis of express rates would be of material advantage in extending the oyster markets in Quebec, Ontario and Western Canada.

"POTATO CASE"—The so-called "Potato Case" resulted from a study of the Commission of the competitive rates in other sections of Canada in relation to the Maritimes, and the status of the Maritime Freight Rates Act in relation to those competitive rates. It was pointed out in the study that the competitive situation in central Canada had considerably nullified the advantages granted competing Maritime industries under the Act. As a result it was decided to make a test case on potatoes. Subsequently, Mr. C. J. Burchell, K.C., a member of the Commission, was appointed to present the case. Hearings before the Board were held in Moncton on November 15th and 16th and at Ottawa on December 3rd and 12th. At Ottawa Col. the Honourable J. L. Ralston, K.C., appeared on behalf of the Commission in addition to Mr. Burchell and the Manager.

On January 7, 1936 the Board of Railway Commissioners issued an Order dismissing the application on the grounds that the Commission and shippers had failed to prove that they were prejudicially affected by the competitive rates. The Commission contended that such a procedure was not necessary according to Section 8 of the Maritime Freight Rates Act, and all that was required was to produce the competitive tariffs indicating the reductions effected outside of the select territory. The case and judgment was discussed at a meeting of the Commission held in Moncton on January 24th. At this meeting Mr. Burchell outlined the case in detail, assisted by the Manager. After some discussion, it was decided that an application should be made to the Board to grant leave to appeal to the Supreme Court of Canada on the questions of law raised in the second part of the decision. The Board has advised that the application is to be heard November 1, 1936 unless a further extension is necessary.

several discussions; but so far the railways have not seen fit to make any change from the two zone system now in effect. In addition, the Prince Edward Island Potato Growers Association also intend taking the matter to the authorities. In this respect, the Commission prepared rate information and data for the Association.

On motion of Mr. Reid, Amherst, seconded by J. D. Palmer, Fredericton, Mr. Matheson's report was adopted and a vote of thanks tendered the Transportation Commission manager.

AFTERNOON SESSION

President J. A. Clark presided at the noon luncheon which was largely attended.

Introducing the guest speaker, Hon. R. C. Matthews, president of the Canadian Chamber of Commerce, Mayor Turner paid special tribute to Mr. Matthews' enthusiasm for cricket.

MR. MATTHEWS' ADDRESS

Hon. Mr. Matthews referred pleasantly to his association with cricket and regretted that in Canada generally the game has gone down. There was, however, evidence that it is being revived. He described how he had selected a youthful Canadian cricket team and taken them over to England playing against Eton, Harrow and Rugby Colleges and other well-known teams in London and elsewhere. The Canadian team distinguished itself and was very hospitably entertained, the functions including a reception by the King at Buckingham Palace. Out of fourteen matches played in England the Canadians won seven; six games were drawn and only one defeat was encountered.

"Confiscatory policies which destroy the assets of the citizens" of Canada would be exposed and condemned by the Canadian Chamber of Commerce wherever and whenever they appeared, Mr. Matthews declared.

The speaker said it was a function of the Chamber to be helpful to those charged with "the responsibility of government" and "to approve of legislation that contemplates the welfare of the citizens of Canada."

The organization was "independent, non-political and constructive," the president stated, and it would advise with, and counsel those in authority seeking Canada's good.

"But," he continued, "it will not hesitate to condemn measures designed to interfere with the rights and liberties of a free and democratic people."

Outlining the purpose and activities of the Canadian Chamber of Commerce, the speaker described it as "The Canadian business man's watch-dog."

It sought to protect business from unwise legislation, increasing of political overhead, imposition of unjust taxation and too great government interference in business, he said. "It is an agent designed to make Canadian business hold together; to make it a national force instead of nine provincial ones."

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organization that would consolidate and give expression to business opinion, he explained, pointing out: "This country presents such a varying range of natural features, and accordingly supports such a wide variety of industries that the gaps between their different points of view can only be filled by an organization like the Canadian Chamber."

Hon. Mr. Matthews continued: "The scope of the organization is as wide as the scope of Canadian business. There are member firms in practically every one of Canada's industries, including agriculture, and in every branch of those industries."

"Before the day of the Canadian Chamber it was extremely difficult for the dominion government to obtain any coherent idea of the reaction of business as a whole to any proposed legislation. Today, through national conventions and through referenda and questionnaires to its members, the chamber collects and formulates what business is thinking on any such legislation or question of national importance and puts the result before the government and the nation."

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Hon. Mr. Matthews concluded that the chamber believed the function of business—"to provide for the material needs of mankind"—could best be performed "within the structure of the capitalistic system as it has grown up in Canada."

A cordial vote of thanks to Hon. Mr. Matthews was extended on behalf of the Board of Trade by President Clark.

MR. MCKENNA'S REPORT

Completing its second year, the re-organized Maritime Transportation Commission had been instrumental in effecting rate adjustments for shippers, meaning savings "amounting to thousands of dollars," Chairman J. D. McKenna, President of Saint John Board of Trade, told the Maritime board meeting at its afternoon session yesterday.

The exact amount of direct savings made by the three-province commission, could at best be only estimated, the speaker said. The organization had performed services for and on behalf of shippers the value of which "cannot be figured in dollars and cents."

During the time the Maritime Transportation commission had been "allowed to lapse" the three seaside provinces had "lost ground" however, the chairman stated.

He suggested the Maritime Board of Trade should be continually "on the watch and prepared to reassert the right given the Maritime Provinces under the Duncan Commission".

Mr. McKenna said that since the

Maritime Freight Rates Act had come into effect there had been a perceptible increase in railway and water competition. Several factors had contributed to the development, principally improved highways and trucks and effects of the depression period from 1928 which had forced shippers to curtail expenses from all angles. The result had been a large increase in competitive rates particularly in Central Canada.

Failure of a proposed appeal to be taken against the Board of Railway Commissioners in the Moncton, N.B., "Potato Case"—a test case sponsored by the Maritime commission to ascertain if reduced rates had destroyed adjustments under the Freight Rates Act—would force the Maritime provinces to "insist on implementation of the Duncan Commission recommendation in this regard", the speaker stated.

The test application regarding reductions effected on potatoes by the "competitive rate situation in Central Canada", to the Board of Railway Commissioners had been rejected after hearing on the ground that the Maritime Freight Rate Act did not apply to competitive rates and the Maritime Commission failed to establish prejudice as a result of the reductions.

Mr. McKenna said that the Board of Railway Commissioners in their judgment dismissing the application of the transportation body in the "Potato Case" stated that it was a question of fact "exception to rates hereafter may be taken by other parties and that it is necessary to show to what extent the advantages given to the Maritimes were destroyed or prejudicially affected."

The chairman continued: Improvements in motor trucks and in highways had resulted in more convenient and in some cases, cheaper means of distribution of goods. Consequently, the motor truck had become a serious competitor of the railways within certain limits.

In order to retain their business, the railways had been forced to reduce rates and improve and introduce services to combat the inroads made in their revenues by motor carriers. The situation, however, prevailed chiefly in centres of greater population and consumption, Mr. McKenna said.

Industries located outside the effects of the competition were at greater disadvantage in relation to industries within. Reductions and conveniences had practically eradicated the alleviation afforded Maritime industries under the Maritime Freight Rates Act and the result was transportation costs were to a certain extent "on the same relationship existing prior to the Act", the chairman believed.

He suggested governments should give "immediate consideration" to regulatory legislation which would encourage rather than impede "reliable and dependable transportation services" so each form could

operate efficiently, economically and expeditiously.

MR. GRAHAM

Mr. George E. Graham, vice president of the Dominion Atlantic Railway, delegate from the Kentville Board of Trade and Canadian Commerce Chamber representative, spoke briefly. He stressed the value of the tourist business to the Maritimes and urged particularly the importance of courtesy and hospitality; also a continuous inspection of all places catering to summer visitors and standardized price lists. He spoke also on the danger of reckless driving, the importance of public health, and of developing interest in horticulture. He also suggested that the Maritime Board might consider extension of the tourist season by advancing the date of Labor Day.

Mr. F. McL. Sclanders, secretary of the Transportation Commission submitted the financial statement showing a bank balance of \$1,735. A cash saving of \$22,163.92 to Maritime shippers as a result of the Maritime Freight Rates Act and the 20 per cent. reduction obtained under the Duncan Commission recommendation was reported by Mr. Sclanders. This was for the period July 1927, since the new rates were established to March 31 of this year. For the last year alone the saving amounted to \$2,348,299.

"From 1912 until 1927 when this rate came into effect I have calculated on a very conservative basis that the actual loss to Maritime shippers through freight overcharge amounted to over \$42,000,000. Apart from the actual volume of overcharge there were a great many industries established in the Maritimes on the strength of the freight rate basis prior to 1912."

Freight Rates Problem

(Continued from page 3)

predictions that a market would be available. Subsequently, an application was submitted to the Canadian Pacific and Canadian National Railways for special commodity rates from the Maritimes to the Prairie Provinces. Last week the railways advised that they had decided to implement special rates and that the tariffs were at that time under preparation.

The new rates for example to Winnipeg, Manitoba will be as follows:

From points taking the Saint John Basis 77 cents per 100 lbs.

From points taking the Halifax Basis 79 cents per 100 lbs.

And from Prince Edward Island 79 cents per 100 lbs.

The carload minimum weight will be 40,000 lbs.

The special rates will expire with July 31, 1937.

It is expected that these special rates will facilitate the extension of the potato markets and, at the same time, be of assistance to the people in Western Canada.

It is interesting to note that the special commodity rates on potatoes were first effected to Western Canada through the negotiations of the old Commission in 1929.

Meats for Fox Feeding: This matter has been on the active agenda for over a year and to date has not been disposed of. The delay has been due to difficulties arising from the fact that numerous applications had been made in the past by shippers and others to the railways, Canadian Freight Association and the Board of Railway Commissioners. The railways have repeatedly refused to consider special commodity rates on meat for fox feeding, principally on the grounds that it would probably create difficulties and repercussions with meat rates in general. The following arguments also have been made against granting the reductions:

1. The same care and handling is necessary as for meats for human consumption.
2. Some meats intended for fox feeding can be used for human consumption.

Similar replies were received from the Canadian Freight Association.

The complaint to the Board of Railway Commissioners was dismissed in 1927.

In 1929 and 1930, the Canadian National Fox Breeders' Association applied to the Canadian Freight Association and also to the Board of Railway Commissioners for reductions without success. On that occasion the Board, however, did not issue an order because the application was stated to be indefinite and improper although it was placed on their docket pending a request for a hearing. Because no further action was taken on the matter the Board struck it from the list of pending cases. About one year ago the Transportation Commission was asked to go into the question. Because of new angles an application on behalf of the shippers was made to the Canadian Freight Association for a change in the rating. The application was refused. As a result a meeting was arranged with the interested fox associations and representatives of the Department of Agriculture. At this meeting it was decided to re-open negotiations with the railways. Meanwhile, interested shippers have been developing the importation of meats from other countries as an economy measure to assist in maintaining their competitive position in the world markets. A comprehensive application was prepared by the Commission and submitted to the Canadian Freight Association and the railways. The application is at present under consideration and a decision thereon is expected shortly.

APPLICATION FOR LOWER EXPRESS RATES ON OYSTERS TO QUEBEC, ONTARIO AND WESTERN CANADA—The Commission has applied for a reduction in the express rates on oysters to

ONE ZONE PRINCE EDWARD ISLAND AGRICULTURAL PRODUCTS MOVING TO POINTS OUTSIDE THE MARITIME PROVINCES—The Commission has on its agenda the question of making Prince Edward Island one zone on agricultural products moving by rail to points outside the Maritime Provinces. In this regard, applications were made to the Canadian National Railways and followed by

several discussions; but so far the railways have not seen fit to make any change from the two zone system now in effect. In addition, the Prince Edward Island Potato Growers Association also intend taking the matter to the authorities. In this respect, the Commission prepared rate information and data for the Association.

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SMOKED FILETS, lb ——— 15c

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