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772-43

Discussion Over P.E. I. Car Ferry

(Continued from Page 5)

honour a great man. The record of the Supreme Court of this Province, under Chief Justice Mathieson and under his predecessor, is one that any province may well be proud of. And I feel that very shortly we will have another Chief Justice in this Province of whom also we are going to be proud. When the time comes when a successor to Chief Justice Mathieson is appointed, we are going to be proud to say he was a colleague of ours at one time, that he did his best and that he had a hard task and a lot of unruly followers; that he gave them too much latitude, but probably it was the only thing to do. But when it comes to say—everything goes to Prince County? Recalling the various bits and pieces of the judiciary, Dr. MacMillan noted that the three County Court Judges were born within a radius of less than ten miles in Prince County, while, when the next Chief Justice takes his seat, the three

have been read by the Speaker as the proper channel to convey the congratulations and best wishes of the Legislature. I know that had I been Premier, that is the way it would have been done. I think Chief Justice Mathieson was entitled to a little more than he got from the Legislature. For many years he was a prominent and dominant figure in this House. During the years that he was Premier he made representations and a name for himself and he succeeded in proving the validity of those claims which we had against the Federal Government. He was the first to demonstrate them and to obtain for this Province an increased subsidy of \$100,000 for all time to come. Dr. MacMillan then reviewed the proceedings under the White Commission and the minority report brought in by Chief Justice Mathieson, which left the door open for further presentation of Maritime claims on the basis of fiscal need. "I know," he continued, "that every one who went over there that day felt that we were going to

Supreme Court judges will all have been born within another little radius of fifteen or twenty miles in the same county. In other words all the judiciary of the province will be in Prince County. Hon. Mr. McGuigan: "The wise men don't come from the east any longer."

Premier Campbell: "Where do you come from?" Dr. MacMillan: "I came from Prince County too." (Laughter). The speaker went on to discuss the federal health insurance scheme, group hospitalization, and the health survey undertaken by the Canadian Medical Association in cooperation with the Federal Department of Health.

Fishermen's Loans

Referring to fishermen's loans, he noted several to the Mt. Carmel Fisheries Ltd. He asked what that was for.

Hon. Mr. Cox: "To finance their business, it is all paid back except \$2900."

Dr. MacMillan: "I note Morris Bernara Co. Is that a fishermen's union?"

Mr. Cox: "It does not make any difference. He was employing a tremendous lot of fishermen. We do that with firms of that kind."

Dr. MacMillan: "I thought perhaps it was because he was president of the Western Prince Liberal Association, or something like that." (Laughter).

Mr. Cox: "Politics has nothing to do with it."

Dr. MacMillan: "I wonder." Discussing A.R.P. expenditures, Dr. MacMillan noted that Mr. Cox received \$230 or more for mileage, according to figures tabled.

Mr. Jones: "Can you find where his salary is?"

Dr. MacMillan: "I can't. Can you find it?"

Mr. Jones: "Can't find it."

Dr. MacMillan: "Well, he is getting something because my girlfriend didn't do anything yet for nothing." (Laughter).

With regard to Falconwood Farm Dr. MacMillan said he had one question which he would like to have answered. When the farm management sent away from this Province to buy a pure bred bull, and came back with two cows, it requires an explanation.

Mr. McKay: "They sold two cows to buy them."

Dr. MacMillan: "And I am told that the cows they bought were not any better than the ones they sold."

In conclusion, he urged again the importance of a new car ferry as a war measure. "I hope it will not be forgotten when the House adjourns, about this delegation to Ottawa regarding the car ferry," he said.

Discussion Over P. E. I. Car Ferry In Parliament

(Continued from Page 5)

spot with comparatively little loss of time. That is the situation with regard to the Prince Edward Island ferry. It is not by any means an ideal one. I do not hope no one in this chamber or anywhere else will suggest that the island members have not done all they can about it. If my friend or anyone else can tell me of a boat tucked away in a bureau drawer somewhere, or a steam boiler that can be borrowed or stolen, I will be glad to have it. The fact is that such a boat just does not exist at the present time as far as the technicians of the Canadian National Railway are concerned. They have put marine architects on that very search.

Shipping Situation One word more. I want the committee to realize what the shipping situation is in Canada and in the world. I cannot go into details, but I assure hon. members that nobody knows better than I do how tight the shipping supply is for the movement of materials and men. I will go as far as to say that tonight on the docks in Canada a lot of equipment is awaiting shipment to points where it would be extremely valuable in the war in which we are all engaged. The people of Prince Edward Island are not going to ask that a berth, now filled with a cargo boat which can carry that stuff, shall be vacated for the purpose of building a ferry which will take, under present conditions, a year or two to build. The situation may change. We hope that, on account of the drive which is on in Canada and the United States particularly, for the building of cargo ships, a berth may be released before very long. But I must make it clear that the ferry which is on, I want the house to remember that, and I know that the people of Prince Edward Island, who have shown their loyalty in the past, will recognize it as well in connection with the building of a ferry of this sort. It is not a matter of providing a berth and constructing the hull. There is much more than that. Tonight, five hundred different shops across Canada are engaged in producing the components for shipping. Those are standard mass production components, in order that all may be put in the same kind of a mold. We have to divert three or four of five shops to the making of turbines for a particular kind of ferry, such as this, and the manufacture of everything which has to do with steering gear and instruments, you cut down perceptibly the output of the escort boats and cargo vessels which are the biggest battle of 1943.

Best of Her Kind I assure the people of Prince Edward Island and the members of this committee that we shall expedite in every way we possibly can the building of a ferry which will be adequate, in the words of my hon. friend, to meet their needs; a ferry better than the Charlotte-Town although, of course, they need have much hesitation in saying that she was probably the best ferry of her kind in the world. The people of Prince Edward Island rely on us to do our level best in connection with this matter. They want to be assured and they have a right to be assured that we are doing our best to get the ferry on them to show the same loyalty and the same willingness to inconvenience themselves, to make some sacrifice if necessary, as they have done in connection with other phases of our war effort. I believe that the reliance and dependence of one on the other will be quite sufficient, and will be fully justified.

Air Service

One thing more. This is a matter which has to do with more than exclusively the people of Prince Edward Island. I regard this ferry service as a national undertaking—because, although I say so, it is national because promised in the days gone by with regard to transportation services, that is that reason—because it is a matter to be given for the island itself, national in that Prince Edward Island as the cradle of confederation had a right to some consideration with respect to transportation. It is national in more senses than that, because there are today two schools of the air training plan on Prince Edward Island, and it is not to be completed before very long. For this committee will believe that the government is fully alive to the necessity for providing the very best transportation facilities possible, in view of the difficulties that surround us in these realistic times. We are fully alive to that, not simply on account of the interests of the people of Prince Edward Island, but because we believe it is a national undertaking and desirable in the interest of bringing to the best fruition the national effort in which we are all engaged.

A Matter of Fact

Mr. HANSON (York-Sunbury): No; it is a matter of fact. Every public body in Prince Edward Island has condemned the service as inadequate. The legislature has unanimously passed a resolution to that effect.

Mr. RALSTON: "Adequacy" has to be judged by what one can do.

Mr. HANSON (York-Sunbury): That is a factor. But the fact remains that the service is inadequate. I find myself in agreement

with the great mass of the people of Prince Edward Island in that respect. With respect to providing a second ship, the minister has painted a picture with respect to the shipping position of which I think we are all pretty well aware. But I suggest this: This ship was built in the Davis shipyard. The building of a shipyard in itself is not a very important consideration with respect to the construction of this ship. I am told by those who know that the capital cost of constructing a shipyard suitable for the building of a vessel similar to the Charlotte-Town would not be great. I admit that there are other considerations which would have militated and may militate now if immediate action is not taken for the early construction of this ship; that is, getting the necessary machinery and priority.

The Charlottetown was lost in June, 1941, nearly two years ago. We have not yet reached the stage of even having planned for a new vessel. That is not good enough. The minister was right in his first conclusion when he wrote that letter to Mr. Vaughan in April, 1942, when he was planning for a new ship. I have no apology to make to this committee or to the people of Prince Edward Island for having advocated publicly their interest on the floor of this house, and I hope the time will never come when I shall fail to do my duty as a member of this house to any part of this dominion.

Dr. T. V. GRANT

Dr. GRANT: I should have liked to thank the hon. member for York-Sunbury for his remarks this afternoon in connection with our transportation system, had it not become evident early in his speech that he was attempting to use the situation at Prince Edward Island to discredit the members of this house coming from that Province. I fully endorse everything that has been said by the minister for that Province, and I am sure that Prince (Mr. Ralston) and I in that connection I should like to add that it would not look very nice or be very courteous to the minister if I were to say that the people of Prince Edward Island were to come from his office, after discussing the car ferry matter, and immediately ask him questions about it in this house.

Mr. HANSON (York-Sunbury): You are hiding your light under a bushel.

Mr. GRANT: Well, before I am through I will light your candle. I only want to point out that between 1930 and 1935, when the hon. member for York-Sunbury was a member of this house, a supporter of the Bennett government, and a part-time minister, the people of Prince Edward Island did not know that he existed. While he was a member of the Bennett government he never rose in his place in this house and complained that the people of Prince Edward Island were getting only six cents a bushel for their potatoes. He never asked Mr. Bennett to put a floor

under the price of Prince Edward Island or New Brunswick potatoes. He never complained about the fact that pork sold in Prince Edward Island for only 1-2 cents a pound during that period. He never complained that hides were sold for twenty-five cents each, not twenty-five cents a pound. He never complained that eggs were being sold at very low prices; he never complained that butter, on which he rode into power, was being used in Prince Edward Island for axle greases. The people of Prince Edward Island know all these things, and he will not deceive those people in the least. He tried that before on the island, but all I had to do was to tell the people just what I have said tonight, and they were quite satisfied that everything was all right. The hon. gentleman made a speech there just before the last provincial election and his own party said that was the reason why they lost the election. I have told the people there that the hon. member for York-Sunbury made a mistake when he did not take up another calling. I said I thought the hon. gentleman should have joined the circus when he was a young man, taking the part of the fellow who never opened his mouth without putting his foot in it. The people of Prince Edward Island will not be hoodwinked by any person in this house who attempts to use the serious situation that exists there in order to get across to the people something that may be of some help to the Tories of that province.

Mr. J. L. Douglas

Mr. DOUGLAS (Queens): Some reference was made to Captain Read being superannuated after forty years of faithful service to the public. I like to give credit where credit is due, and I would remind the hon. member for York-Sunbury that Captain Read navigated the icebreaker Earl Grey I visited for the first time in my life. It was a great privilege and a great pleasure. There may be other places where hospitality abounds to the same extent, but there is no place in Canada where more hospitality could be shown to one coming from another province. Without engaging in the controversy with respect to the ferry service, I wish to say that on my visit, and from communications and personal contact since that time, I have learned something of the feeling of the people of Prince Edward Island with respect to this problem.

If I may project myself into the debate tonight as one coming from one of the central provinces of Canada, I would say a word arising from my personal experience in connection with transportation problems between Toronto and Borden. Sometimes people from other parts of Canada are too prone to think of Prince Edward Island as a far-distant province. As a result they may not be sufficiently interested in the problems of that island. But when the people of that province call out through their government and through their responsible citizens; when they call out through the various avenues by

means of which they can raise their voices in their plea for better transportation facilities between the island and the mainland, they are not calling out for something in addition to what they are entitled to, but rather they ask for simple justice in a cause in respect of which simple justice must be given.

One of the things which struck me most forcibly in going from the mainland to the island and returning to be such a perilous and slender thread of communication between the island and other parts of Canada. I was there in the fall of the year, and one could not help entertaining that thought when he saw quantities of products and the great number of automobiles awaiting transportation.

May I join with those who have raised their voices in support of the solution of a problem which has been so ably presented. As one from central Canada may I state that we would like to help Prince Edward Island, and it is my hope that the discussion in the committee today will contribute something toward giving better transportation for that magnificent portion of the dominion, that province known affectionately in other parts of Canada as "the island."

Item agreed to.

SAVE 2 MONTHS

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31					

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Make Your Garden a Success

Choose a good site: If your own yard is unsuitable, try to arrange for the use of a vacant lot with good soil and not shaded by trees.

Grow for your own use: Plan to grow only the vegetables you need for your own household.

What to grow: Select for planting only those vegetables you will use. The size of the garden is a factor. The small backyard garden might contain tomatoes (one dozen plants will give plenty of tomatoes for use fresh and for canning), beans, beets, lettuce, radish, carrots, onions, and spinach or swiss chard. In larger gardens, such additional crops might be considered as cabbage, cucumbers, squash, corn, peas, turnips, potatoes, depending upon the family's likes and dislikes.

Avoid waste: Buy only the amount of seed you will need. Seed which you waste might have been used profitably by someone else. Can the tomatoes, peas and beans that you cannot use fresh. Surplus potatoes, squash and root vegetables may be stored for winter use.

Have a good garden: Consult with experienced neighbours before planting your garden. Get advice on arrangement, seeds and seeding, setting out plants, cultivating, weeding, spraying, fertilizing and watering.

Many local horticultural societies, gardening clubs, and other organizations are sponsoring wartime garden programmes this year. A special pamphlet, entitled "The Wartime Garden," giving practical advice on how to grow vegetables and how to protect the growing crops against insects and disease, is available without charge, from the Publication and Extension Division, Dominion Department of Agriculture, Ottawa.

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Honourable James G. Gardiner, Minister

Purchase only the tools you need. Co-operate with your neighbours by sharing garden implements. You can manage with a spade, a digging fork, a hoe and a rake.