

ED TRUTH IN RUMORS

when the potatoes are actually sold. The Association deals with four concerns manufacturing potato bags, and all accounts received have either been paid, or, if drafts have been made, accepted.

Overdraft Reduced

Up to the present, the Association has moved 600,000 bushels of potatoes, most of which are seed that have been placed in storage to be ready for the market when a demand arises, at which time the dealers will be in a better position to pay for their requirements. This action on the part of the Association made it possible to relieve the farmers who did not have sufficient storage facilities by enabling them to move their stock at the least possible transportation cost.

While it costs a great deal of money to assemble this quantity of potatoes and move them to storage, the Association has been able to do this and at the same time reduce the overdraft which it had at the bank at the time of its annual meeting, at which time there were sufficient assets to take care of the overdraft, the reduction being made on account of moneys received.

Prior to the beginning of the shipping season every member of the Association received a circular letter, setting forth what was considered to be the only feasible method of handling the seed for storage. The circular emphasized the unpromising outlook with regard both to prices and markets. To meet the situation the management made considerable reductions in the costs of operating. The first move was a reduction of twenty per cent. in salaries. After this the men in charge of the loading stations were brought together at a meeting, and they unanimously agreed to take the same reduction in the amount they were receiving. Another important concession obtained was a reduction in storage charges at New York, these charges being practically cut in two. In some cases the brokers agreed to accept a very much lower commission. While the railway freights remain the same as the previous year, the water freight rates are somewhat lower. The management solicited the co-operation of every member in keeping down expenses.

The proposed method of disposing of the Association's seed potatoes was fully set forth in the circular, referred to, the members being advised as follows:

"The seed will be wanted by our dealers, but they are not in a position to take prompt delivery for two reasons. First, the farmers have not been able to realize on their crops. They already owe the dealer, and the dealer in turn has, in many cases, used about all the credit they can secure. We shall be able to sell our seed potatoes in the winter, but we shall not have enough certified cobbles to fill the orders that we shall receive before next April, and in order to take advantage of the market, and avoid loss through frost, and tie-up in transportation, we should have a quantity in storage. Our proposition to you is that if you have potatoes that you wish to move this fall, through lack of storage, or because you cannot sell them in the winter, we will handle them in storage. Whatever quantity we are able to sell outright before December 31st, will be paid for at the prices received up to that time. On the quantity not sold, and in storage, we will not pay any advance, until the potatoes are sold. We will not sell certified seed, unless compelled to, at less than 25c per bushel to the grower. We hope the price may be more when sales are made. Of the total quantity of potatoes which may be shipped, settlements made will be based on the quantity sold, in proportion to the number of acres of each member. The balance then left in storage will be paid for as soon as sold."

"I am glad to have this opportunity," said Mr. Boulier in conclusion, "of letting the members of the Association know that all obligations in the movement of the crop have been met, and that I am hopeful that the quantity of seed in storage will realize considerably more by being at the centres of distribution than if left in the Province or forced on the market at prices current when the stock was moved."

Present telegraphic reports, he added, show that the seed market is a little stronger.

Rumors regarding alleged irregularities in connection with the financing of the Association, Mr. Boulier complained, have been propagated on several occasions in the past few years. "I never considered it worth paying any attention to these rumors," he said, "but on account of the serious financial condition of the country generally and the possible effect of such allegations respecting the Association's financial standing at the present time, I am glad to have this opportunity of re-

filling them absolutely through the Guardian."

At Mr. Boulier's request, The Guardian communicated with Mr. L. D. Murray, manager of the Bank of Nova Scotia. Mr. Murray fully endorsed Mr. Boulier's statements with regard to the satisfactory financial situation of the Association.

COMMISSION

Continued from page 1

sitting, and no indication was given as to the line of examination. Tomorrow, it was intimated, the Commissioners propose to consider the question of whether or not public sittings will be held, and, generally speaking, what news of the commission will be given out.

STRESSES OBLIGATIONS

Outstanding in today's proceedings was the opening statement of Hon. R. J. Manion, Minister of Railways and Canals. The "serious effect" of the immense railway obligations upon the financial structure of Canada, was stressed by the Minister. His statement constituted an historical review and a financial summary. It described the steps which led to Canada over-building in railways. The projection of two transcontinental systems, in addition to the Canadian Pacific Railway, when one would have been ample, was touched on. Then the financial embarrassment and threatened failure of road after road, the acquisition of these crippled railways by past governments, and finally the knitting of them together into the present Canadian National Railway system.

Now, declared the Minister, Canada found herself with much unnecessary railway mileage. The population per mile of railway in Great Britain was approximately 2,000 in France it was 1,200. In Germany it was 1,700, and in the United States 500. But in Canada there were fewer than 250 people for every mile of railway. Competing with these railroads, as a development of the last 25 years were the private automobiles, the motor truck and the motor bus. These complicated the trouble. This new development in transport could not be ignored. It must be grappled with, the minister said.

To an attentive commission Dr. Manion outlined the present financial position of the two great Canadian systems. Since 1928, he said, the operating revenues had been rapidly declining. The gross earnings of the Canadian Pacific and Canadian National roads combined would be about \$200,000,000 less in 1931 than they had been in 1928. As a result of this the C. P. R. had been forced to cut its dividend in half. The Canadian National "instead of earning sufficient to pay its bond interest, will in all probability, in 1931 be able to meet only, if any, of the \$37,000,000 due to the investing public." In addition to this, the latter system had eliminated its other requirements for the present year at approximately \$60,000,000.

The capital structure of the two roads was touched on briefly by the Minister. Bonds due to the public by the Canadian National were valued at \$128,000,000. Capital stock covering the cost of the Canadian National amounted to \$10,000,000. Government obligations totalled \$1,357,000. This made a grand total of \$145,357,000.

The Canadian Pacific Railway had bonds outstanding of \$446,000,000; preferred stock amounting to \$129,000,000 and ordinary stock totalling \$335,000,000 or a grand total of \$910,000,000. In addition to this, Dr. Manion said, the government in the early days had contributed \$105,000,000 in cash and completed road.

Leaving out of account the Canadian National debt to the government upon which no interest has been paid, the two great railway systems now had a public investment of approximately \$2,200,000,000.

CLASSIFIED ADS

HOUSE TO LET-APPLY 29 School St. 10702-12-5-31

NEW STOCK OF STALL FED cattle arrived and we offer to the public the best prices and quality of beef, pork and lamb. Sirloin and teabone roast 20c lb; pork roast and steak 18c lb; lamb chops trimmed 20c lb; sugar cured bacon, excellent quality, 18c lb; by slab 16c; potted meat 15c; liver sausages, European style, 15c lb; chickens 20c. Corn and gas our store, one of the finest and most modern equipped meat markets in the Mar. Mrs. J. B. Seville, General Butcher, 223 Queen St. 10705-11

CENTRAL GUARDIAN WESTERN GUARDIAN

Documentary, poet and lady at Stewart's Bakery, 3 today.

PASSED AWAY IN MISCOUCHE—There passed away at the home of her brother-in-law, Mr. Joseph C. Perry, Miss Annie Gaudet, at the age of 68 years. The deceased had been an invalid for many years. She was a native of Miscouche, the daughter of the late Leon Gaudet. Mrs. Arsenault, Gallant of Miscouche is a sister. Sincere sympathy is extended to the relatives.—S.

LECTURE ON MISSIONARY WORK—Rev. L. B. Campbell addressed an appreciative audience on Thursday evening in Epworth Hall on missionary work in Trinidad. He called his lecture "The Answer to the Soul," and gave an interesting sketch of the life of Professor Netram, a native of India, who devoted his life to God's ministry. Before the lecture there was a short programme. Miss Jean Wright, Mrs. Estey, Miss Amanda Cannon and Miss Bradshaw sang "Have Thine Own Way Lord." Mrs. Ernest Large and Mrs. Allen sang two very beautiful songs. Mrs. A. S. MacKay gave a reading.—S.

DANISH RYE PASTRY, a large variety to choose from, French pastry, macarons, cookies and muffins from Stewart's Bakery. 10700-11

DANISH RYE BREAD, fresh Tuesday's, Thursday's, and Saturday's at Stewart's Bakery. 10700-11

ALL RETURNED men are requested to attend the funeral of our late Comrade, Major J. A. MacDonald, 198 Sydney Street at 8:45 Saturday morning. 10704

ORDER YOUR Christmas Cake early. Dark fruit, white pound, cherry, light fruit from Stewart's Bakery. 10700-11

ARRIVED LAST NIGHT—Mr. G. McDaly, Halifax lawyer, arrived in the city last night and registered at the Canadian National Hotel.

THE P. E. ISLAND Ministerial Association will meet in St. Paul's Parish Hall on Monday, December 7th at 10:30 a. m. J. M. McLeod, Secy. 11070-11

THE TWILIGHT ORGAN RECITAL, in aid of the Ladies' Aid of P. E. I. Hospital will be held in Central Christian Church this afternoon with Miss Duchemin as organist and Miss Sterns as vocalist.

IN CITY—Mr. D. B. Stoneman, Yarmouth, N. S. of the Maritime Electric Company, is in the city, registered at the Canadian National Hotel.

SATURDAY PIE specials at Stewart's Bakery are coco nut meringue, pumpkin, strawberry, lemon, raisin, apple, mince and Washington. 10100-11

HALIFAX PHYSICIAN DIES (Canadian Press) HALIFAX, N. S., Dec. 4.—Dr. W. H. Hattie, widely-known Halifax physician and lecturer at Dalhousie University, died at his home in Dartmouth tonight. He was 61 years of age.

WIDEST POWERS Continued from page 1

of great assistance not only to the government but to the two great railway systems, and as well to the people of Canada generally. We shall look forward with hope and confidence to the result."

After filing the post of Minister of Railways and Canals for more than a year, Dr. Manion stated to the commissioners that he appreciated to the full the heavy task that has been placed upon your shoulders in requesting you to endeavor to work out a solution of this problem." He continued: "that you may evolve a solution which will be beneficial not only to the railway companies themselves but to the people of Canada generally will be the sincere desire of every loyal and thoughtful Canadian."

ABEGWEITS Continued from page 7

MOHAWKS, 2; GYROSCOPES, 1.

In an unorthodox but exciting exhibition, the Southport Mohawks turned back the Gyroscopes last night in a preseason exhibition till 2-1 before a considerable number of fans who remained after the senior game. Mel Diamond handled the whistle in very efficient fashion. The highlights of the game were the checking of both defenses and the stellar goalkeeping of O'Neill and McInnis. The first period started off fast but soon slowed. The boys were off somewhat in their passing and shooting. In fact, throughout the match the shooting of both teams was very weak. Cox, Gyro's centre, missed three open nets. The bright light of the first stanza occurred when Cox, Gyro centre and Mahar, Gyro right winger, went down the ice in a pretty combination to beat the defence. Mahar taking Cox's pass to rifle a hard shot past goalie McInnis in the Southport net. The second period was marked by the Gyro's stout defensive work. After some milling about, Jenkins, Southport left winger, rushed down centre, stick-handled past the defence and rifled home a delightful goal. It was a real big league marker. The next few minutes were characterized by considerable ineffectual milling about by both teams. Finally, however, the Mohawks got

GOAL—O'Neill. DEFENCE—Rice, McIntyre, Kennedy, Gagnon. L. WING—Blanchard, Lidstone, Cheverie. CENTRE—Cox, Dodds. R. WING—Mahar, Landry. SOUTHPORT GOAL—McInnis. DEFENCE—Balderson, Stewart, McKee. L. WING—Jenkins, McInnis. CENTRE—Cudmore, Smith. R. WING—MacDonald, McLellan.

Presented To Ry. Commission Re Train Services

Following is the text of the brief presented by Messrs. R. E. Much and Geo. J. Tweedy before the Board of Railway Commissioners at Truro on Wednesday: Dominion of Canada, Province of Prince Edward Island: Before the Board of Railway Commissioners for Canada. Dated this third day of December, A. D. 1931:

In the matter of the application of the Charlottetown Board of Trade (supported by the Province of Prince Edward Island) for such revision of the time table of the Canadian National Railways between Sackville in the Province of New Brunswick, and points in Prince Edward Island as will provide for an efficient conveyance of mails and passengers between the Island and the mainland of the Dominion winter and summer and place the Island in continuous communication with the railway system of the Dominion.

The Charlottetown Board of Trade and the people of the Province fully recognize the need for economy in railway operations under existing circumstances. Our position was set forth in telegrams from the Prime Minister of the Province to the Minister of Railways and Canals and from the President of the Charlottetown Board of Trade to the General Manager of the Atlantic Region as follows:

"R. J. Manion, Esq., Minister of Railways and Canals, Ottawa, Ontario. "Monoton management publishes new schedule seriously curtailing present railway and ferry service between this Province and mainland. Change in routes almost twenty four hours delay Sackville Moncton affecting passengers, mails, Ocean Limited, Canadian Pacific and American points. Through services to other Maritime Provinces not being seriously disturbed. Province strongly protests against what appears to us to be discrimination against us. Our position Charlottetown should enjoy same services as Halifax, Sydney, and other Maritime points."

"(Sgd) J. D. STEWART Premier

"W. U. Appleton, Manager, "Atlantic Region C. N. R., Moncton, N. B.

"Your wire of 18th considered at meeting of Board this morning. Our Board fully realize need of economies in railway operations and necessarily that Prince Edward Island should share in same. If it becomes necessary that operations of Maritime Express or Ocean Limited be discontinued we will, of course, approve discontinuance of our connection with same. Our view is that under Prince Edward Island's terms of Confederation our connections with the through mainline and trains carrying mails and passengers must be continued. Proportionate mileage reduction on local service with that proposed for Nova Scotia and New Brunswick is the utmost that our Board would approve.

"(Sgd) GEORGE J. TWEEDY President."

But the matter of cost must not be allowed to enter into consideration in carrying on a necessary inter-provincial service for which Prince Edward Island bargained before agreeing to surrender its Colonial status. The Royal Commission on Maritime claims (The Duncan Commission) recognized this point quite emphatically and in dealing with the transportation services to the Island made the following definite recommendation:

"Prince Edward Island Car Ferry—The terms and conditions upon which Prince Edward Island was admitted into Confederation in 1873 contained the following provision:

"Efficient steam service for the conveyance of mails and passengers to be established and maintained between the Island and the mainland of the Dominion. The Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion."

"We further recommend that, so far as the ferry boat service is concerned, it should not be run as part of the railway operations but should be run by the railway administration under separate account for the department. We feel that, by reason of its association with railway accounts, this service does not get the attention it should receive."

This recommendation has not been implemented up to this time. The Federal Government in the past has recognized its obligation to provide an efficient service under the terms of the Confederation agreement; and its failure in respect thereto. In the year 1901 the Province was granted an addition to its subsidy from the Federal Treasury of thirty thousand dollars per annum for all time because of the failure of the Federal Government up to that time in providing such efficient service as it had thought it we have no Sunday rail service whatever, and all this notwithstanding Charlottetown is some sixty miles nearer Boston by rail than is Halifax. For points south and east of Charlottetown the delay is still greater. These points are reached by trains leaving in the afternoon so that the mails and passengers arriving at 6:30 p. m. must remain in Charlottetown until the following afternoon. Except a closed

communication between the Island and the mainland."

In the wording of the terms of the agreement in this matter as quoted above between Prince Edward Island and the Dominion the adjective "efficient" is perhaps the most important word—without that word the term quoted would be valueless. The word can only have a relative meaning and significance. The object of the term or paragraph above quoted was, it is submitted, to make Prince Edward Island, as far as possible a real and internal part of the Canadian Confederation. Only such a service as will measure up and compare in efficiency with that in other Provinces of Canada will fulfill either the spirit or the letter of the above stipulation. The paragraph in question expressly makes that "efficient service" imperative for "winter and summer." It was not intended that we should be permitted to enjoy a comparatively efficient service during four or five months of the year and a particularly inefficient service during the other months of the year. It has been stated that the word "efficient" must have a relative meaning. A service that was efficient twenty years ago is not efficient today, for its efficiency must keep pace with the efficiency of service in other Provinces of Canada.

Assume for the sake of argument that the service provided by the railway to the other capitals of the Maritimes be classed as efficient, then a comparison of the accommodation given to Charlottetown must of necessity be classed as something very different. Take for instance all American mail and passengers via Boston and St. John. These reach Halifax at 9:30 p. m. an elapsed time of twenty four hours while passengers and mails from P. E. I. come as far as Sackville by the same train but do not reach Charlottetown until six p. m. the following day. In other words they are still enroute to Charlottetown when the Halifax mail may have been dealt with and a reply near its destination or the passenger's business and be back to Sackville on his return trip. This condition is further aggravated on Friday's outward trip from Boston where an additional twenty four hour delay is occasioned by the fact that we have no Sunday rail service whatever, and all this notwithstanding Charlottetown is some sixty miles nearer Boston by rail than is Halifax. For points south and east of Charlottetown the delay is still greater. These points are reached by trains leaving in the afternoon so that the mails and passengers arriving at 6:30 p. m. must remain in Charlottetown until the following afternoon. Except a closed

mail is sent east to the larger centres by freight trains leaving Charlottetown Monday, Wednesday and Friday each week. In other words a passenger or letter leaving Boston at 9:30 a. m. on Friday cannot reach any point east or south of Charlottetown until Tuesday evening of the following week and in the case of rural mails are delivered by couriers the following day. The same thing applies to all traffic and mails coming to us by C. P. R. via St. John and all traffic and mail by Ocean Limited from Montreal and it should be pointed out that almost all business mail can reasonably be expected to move from Montreal by the evening train. The Railway management point out that passenger movement by the Ocean Limited eastbound for P. E. I. is light. In answer we will say that it could not be otherwise as passengers prefer to remain in Montreal rather than spend the time in Moncton or Sackville. We therefore respectfully submit that your Board may be pleased to make an order instructing the management of the Canadian National Railways to forthwith re-establish the connections with the Ocean Limited eastbound and the Maritime Express westbound discontinued on the 26th day of September, 1931 and continue such connections throughout the other year and such further order as your Board may deem right and necessary in the premises.

FREE

Have you mailed your dollar for your Christmas Seal? If you haven't please do so now. There is no more worthy cause and your support is needed. Perhaps you do not know that you are being protected from tuberculosis infection all the time by the work carried on by the Tuberculosis League, for which this money is asked once a year.

Free clinics, research laboratories and other means of prevention have done remarkable work in checking the white plague. This work must go on, and that it may, you are asked to help with this small contribution. Please don't delay. Of all the gifts you give this Christmas, none will be as welcome or as worthy of the name as the one you are asked to give by buying seals.

DEATHS

MACRAE—At the P. E. I. Hospital, Friday, Dec. 4th, 1931, Mary Marlon MacRae, aged 20 years, daughter of John R. MacRae, Cherry Valley.

Funeral from the home of her father, on Sunday, Dec. 6th, service starting at 1:30. Interment, Cherry Valley Cemetery.

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OVER 30,000 TONS

Continued from page 1

In the process of this work gravel was taken from the following pits, all with two or three exceptions, newly opened by the present Government:

Queen's County: Humphrey's (Springton); Parson's, Hope River; Traylor's, Hope River. King's County: Peters Road, Lot 63.

Prince County: McLean's, Lot 14; McDonald's, Goff's; Palmers, Boyle's; Banks and Ramsay's pits at Conway; Murphy's, Poplar Grove, Stewarts, West Point; Silliker's, Melburn; McDonald's, Ellis River.

Island pit gravel has been found by the engineers to be excellently adapted to road making purposes. Indeed, it is believed to be better, as well as less expensive, than the pure gravel hitherto imported for the roads, as it binds more firmly. There is also the added advantage of having all the money expended on the material kept within the Province.

In addition to the pit gravel, excellent shore gravel was obtained at Miminegash, Campbellton, Burton, Green Hill, West Point, Skinner's Pond, Waterford, Nail Pond, Egmont Bay, Fifteen Point, Malpeque, Darnley and Sea Cow Pond in Prince County, and at Cable Head, Goose River, Priest Pond, Murray Harbor North and East Point in Kings' County.

Unemployment work to which the Provincial Government contributed included also the construction of concrete streets at Summerside, Montague and the approach to the Hillsboro Bridge at Charlottetown, as well as the paving of the approach to the Provincial Building on Queen Square.

At Montague about three quarters of a mile of street has been paved with concrete. A quarter mile section remains to be done next spring. The pavement is twenty feet wide, and from seven to nine inches in thickness. The job is an excellent one, adding greatly to the appearance of the town, as well as giving added convenience to vehicular traffic.

At Summerside, street paving has communication between the Island and the mainland."

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