

# Rail Problems Aply Discussed By Mr. J. H. Myres

## Disadvantages To Island Farmers And Shippers Stressed By Queen's County M. P. In Ry. Bill Debate.

The following address on the Canadian National-Canadian Pacific Railway Bill was delivered in the House of Commons on March 9, by Mr. John H. Myres, M. P. for Queens:

MR. J. H. MYRES (Queens): Mr. Speaker, in rising to say a few words on this important question I assure you that I do not do so merely for the purpose of prolonging the debate. I would much rather see the debates cut short and that we get along with the business of the house and wind up the session and get home, but the importance of this question I believe demands the very best attention of which every member of this house is capable. In the few remarks I intend to make I may follow a somewhat different line from that which has been pursued by almost all the members who have preceded me, except perhaps the hon. member for Red Deer (Mr. Speckman) who has just taken his seat. I always enjoy listening to him; for even although he is not a lawyer he usually has something of a practical nature to put before the house. In the few remarks I intend to make I shall discuss the railway situation somewhat along the same lines as those followed by the hon. member for Red Deer, dealing with it more from the standpoint of transportation as a service to the country than anything else.

The bill now before the house is based upon the report of the Duff commission. Enough already has been said about the constitution of that commission, the work it did, and the report it presented; I shall therefore not occupy the time of the house by reiterating what has been said in that respect. I have given the report a great deal of study and thought, and after stripping it bare and divesting it of all the frills, I find that three outstanding facts remain and refuse to be set aside.

### Important Factors

The first fact is that we must always have railways in Canada. Geography itself says so. Our wide open spaces, the long distances, and the heavy commodities of farm and mine and forest, which can be moved only by rail transportation, make it necessary that we always have railways in this country.

The second fact is that motor transportation has come to stay, and it must be dealt with as such. Third, and I am free to admit the most important fact of all, is that the taxpayers of Canada cannot long continue to pay every Saturday night a deficit of a million dollars on the Canadian National Railways.

The bill that is before the house is an attempt, I take it, to coordinate and amalgamate and bring together into one scheme the three facts which I have just mentioned. Just before I left Prince Edward Island to attend the present session of parliament I was asked to address a meeting of the railway employees of the city of Charlottetown. They were gathered together in their hall, and I received very short notice. I had no knowledge of the object of the meetings, nor did I know upon what subject I was expected to address them, but as the meeting opened this piece of paper was put in my hand, from which, with your permission, Mr. Speaker, I shall quote a brief paragraph which sets forth what I conceive to be a worthy object on the part of the railway employees: It is the object of this Traffic Club to unite all the employees and retired members on the island division of the Canadian National Railways, that they may work together and be of valuable assistance to the railway in its struggle to regain and retain its lost traffic from the various kinds

of motor vehicles that have by means of very unfair competition made such inroads on its revenue. Transportation being the only goods we have to offer, it is our desire that we give same at a reasonable rate together with best possible service an up-to-date transportation company composed of a loyal bunch of workers can give.

In other words, transportation is what we have to sell; let us go out and sell it. That was the object of the meeting of railway workers in the city of Charlottetown the day before I left home. I want to say for them, and I presume I am speaking for all railway workers throughout Canada, that they are absolutely loyal to the railways; their heart and soul is in their work, and, as is characteristic of railway men wherever you meet them, they hate the motor truck. It was their object to endeavour to secure for the railways that business which had been lost. In rising to address that meeting I prefaced my remarks by stating I had certain things to say to them with which I did not expect them to agree. I knew I was addressing railroaders, and it is my habit on every occasion to speak just exactly what is in my own mind, and not what is in the mind of somebody else.

### Quotes Duff Report

In this connection I should like to quote one or two passages which I believe will bear out what I have said and will have to say with respect to the transportation system in Canada. At the end of paragraph 157 of the Duff report I find the following:

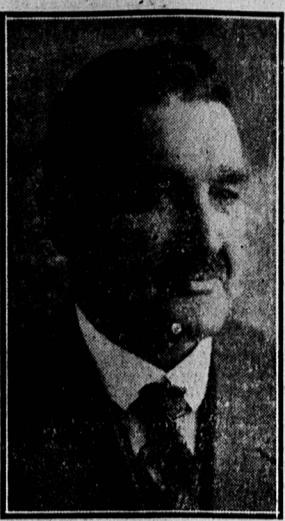
Since any measures looking to a revival of trade are beyond the scope of the commission's inquiry, we pass from this topic with the observation that an increase in traffic of even twenty per cent above the figures for 1931, which would still be below the gross earnings for 1925 would result in substantial improvement in the railway position in Canada.

Hon. members will note that there is reference to a twenty per cent increase in freight handling. Then, in paragraphs 188 and 189 we find the following:

188 While we have refrained from making any recommendations we recognize that the question of freight tariffs and tolls is inextricably bound up with the question of transport. The position at the moment, however, is difficult and complex. It has been represented to us by many competent witnesses that any increase in tolls would only impose a further handicap on the Canadian manufacturer and producer at a time when they can least afford to shoulder additional burdens, and that the increased tolls might have the effect of so restricting traffic as to afford little, if any, relief to the railways.

189 It would appear that, at the present moment, any adjustment of the freight tolls and tariffs would be inadvisable, but we feel it our duty before passing from this question, to express the view that even under more favorable circumstances the financial position of the railways may be such as to demand that the whole question of tariffs and tolls, in its widest sense, should be the subject of special investigation, with a view to determining whether or not the existing tariffs and tolls charged for the conveyance of freight are just and reasonable both to the railways and their customers.

You will notice, Mr. Speaker, the statement is made that a twenty per cent increase in the volume of freight traffic would make a great difference to the railways. Have the railway managements up to the present time made any attempt by a modification of their cast-iron rules to secure that twenty per cent increase?



MR. JOHN H. MYRES, M. P.

### P. E. I. Disadvantages

I believe the house will pardon me if I relate some circumstances concerning shipping conditions under which we in the Province of Prince Edward Island laboured during the last season. By reason of the high duty on potatoes going into the United States, and because the Cuban market was closed to our products, we were forced to look elsewhere for our market. That market we found in central Canada, Ontario and Quebec. When we began to look around for means to move our crop to the Canadian market we found out, due to the fact that potatoes were very cheap, and that the consumer owing to curtailed buying power was not in a position to pay a high price for our commodity, that if we were to live at all it was necessary for us to get those potatoes to the market in the very cheapest possible way. The freight rate by rail on potatoes moving from Prince Edward Island to Montreal is thirty cents per hundred pounds, thirty-three cents to Ottawa and thirty-eight cents to Toronto. But we found last fall that by using steamships we were able to move our potatoes to the market in central Canada for about twenty cents per hundred pounds. For the first time in the history of my section of the country steamers left Prince Edward Island and proceeded up the St. Lawrence River to Montreal and Toronto. I should like hon. members to know that that is neither a popular nor a profitable way of transporting potatoes. Neither would it be at all necessary for the railways to meet the waterborne freight rate. The farmer or the shipper likes very much to have a railway car pull into his siding so that he may pile in his 500 sacks or 650 bushels, which go to make up the carload of potatoes. He likes to pile them in, neatly and snugly, close the doors and send the car through to its destination. At that time of the year those potatoes will leave the car in exactly the condition in which they went in.

That is not the case with potatoes carried by steamship. In the steamship there are from 40,000 to 60,000 sacks, and hon. members will readily understand that in loading, unloading and storing a cargo of that size some damage must result. Many potatoes are bruised, and a great deal of damage takes place. In my view by a very slight concession or a slight reduction in the rate for the time being the railways would have had no difficulty in securing a twenty per cent increase in freight handling, and our section of the country would have been put in a much better condition.

I should like to say a word concerning the manner in which shippers and farmers are treated when they load cars. If a shipper is loading a steamer for Cuba, the railway company will allow him the use of cars for ten days. That is, cargoes may be assembled from the different railroad stations throughout the province and brought to the seaport. Under these circumstances no demurrage is charged during a ten day period. But for some reason which I cannot understand, and which I doubt whether any other hon. member can understand, when we seek to ship potatoes either to the United States or another part of Canada, we are allowed the use of the cars for only five days.

### Car Loadings

I should like to quote a few figures in support of what I have said. Looking over the carloadings, I find that the total for the year ended December 3, 1932, was 2,041,755. In 1931 the carloadings were 2,406,189 and in 1930, 2,959,597. Miscellaneous freight showed the largest decrease, 157,105 cars or 26 per cent. Merchandise consigned by 85,442 cars or 11.9 per cent. These figures go to show that miscellaneous freight and merchandise are, shall I say, most offended against by the classification rules now in existence on the Canadian railways.

Under the bill now before us it is proposed to set up a new board or trustees. A great deal has been said on this matter by hon. members who have preceded me. The bill calls for three trustees. Some members would like to have five, and the hon. member for Muskegon-Ontario (Mr. McGibbon), who always takes a keen interest in railway matters, expressed the opinion yesterday that a board of two with one dead would be the ideal board to manage the railway. My own view on this matter is this: If it were possible, and it probably is not, I should like to see not less than nine members on the board so that every province might be represented. I am democratic and I do not believe in taxation without representation. However, this matter has been carefully considered by the upper chamber, and a board of three has been practically agreed upon. A great deal has been said as to who and what kind of man the chairman of this board should be. Some members express the opinion that it will have to be a superman. It is my opinion, Mr. Speaker, that whatever else he may be he must be a sensible man. The idea that seems to permeate the speeches in this house is that whoever all other things the chairman of the board must be able to save

### Railway Inconveniences

The assembling of a large cargo of potatoes consisting of 50,000 or 60,000 sacks requires a great number of cars and takes considerable time. A steamer is not like a railway train; it does not always arrive at the destination at the time expected. Storm or accident of some kind may intervene, and it may be one, two or three days late, but only five days' use of the cars is permitted. Last fall our shippers sent a delegation to the head office of the Atlantic division at

Moncton to ask that they be allowed ten days' use of the cars in loading steamers, but they were met with a blank refusal. If the general manager, Mr. Appleton, had been home at the time I think their request would have been successful, because we have always found him very obliging and willing to meet our wishes. However, he was not there, and this delegation met the freight or traffic manager who made a blank refusal. The result was that the shippers had to unload their cars into the freight sheds, which entailed a second handling at extra expense and with additional loss of potatoes. Some of the shippers were so vexed about the matter that they moved their potatoes to the seaport by motor truck instead of using the railway.

### Freight Classifications

There is just one other matter about which I should like to speak, and that is the freight classifications. The hon. member for Red Deer said that transportation is the most important factor in the life of a country. There is no denying that, but what is the use of having transportation facilities if they are not available in such a way as to be best suited to those whose business it is to use them? A short time ago I was talking to a gentleman engaged in the building supply business. He sells all kinds of lumber, brick, cement, windows, doors, and so on, and he was telling me of his shipping troubles. An owner or contractor would come to him with a bill of material for a house he intended to build, and ask that that material be put in a car and consigned to his railway station. Because of the rigid classification this man found that he could not ship brick or cement with lumber, or windows and doors with scantling, that the shipment would have to be broken up into the different classifications. It would take nearly a whole train before the man could get what he wanted. In this connection I should like to quote from section 155, sub-section 5 of the Duff report, as follows:

In elasticity of freight rates and railway practice generally which prevents prompt action in the meeting of falling revenues and dealing effectively with competition from other forms of transport.

The classifications may have been all right for the time for which they were made, but that time has long since gone by. We are now faced with the competition of the motor truck which knows nothing about classification of freight. It will back up to your warehouse and take brick or cement of lumber or anything you offer, and if our railways are to survive they must meet this competition upon common ground. Transportation is what we have to sell, so let us go out and sell it.

### Intercolonial Railways

I should like to say just a word with regard to that old question in the Maritime Provinces, the Intercolonial railway, which already has been referred to by other hon. members. It is well known to every member of this house that this railway was the one inducement which prompted the Maritime Provinces to enter confederation. They were told that they would be linked up with the markets of Canada, in lieu of the markets they were losing along the Atlantic seaboard, by a government owned railway. Up to the present time we have been fairly well treated, and I do not believe we will receive any different treatment from the new trustees. However, I should like to throw out this hint to the Minister of Railways, and to the new board of trustees: The one thing for which we will not stand is interference with our railway rights in regard to the Intercolonial system. It is true that this line has been merged with the Canadian National Railways, but it is vital to us, and any attempt to curtail our rights in that regard might be misconstrued and might lead to trouble in the Maritime Provinces. I have no fear of this happening, however. I believe the new trustees will be sufficiently broadminded to take all these questions into consideration and give fair play to everyone.

I am about finished, Mr. Speaker, but there is one other point on which I should like to touch. I can hardly believe that in a young vigorous and growing country such as this the railway problem is absolutely hopeless. I believe that in a short time we will see a return to prosperity and good times. I cannot help but feel that way, and I believe our ways and our railway employes will be all busy again. It is a true statement that when the government attempted to weld into one system the various railways now comprising the Canadian National the roads were in a run down, worn out condition. That is

not so today. There is no doubt that today the Canadian National is a fine system. The roads are good, the rails are good, the rolling stock is good and the men are right, and I believe there are better days ahead. It may be true that, as the Duff report says, the red thread of extravagance showed up a little in the past few years, but money was plentiful, then and to show for it we now have a fine railway system of which we all should be proud.

In this connection I should like to refer to the hotels owned by the Canadian National. I thought from the very outset that the idea of a railway building and owning a hotel in Canada was a huge mistake. It has not been done in the United States; the railways in that country do not own hotels, and I know of no country other than Canada where this has been done. However, we have them now and it is up to us to make the best of them.

### Hotel Well- patronized

I should like to touch on just one other point in conclusion. In reading the proceedings of the Senate committee which dealt with this bill I notice a reference, by one gentleman who gave evidence, to our little hotel in the city of Charlottetown. I resent the remarks that were made on that occasion. This gentleman said we had a hotel that was out of all keeping with the province; that it was so grand and so elaborate that the natives of Prince Edward Island were afraid to enter it. Nothing is further from the truth, Mr. Speaker. In Charlottetown we have a nice little one hundred room Canadian National hotel, and from the standpoint of earnings I think it is about fourth in the system, although it has been in operation less than two years. I can assure you that hotel is well patronized by the people of Prince Edward Island and by the tourists who visit the province in the summer time. During the winter a great many citizens of Charlottetown take up residence in the hotel and they invite their friends and entertain them there so that the hotel gets the benefit of that patronage. There is scarcely a club of any note in Charlottetown that does not hold its meetings in the hotel, giving it full patronage, and a great deal of the success that has been achieved by the hotel is due to the efficient manager we have in charge. I resent therefore the slighting remarks that have been made with regard to our little hotel in the city of Charlottetown.

I have spoken at greater length than I intended to. The bill before the house has been very carefully considered by the Senate; that consideration and it met with the almost unanimous support of the opposition in the red chamber. I consider therefore, taking it all round that the bill in its present form is quite satisfactory and it is my intention to vote for the second reading, reserving the right, as the bill passes through its various stages, to criticize any part of it which I think calls for criticism and to support those parts of it which in my opinion are worthy of support.

### Comments Directors

In passing I should like to say just a word with reference to the present directors, who will soon be retired. They have been in office only a short time, but I believe that during the last two years they have played a very important part in the history of Canada in regard to transportation. I think they have done wonderful work in cutting down the expenses of the railway and trying as far as humanly possible to make revenue and expenditure come close together.

The other evening my hon. friend from Queens-Lunenburg (Mr. Ernsb), speaking on this bill, expressed the fear that his branch line might be almost entirely cut off, and that the fishermen in his constituency would not be able to get their fresh fish to market. The hon. gentleman has my sincere sympathy, and I want to advance the opinion which has been very well expressed by the hon. member for Red Deer, that service is the prime factor. We must have transportation, and if any service of the kind mentioned by the hon. member for Queens-Lunenburg is unduly curtailed I believe it is the duty of the railway company to see to it that something is substituted. I know something about the fishing business, and I know something about the shipping of fresh fish to market. We have a number of shipping stations in my province, and rapid transportation is the one essential for those who are engaged in the fishing industry. The railway might very well study the question of putting on properly equipped motor trucks to convey the products of the fishermen to the nearest railway centre, if railway service from any point such as this is to be curtailed. The fishermen here it pretty hard. If there is one class in this world for whom I have had a great pity during the past two years it is our fishermen. I have seen them landing the very best codfish that can be taken on the Atlantic seaboard and selling them for less than one cent a pound, and the same applies to mackerel. It is the duty of the trustees, I submit, whoever and whatever they may be, to look after the business interests of the farmers, the fishermen, the lumbermen and all others engaged in the primary industries of this country.

money. In part I agree with that. He must have the ability to save money; he must have due regard for economy on all occasions, but above that there is one other qualification which to my mind is more essential, and that is his ability to go out and get business. Transportation is the only commodity he will have to sell; let him go out and sell it, not according to any rigid, cast-iron classification rules but in the way that will be the easiest and most beneficial to the patrons of the railway.

Associates Members: During the past week names of several others have been added to the Associate Members list among whom are: H. H. Shaw, Rev. G. C. Webster, H. H. Jewel, Dr. Preston McIntyre, Dr. Goodwill, Ernest Kemp, Senator Creelman McArthur, S. R. Finlayson, Mrs. C. W. Bourke, Ralph Dingwell, O. D. MacGregor, Miss Mary F. Hunt and Allen B. Cosh.

A \$200 membership fee and two \$100 fees have been received without the sender's name. The Provincial Secretary would appreciate hearing from the parties concerned in order that their names may be recorded.

Charlottetown, P. E. Island, February 27, 1933.  
R. C. Parent, Esq.,  
Treas. Boy Scout Association,  
207 Weymouth St.,  
Charlottetown.

Dear Sir—  
I have pleasure in enclosing herewith my cheque for two dollars in payment of associate membership in your organization. I consider it a privilege to have the opportunity of joining. Please accept my thanks for membership ticket received.

With every good wish for the continued success of the Boy Scout Movement, I am,  
Yours faithfully,  
H. L. PALMER.

### PROVINCIAL COMMISSIONER VISIT

The Provincial Commissioner, Rev. G. T. Spriggs, visited Charlottetown during the week and discussed scouting activities with a number of the scout officials of the city and several of the clergymen. Thursday evening in St. Paul's Church Hall he invited Messrs. Wm. Warren and R. C. Parent as Rover Leaders. Rev. H. D. Raymond assisted in the ceremony.

### ROVERS

Niall Burnett was chairman at the last Rover meeting and the following program carried out: Discussion and talk on Self Indulgence by John Denny. This was admirably presented; First Aid Demonstration by Philip Stavert; Civics of the Province by the Rover Leader.

The next regular Rover meeting on Tuesday evening will take the form of the regular Gilwell Training Course for Leaders. A start will be made on unit IV of this course. The lectures and demonstrations are open to other scout leaders and interested men.

### ZION CUBS

The most important feature of the Zion Wolf Cub meeting on last Monday night was the investiture of Elmer Diamond. Twenty-five Cubs were present at the ceremony

### Slipped To His Death

(Canadian Press)  
BATHURST, N. B., March 17—Joseph P. Lavigne, 66, of South Bathurst, was instantly killed today on the spur line connecting the Bathurst Pulp and Paper Company's mill with the main line of the Canadian National Railways. Lavigne climbed up a snowbank as the Paper Company's switch engine approached. A dog he had with him found it hard to reach a place of safety and as Lavigne tried to help the animal, the engineer could not be stopped until it had passed the point of danger, and the crew found that Lavigne had slipped to his death beneath the wheels.

### TRAIL RANGERS—2

2nd WEST END RANGERS—1

The 2nd Trail Rangers defeated the 2nd West End Rangers at the Arena yesterday afternoon. B. Johnson and R. Hennessey scoring for the Trail Rangers, while A. Perry scored the goal for the West End Rangers. Heavy checking was in evidence all through the game.

TRAIL RANGERS—Goal, F. Matheson; Defence, A. Godkin, J. Johnson; Forwards, B. Johnson, D. Farquharson, L. Toombs, B. Stewart, G. Behtly, R. Hennessey.

WEST END RANGERS—Goal, G. Deblols; Defence, C. Burke, P. Paton; Forwards, A. Perry, D. Murray, H. Finlayson, L. Dumont, S. Lawson and P. Andrew refereed to the satisfaction of all.



### Scout News and Notices

ASSOCIATE MEMBERS: During the past week names of several others have been added to the Associate Members list among whom are: H. H. Shaw, Rev. G. C. Webster, H. H. Jewel, Dr. Preston McIntyre, Dr. Goodwill, Ernest Kemp, Senator Creelman McArthur, S. R. Finlayson, Mrs. C. W. Bourke, Ralph Dingwell, O. D. MacGregor, Miss Mary F. Hunt and Allen B. Cosh.

A \$200 membership fee and two \$100 fees have been received without the sender's name. The Provincial Secretary would appreciate hearing from the parties concerned in order that their names may be recorded.

Charlottetown, P. E. Island, February 27, 1933.  
R. C. Parent, Esq.,  
Treas. Boy Scout Association,  
207 Weymouth St.,  
Charlottetown.

Dear Sir—  
I have pleasure in enclosing herewith my cheque for two dollars in payment of associate membership in your organization. I consider it a privilege to have the opportunity of joining. Please accept my thanks for membership ticket received.

With every good wish for the continued success of the Boy Scout Movement, I am,  
Yours faithfully,  
H. L. PALMER.

### PROVINCIAL COMMISSIONER VISIT

The Provincial Commissioner, Rev. G. T. Spriggs, visited Charlottetown during the week and discussed scouting activities with a number of the scout officials of the city and several of the clergymen. Thursday evening in St. Paul's Church Hall he invited Messrs. Wm. Warren and R. C. Parent as Rover Leaders. Rev. H. D. Raymond assisted in the ceremony.

### ROVERS

Niall Burnett was chairman at the last Rover meeting and the following program carried out: Discussion and talk on Self Indulgence by John Denny. This was admirably presented; First Aid Demonstration by Philip Stavert; Civics of the Province by the Rover Leader.

The next regular Rover meeting on Tuesday evening will take the form of the regular Gilwell Training Course for Leaders. A start will be made on unit IV of this course. The lectures and demonstrations are open to other scout leaders and interested men.

### ZION CUBS

The most important feature of the Zion Wolf Cub meeting on last Monday night was the investiture of Elmer Diamond. Twenty-five Cubs were present at the ceremony

## Will Do All In His Power

(Canadian Press)  
SYDNEY, N. S., March 17—Assurance was received today from Premier R. B. Bennett that he would do all in his power to meet the demand of Sydney steelworkers for a 50,000 ton rail order for the steel plant here.

A delegation of representative Cape Breton citizens is leaving on Monday or Tuesday for Ottawa to request the Federal Government to authorize the Canadian National Railways to place an order for this amount in order to relieve unemployment in Sydney.

## Wire Tapping Uncommon

(Canadian Press)  
TRURO, N. S., March 17—Watchers outside Harlan Bliswanger's home saw electric lights burning in the building last night.

Ordinarily, that wouldn't mean anything, but it happens that Bliswanger's name does not appear in the list of customers of the Truro Electric Light Commission. So he has been charged with stealing energy.

Wire-tapping is not uncommon in Truro and the commission recently issued warnings to several persons suspected of securing their power in this way.

and gave the Grand Howl to welcome the new member into the pack.

Six others admitted to the Pack as candidates during the past two weeks, namely, Norman Larter, Keith Johnston, Bruce Adams, Irs Young, Alvin Bevin and Francis Currie. These boys will be taken into the Pack as soon as they learn what it means to be a Wolf Cub and when they are prepared to take and keep the Cub Promise.

Cubs Barry MacLaren and Donald McClure have passed the first part of their Ball Throwing test and are now in the lead for the prize offered to the first boy winning first star.

A competition was started on Monday last between the Blacks, Reds, Greys and Browns. The first night's contest was won by the Browns by several points.

Points are awarded for the following: Clean hands, combed hair, dues and attendance. This competition will continue for four weeks when each Cub in the winning six will receive a prize.

The last meeting was directed by Cubs Allison Swan and Waldo Dingwell. This week Barry MacLaren and Keith Rodd will be in charge.

### Worthy of Service

The visitor to the village was in the village shop and observed that the man behind the counter treated a young man with great respect.

Who is that man? asked the visitor, thinking he must be a famous personality.

He's one of the early settlers, replied the man.

Early settlers, asked the visitor, but he can't be above thirty.

That may be, was the reply, but he pays all his bills monthly on the first of the month.

**E. R. BROW**  
Fire, Life, Accident, Sickness and Plate Glass Insurance at Lowest Rate.  
Agent at Summerside, Lloyd Lewis  
146 Richmond St., Charlottetown

**'Hickeys'**  
The best leaf and the longest cure give you the most lasting and delicious chew when you ask for H & N Black Twist. You'll have the time of your life trying to chew the flavor out of this fine tobacco.

**"BLACK TWIST" CHEWING**

**HICKEY & NICHOLSON**