

Prospective Conservatives For Leadership



W. GARFIELD CASE, M. P.

C. P. HEADQUARTERS, OTTAWA—W. Garfield Case, M. P., twice victor in North Grey Ontario constituency, first hit the headlines when he beat General A. G. L. McNaughton then Minister of National Defence in a 1945 by-election. Now, three years later, he has announced his intention of entering the leadership race at the Progressive Conservative Convention being held in Ottawa, September 30 to October 2.

Case is full of ideas as to the best means of pepping up the party and he wants to put those ideas into action. Although his experience in federal politics is short, he knows a lot about organization and politics on the community level. He has been chairman and then mayor of the town of Owen Sound and has served on boards ranging from library to ration boards.

His friends will tell you that there is no pretence in the man. He doesn't mind admitting, for instance, that he was once president of the North Grey Liberal Association. His convictions changed his politics. He has a genial manner and the kind of self-confidence that makes it possible for him to take criticism without bearing grudges.

Case is at his best in action and there has been plenty of it in his life. He served from 1917 to 1919 with the Royal Flying Corps on entering business life in Canada as an estate analyst and insurance economist, always took an active part in community affairs. Although he is best known in Ontario, having been president of the Ontario Mayors and Reeves' Association in 1943-44, and president of the Huronia Sports and Tourists' Association, among other things, he lived in Imperial, Saskatchewan for three years when he was secretary-manager of the Saskatchewan Grain Growers' Association.

His background is a rural one. He is the son of the late William Case, a well-known breeder of draft horses and Holsteins in Gwillimbury Township York County. He attended public and high schools in Aurora and later studied at the Ontario Agricultural College at Guelph.

He married Edna Anita Rowan, daughter of Dr. Joseph W. Rowan of Toronto, and has three daughters. The eldest, Bernice, a graduate of Wellesley Hospital, Toronto, and is now employed as a T.C.A. stewardess.

Marked Progress Made In P. E. I. Railway Service During Past 3 Decades

The following article dealing with the construction, changing over of the roadbed of the Prince Edward Island railway from narrow to standard gauge, transferring of freight and other incidents in connection with the inauguration of the car ferry should be of interest to the generation of the present day and many incidents of this work will no doubt be recalled by the older generation.

In 1912 or 1913 a site was selected at what was then known as Carleton Point for the location of the terminals while a similar site was selected at Cape Tormentine on the New Brunswick shore, and the contract awarded to an Old Country firm for the construction of a car ferry steamer to operate the service.

The railway, commonly known as the "K. B. and P. E. I. Railway" extending from Sackville and Cape Tormentine was taken over by the Intercolonial Railway while the branch from Emerald to Cape Traverse was used for the Island part of the service. The work of constructing a branch from Carleton to what is now known as Borden was commenced early in 1915.

In order to make the line between Summerside, Charlottetown, and Borden suitable for the service it was necessary to strengthen the bridges, build up the roadbed and lay heavy rails over this part of the P. E. I. Railway. An interesting feature of this work was employment of about 50 German war prisoners, who were interned at Borden. They transferred all the rails at Borden and worked on the construction of the new spur as well as on the Cape Traverse branch.

Car Ferry Services
The car ferry Prince Edward Island came out early in 1916 and was during the following winter used in the service by the Marine Department between Charlottetown or Georgetown and Picton. On May 1, 1916, the ferry was taken over by the Railway and continued to operate on this service until October, 1917 when it was sent to Borden and made the first freight trip on Oct. 16th, on which day 22 standard cars were moved from Tormentine while 24 loaded cars were returned. The ferry remained in the freight service until about the middle of December when the "Northumberland," which had been operating the passenger and mail service between Summerside and Point DuChene, discontinued on account of ice conditions. The Prince Edward Island, which is now nearing 36 years old and is still in excellent condition, operated the service until 1931 when the new S.S. Charlottetown took over the service and continued the work until lost, while enroute to dry dock at Saint John on June 18, 1941 when the Prince Edward Island again took over the service.

and continued to operate until the new ferry Absgewelt took over in the summer of 1947.

The work of constructing the terminals was commenced in 1915 and completed in 1917. During this time large gangs of men were engaged constructing the yard at Borden, which consisted of some 32 tracks, approximately 36,000 feet of trackage as well as preparing the road for the standard service.

In making the yards and track between Borden, Summerside and Charlottetown it was necessary to lay a third rail so that traffic could be moved from east and west of Charlottetown and Summerside. This work was completed and the first standard train operated to Charlottetown Sept. 16, 1919. After this part of the roadbed was changed it was necessary to start the work of changing the road from Summerside to Tignish and from Charlottetown to Souris, Elmira, Georgetown and Murray Harbour. The first standard train was operated from Summerside to Tignish on Aug. 1, 1923; to Souris, Elmira and Georgetown on Sept. 10, 1926, and to Murray Harbour on Sept. 26, 1930.

Freight Service
During the period from 1919 to 1926 freight from east and south of Charlottetown was moved in both narrow and standard gauge cars and it was not an uncommon sight to see a long train with 10 or 12 standard cars and probably 20 narrow gauge cars arrive at Borden on the same train, the narrow cars being on the rear of the train and coupled to the standard cars by use of a "flat" equipped with movable couplers.

As stated above, the tracks at Borden were constructed with the third rail which allowed either class of cars to be moved on the same track. The work of transferring freight from standard to narrow cars or from narrow to standard required a large staff of checkers and porters, over 100 men being employed at this work at various times.

In setting up the carloads for transfer the larger car was placed on the middle track with a narrow car on each side. It usually required two cars to take the load of a standard. L.C.L. freight was handled at a long shed which allowed 6 or 7 standards to be spotted on one side on one track while the narrow cars were placed on the opposite side on two tracks, holding about 12 cars.

Autos, large timber and similar commodities were transferred to flat cars. For the transferring of coal and gravel a high trestle was constructed on which the standard cars were shunted, the contents dumped into a bin and loaded through chutes from the bottom to the narrow cars.

Striking Contrast
At that time it was necessary for the shippers to load their potatoes in narrow cars which were fitted with false lining and floors with a stove in the middle of the car and attendants in charge looking after the fires. On arrival at Borden they were spotted up to either a refrigerator or standard box fitted in the same manner as the narrow car and transfer made. Attendants accompanied the cars to their destination. Today the shipper has an up-to-date heated refrigerator placed opposite his warehouse, on any part of the Island, and potatoes or turnips can be loaded without the danger of being damaged by weather condition.

In 1918, the first year of full operation by the P. E. I. Ferry, 506 round trips between the two terminals were made as against 2,486 in 1946, the last year the P. E. I. Ferry was in service for the full year.

The winter of 1917-18 was one of the worst years for interrupted operations by snow and ice conditions since the service commenced. The trains at that time were being operated with the narrow gauge engines and on one occasion there was no train out of Borden from the 2nd to the 8th of the month, while on other occasions trains would be tied up for two or three days at a time. Ice conditions were also bad and on numerous days only one trip would be made in the twenty-four hours.

Standard Engines
The first standard engines operated on the Island were of the 21st class, similar to those being operated on the Murray Harbour sub-division. Today the passenger trains are being operated with 32% engines. The first coaches used were mostly of wood construction, non vestibule and lamp-lighted. Contrast this with the equipment in use today, comprising the most up-to-date steel coaches and sleepers, similar to those used on the fast trains on the mainland, while in the near future the use of steam trains on the Island will be discontinued.

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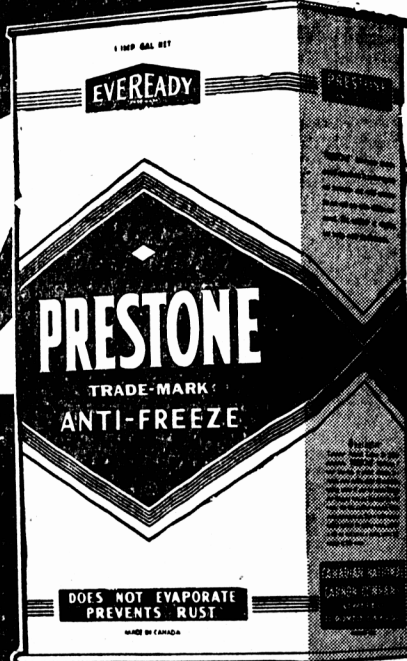
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Famous German Author Dies
ASCONIA, Switzerland, Sept. 19 (AP) — Emil Ludwig, 67, world famous German-born biographer, playwright and political essayist whose books were burned by the Nazis, died at his home here Friday night.

Air Force Appointments
OTTAWA, Sept. 20 — (CP) — Air Force headquarters today announced the promotion of Air Commodore C.R. Dunlap, 40, of Sydney Mines, N.S., to air vice-marshal and the job of air member for air plans. He replaces Air Vice Marshal A.L. Morfee, 51, who retires Oct. 1.

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ities and proper skin cleanliness. Active promotion of health habits will not only reduce the number of skin disorders in industry but will also result in higher standards of the home and community.

The post entails responsibility for the organization and establishment within the R.C.A.F. for planning, operation requirements and intelligence services.

Air Commodore Dunlap, who will assume his new rank on taking over the post, is a veteran of 20 years service with the R.C.A.F. who has been attached to headquarters here since last August after returning from special duties in the United States. He served with distinction during the Second World War on operational duties in North Africa, the continent and the United Kingdom. In 1946 he attended the Bikini atom bomb tests as an R.C.A.F. observer.

The appointment of Group Capt. W.E. Bennett, 29, of Halifax, as a deputy air member for air plans at Air Force headquarters, also was announced. Officials said the promotion, which will carry the new rank of air commodore, resulted from a reshuffle of headquarters personnel and did not involve a replacement.

Air Vice Marshal Morfee, a native of London, Eng., came to Canada as a youth and settled in London, Ont.

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