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## Candidates Are Ready In Election Fight

ORONTO, Aug. 11—Four weeks e nomination day, about 374 didates are in the field for the seats in the House of Com- Major parties are almost l in number of representatives. dy selected, 160 Conservatives ng been nominated against 152 rals. Forty-five Progressives, ding a number of Liberal-Pro- sives nominees are running, as se seven independents. Ten rites are also among the early testants.

ving the largest representation rio has many more candidates he field than any other prov- with 129, compared with Que- s 80. By provinces the seats iable and the candidates offer- by parties, are as follows:

rince Edward Island—Four seats nservatives 4; Liberals 4.

ova Scotia—14 seats—Conserv- es 8; Liberals 7.

w Brunswick—11 seats—Con- ratives 10; Liberals 7.

uebec—65 seats—Liberals 56; servatives 22; Independents 2.

ntario—82 seats — Conserva- s 61; Liberals 42; Progress- s 18; Laborites 4 and one in- ndent.

anitoba—17 seats — Conserva- s 16; Progressives 11; Labori- 2 and 1 Liberal.

skatchewan—21 seats — Lib- s 16; Conservatives 13; Pro- ssives 8.

Alberta — 16 seats — Conserva- es 10; Progressives 8; Liberals Labor 1.

British Columbia — 14 seats — erals 12; Conservatives 12; In- ndent 4 and Laborites 3. A Conservative and Liberal are eady contesting Yukon's one t.

Why would we want a bad bay to like the caterpillar?—Because often turns over a new leaf.

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# ROYAL COMMISSION INVESTIGATES RAILWAY FACILITIES

## Sir Andrew Rae Duncan and Judge Wallace Continue Probe on Unsatisfactory Railway Service Conditions.

Continuation of the evidence taken before the Royal Commission re Maritime grievances, sitting at Charlottetown on Friday last:—

MR. WILFRID BOULTER, Assistant Commissioner of Agriculture under the Provincial Government, and secretary of the Potato Growers' Association, the next witness, said if steamship lines connecting with overseas trade could be established, as suggested by a previous witness, it would be of great assistance in the export of Island cheese and butter. Almost all of our cheese is exported to England, principally to Liverpool. At present it goes to Halifax or Montreal for export. The annual production of cheese is about a thousand tons, the butter production being slightly less. These products have to be moved by rail about every two weeks. If moved by steamers from Charlottetown it could be best assembled in cold storage and moved in larger quantities. The heavy movement takes place in June, July, August, September and October.

THE CHAIRMAN: It is quite obvious that a steamship line, with regular sailings from Charlottetown to England, would be serviceable to you. But do you suggest that this constitutes enough trade to warrant the Government in subsidizing a line of steamships between here and Liverpool?

MR. BOULTER: Not in itself; but that, with the butter, eggs and other exports that might be provided if the steamship line were established.

THE CHAIRMAN: Have you worked this out?

MR. BOULTER: The amount of trade?

THE CHAIRMAN: Yes.

MR. BOULTER: No, sir.

THE CHAIRMAN: All that would need to be known.

MR. BOULTER: There would perhaps be other lines as well; other agricultural products.

THE CHAIRMAN: Have you worked it out from the point of view of agricultural products?

MR. BOULTER: I couldn't work it out from that point of view very well, because we do not know how much trade could be developed. Our butter is not exported to England in any great quantity at the present time. But we have a surplus of butter, and it must go somewhere.

THE CHAIRMAN: You are finding markets now?

MR. BOULTER: It goes either to Montreal or Halifax by rail for export.

THE CHAIRMAN: But I understand you are supporting a proposal made in very broad outline by Mr. McKinnon that there should be subsidized shipping from the port of Charlottetown. Is that right?

MR. BOULTER: Yes, it would support his suggestion.

THE CHAIRMAN: If you haven't worked out the amount of traffic that you know about you cannot support it.

MR. BOULTER: We can only support it by stating the amount we have for shipping.

THE CHAIRMAN: Two thousand tons?

MR. BOULTER: 1,000 tons of butter and 1,000 tons of cheese.

THE CHAIRMAN: That is all?

MR. BOULTER: That is all our production of cheese and butter.

THE CHAIRMAN: What about the Furness-Withy Line that used to call here. Do you know anything about that?

MR. McKINNON: There was no subsidy; I understand they came in at certain periods of the year; they took cattle and livestock, etc.

JUDGE WALLACE: When was that discontinued?

MR. McKINNON: Ten or fifteen or more years ago.

JUDGE WALLACE: For what reason?

MR. McKINNON: I do not know.

Continuing, Mr. Boulter said that in the loading of railway cars Island shippers of cheese have not sufficient at one point to make a complete carload, and the privilege should be given of a shunting charge on these cars, in order that they could be taken from one station to another, if necessary. As it is, in moving from one point to another a local freight rate must be paid.

THE CHAIRMAN: When you have a complaint of that kind where do you take it?

MR. BOULTER: We have no other source than to lodge it with the railway officials.

THE CHAIRMAN: Where?

MR. BOULTER: At Moncton, generally.

THE CHAIRMAN: Is the Prince Edward Island Railway run from Moncton?

MR. BOULTER: Yes, sir.

THE CHAIRMAN: On local matters of that kind?

MR. BOULTER: As I understand it, these are tariff matters, and of course, the officials here could not interfere with them.

THE CHAIRMAN: Who is in charge locally of the Island railway?

MR. BOULTER: Mr. Grady is Superintendent of the Railway.

THE CHAIRMAN: Has he no discretion in matters of that kind?

MR. BOULTER: I am not prepared to say what discretion he has.

THE CHAIRMAN: Perhaps you ought to find out. How can you make a complaint if you have not tested it.

MR. BOULTER: We have tested it, but he would have no discretion. I am not sure that Moncton has, either. At the same time we feel we are entitled to special consideration in this Province. An Island Province has conditions peculiar to it.

THE CHAIRMAN: As I understand it, in shipping from Borden towards the main line, if you load up half a carload of cheese at one point you proceed to the next station, and fill the car at the next station. Do you suggest that a charge is made against you for that, in addition to the general charge?

MR. BOULTER: We are willing to pay a charge of $3.00 for setting the car off and completing it, but they will not allow us to do that. They prefer to charge us a local freight rate on that car. We do not get a through rate from one point to another. Another matter brought to my attention by the shippers of eggs is that the C.N.R. collect more freight as far as St. John on a carload of eggs billed through to Boston than they would if that car was billed straight to St. John. The freight as far as St. John is greater if the car is billed through to Boston than if the car stopped at St. John.

THE CHAIRMAN: Have you examined into that?

MR. BOULTER: I have that statement from a heavy shipper of eggs.

THE CHAIRMAN: Have you taken that up with the railway company?

MR. BOULTER: I haven't, but he has.

THE CHAIRMAN: What explanation do they make of that?

MR. BOULTER: He couldn't get any explanation.

THE CHAIRMAN: It is not possible for us, you know, to follow up these small details.

MR. BOULTER: We are bringing these matters froward to show that these tariffs would stand considerable revision. We are willing to act with Mr. Cornell, who, I understand, is preparing something to carry us over that.

THE CHAIRMAN: If you are accepting Mr. Cornell's evidence on the freight rate side of it, we will not go into the details. These little instances obviously cannot be chased up by us, and they do not mean anything to us unless they are given to illustrate some point. Just what is the general point you are making?

MR. BOULTER: The point we wish to make is chiefly in connection with transportation as it affects the potato business, which is today developing quite rapidly. We are building along the railway many potato warehouses. We find today that if a man has a certain acreage of potatoes, and lives back from the storehouse, and he wishes to ship his potatoes, he has no storage rate in transit. That is, if he puts them here in this warehouse to hold over two, three or four months he must pay the local freight to that warehouse and will get no consideration. If he moves them within thirty days he does get consideration; but thirty days is no good. We cannot see what benefit there is to the Railway to limit the time to thirty days. Why not allow us to hold it until the man is ready to accept the market price, and let it go forward with the same consideration after the thirty days? This is a handicap to us; the local rates are too high.

THE CHAIRMAN: They charge you storage for this?

MR. BOULTER: The man who owns the warehouse will charge storage. That is another matter apart. But we cannot get the storage in transit. I think the West have, in the grain trade, this storage in transit rate. These are things we feel we are entitled to, and they could be included, perhaps, with the other main points.

THE CHAIRMAN: I think the most satisfactory way of bringing these things to our notice would be for you to ask Mr. Cornell to add to the statement he made at Halifax something particularly with respect to your cheese, butter and potatoes.

Continuing, Mr. Boulter emphasized the fact that the potato industry in this Province appears to have developed more rapidly than the Railway have been able to keep pace with it in the matter of transportation facilities. The narrow gauge lines are a source of inconvenience. Inadequate switches at stations are another.

THE CHAIRMAN: After the evidence this morning with regard to the narrow gauge, I was astonished when I was informed, at lunch time, that the broad gauge line has practically been extended all over, with the exception of twenty-five miles.

MR. McKINNON: With the exception of a hundred and twenty-five miles.

THE CHAIRMAN: I understand that within ten days, or thereabouts, you will have the broad gauge service throughout the Island with the exception of twenty-five miles. Is that right?

MR. McKINNON: I do not think so. The Murray Harbor line in itself is about fifty miles long, and not a mile has been done.

THE CHAIRMAN: You stand by the statement of 125 miles?

MR. McKINNON: At the present time. Of course, we know the broad gauge is under construction at the Souris line.

THE CHAIRMAN: I was told that within ten days' time, or thereabouts, the construction of the broad gauge line throughout the Island would be completed with the exception of twenty-five miles. You don't know anything about that?

MR. BOULTER: We know that they expect to have the wide gauge in operation some time before the Fall shipping begins, on the Souris line, but not on the Murray Harbor line. They have no intention of touching that at all.

THE CHAIRMAN: How long is the Murray Harbor line?

MR. BOULTER: Something over fifty miles.

THE CHAIRMAN: Is all the rest now being constructed on the broad gauge?

MR. BOULTER: Yes.

THE CHAIRMAN: Do you know when it will be opened?

MR. BOULTER: According to the railway officials it will be opened before the fall shipping begins.

THE CHAIRMAN: I am rather surprised that was not mentioned this morning.

MR. McKINNON: It was mentioned that the construction was started.

THE CHAIRMAN: But this is the completion.

MR. McKINNON: It may be completed, but we had talk of that for the last five years.

THE CHAIRMAN: You have not much faith? Well, that is perhaps a reasonable attitude; but you may as well tell us these things. If you let us away without telling us, we will find out at some other place and there will be no chance of checking up.

Mr. Boulter emphasized the short season for shipping. We begin about the middle of October with potatoes and must have everything away by the last week in November. That means that we must move a large quantity of potatoes in a short time, and we have not the facilities for supplying cars to load as quickly as the potatoes should be loaded. Last year it was impossible to have the potatoes loaded in time to get in for some of the steamers that were loading from Charlottetown, and this would have meant a heavy loss but for the fact that the price increased later in the season. At different times buyers have been forced to lose owing to shortage of cars.

THE CHAIRMAN: I suppose there is a limit to the amount of potatoes that would pass through any port in such a short space of time?

MR. BOULTER: Oh, yes.

THE CHAIRMAN: And if a man buys more through a port than the port will carry, he does it on his own responsibility?

MR. BOULTER: Well, take the Potato Growers Association. They specialize in the growing and marketing of certified seed potatoes. These are for the most part shipped to Virginia, New Jersey, and Long Island. The Association handles the great bulk of seed and makes a shipment by boat from Charlottetown. These potatoes sell at a premium over table stock and it is necessary to contract for them earlier in the season. Therefore it is necessary when you have the acreage, and contract for them, to endeavor to fill your contract, and if you are held up because of inadequate transportation facilities it injures your trade, and that delay affects the farmers of the Province through our Association.

THE CHAIRMAN: Have you at any time as a Potato Growers Association been unable to ship up to your contracts?

MR. BOULTER: We were in 1925. We fell short with one dealer 15,000 sacks, and with another dealer about 2,000 sacks.

THE CHAIRMAN: Was that because you could not get cars?

MR. BOULTER: In part.

THE CHAIRMAN: To what extent? How much was due to that?

MR. BOULTER: I do not know. I know that we were obliged to hold back on account of not having the cars to load.

THE CHAIRMAN: It would be pretty hard for us to tell, wouldn't it?

MR. BOULTER: We moved some of those by rail later on.

THE CHAIRMAN: Why should it be hard for you to tell how much you were short of filling your contracts for the lack of cars? Surely that was a well-known thing.

MRS. MARY E. HARRINGTON
Bridgewater, N. S.
Secretary of Rebekah Assembly Maritime Provinces

MR. BOULTER: No, it couldn't be very well known, because if we were loading today at this point and we have no cars, it is pretty hard for us to tell how many we would get from this station had they been available.

THE CHAIRMAN: Quite so, but you know that you are contracting for a given quantity of potatoes.

MR. BOULTER: We have contracts with the dealers in Virginia and New Jersey to supply them. We have a limited time to get these away by boat. We had to cut out one steamer, for the reason that we could not get sufficient potatoes in here, due partly to the fact that we did not have enough cars to load.

THE CHAIRMAN: Due partly to that fact, and due partly to what else?

MR. BOULTER: To the parties that were selling elsewhere.

THE CHAIRMAN: We have nothing to do with them.

MR. BOULTER: It would if we could not get the potatoes because of us not having the cars.

THE CHAIRMAN: It all brings you back to the cars. How many sacks of potatoes had you to hold on your hands from those two causes because you could not get cars?

MR. BOULTER: I cannot tell you that.

THE CHAIRMAN: You contracted to ship all these potatoes through Charlottetown some months before shipping, I suppose?

MR. BOULTER: Yes.

THE CHAIRMAN: Did you then approach the Railway Company and say to them, "We will in the shipping season be shipping this quantity of potatoes."

MR. BOULTER: Yes, sir, we always did.

THE CHAIRMAN: Did you ask them to have cars there for them?

MR. BOULTER: Yes.

THE CHAIRMAN: Did you report to them when you failed to get them?

MR. BOULTER: Yes.

THE CHAIRMAN: And did you not report to them what quantity you had to hold back because you couldn't get the cars?

MR. BOULTER: No, we didn't tell them how many sacks, but we told them we wanted cars here and we couldn't get them. We estimate every year what our shipments will be in number of cars we require for export through the port of Charlottetown, and we make a statement of that to the railway officials.

THE CHAIRMAN: I am very sorry that you have not prepared a precis of evidence before you came here. When one gives evidence like this, just as it were, haphazard, it is difficult to make your meaning clear.

MR. BOULTER: I appreciate that, but it is no fault of ours.

THE CHAIRMAN: What I want is the extent of your loss; to what extent you were prejudiced by the Railway Company not having cars there.

MR. BOULTER: That would be a difficult thing to estimate in any case. We are shipping from every station over the Island.

THE CHAIRMAN: I am not surprised that unless you do estimate it the Railway Company do not pay attention to you.

MR. BOULTER: We estimate it to the Railway.

THE CHAIRMAN: Then why can't you estimate it for us?

MR. BOULTER: We estimate the number of cars.

THE CHAIRMAN: How many cars were you short?

MR. BOULTER: Well, a man might estimate three cars, and when he comes to grade those potatoes he might have only two.

THE CHAIRMAN: It is difficult for the Railway Company to know.

MR. BOULTER: Not when we name the number of cars we want.

THE CHAIRMAN: But shouldn't you tell them to what extent you were short?

MR. BOULTER: If we ask for fifty and only get fifteen they know they are short thirty-five.

THE CHAIRMAN: Of course they know fifteen from fifty is thirty-five. But you must establish that it was fifty you asked for and fifteen you got, before you establish that thirty-five was the number they fell short. There is no impression on my mind yet as to what the Railway liability would be. Do you realize that?

MR. BOULTER: I realize that it would be impossible for me to give you the figures.

THE CHAIRMAN: We cannot take a general statement that the Railway Company have failed when the facts are within the possibility of calculation. I think you might look into that point. If you could establish to what extent it was that the Railway had fallen short, particularly after you gave them full notice, it would clear up the matter.

MR. BOULTER: This would be something that would have to be calculated at the time. We cannot do it now.

THE CHAIRMAN: Very well.

Continuing, Mr. Boulter took up the matter of lack of water terminals. At the Charlottetown Railway Wharf there is only one birth, and only one steamer can be loaded at a time, entailing considerable delay in the shipment of perishable goods. The port facilities at Georgetown and Summerside were also referred to. The chairman asked for fuller statistical information regarding the basic traffic of the Province. He was informed that there was no Provincial Bureau of Statistics, but that figures relative to the business of the Potato Growers Association would be supplied.

THE CHAIRMAN: Does the Government feel that the export development of your agricultural products is being hampered by lack of port facilities?

MR. BOULTER: Principally, I think, for potatoes. I could not say that it is hampered very much apart from that. We were always heavy producers of potatoes in this Province, but our trade was more in the Maritimes, and the produce was moved by sailing vessels. Today there are very few of those, and we must depend on other means. Since the car ferry started, it has diverted the trade along different lines. The development has been in rail service, car ferry service, and this shipping for seed purposes.

THE CHAIRMAN: If I have your recommendation right it is this, that however satisfactory the port facilities of the Island may have been up till now, the development of the potato trade as an important export in recent years has been so great that the facilities are no longer sufficient to give you the short period export that you require for this industry, and therefore you want the authorities to consider the ports of Charlottetown, Summerside and Georgetown from that point of view. You want the Railway Company also to make sure that so far as cars are concerned, you are not held up for the want of them. Is that your representation?

MR. BOULTER: That would be the principal points.

THE CHAIRMAN: You had better give us figures to support that, if you possibly can.

(Mr. Boulter later handed in a detailed statement showing the growth of the seed potato industry, the annual shipments, tons of fertilizer imported, etc. Before concluding his evidence he stressed the need of refrigerator cars, and suggested that while the railway warehouse at Charlottetown is being made frost-proof, this improvement should be extended to all the ports of shipment.)

### "SEED SELECTION BY THE FARMER."

(Experimental Farms Note.)

The term "seed selection" necessarily includes a choice of variety as well as the selection of seed of that variety. Every farmer should ask himself these two questions: Am I growing the best variety? Am I using the best possible seed of that variety?

Some varieties are more suitable for certain districts than others; will return greater yields; will produce a quality of crop which will demand a better market; or will be more suitable for feeding requirements. It pays to solicit the advice of the nearest experimental station, agricultural college or agricultural agent regarding the varieties which are likely to give best results and then to test out a few of these beside the old sort.

Once a really desirable variety has been located the next important question to settle is how to obtain and maintain a supply of good seed of that variety. It is safe to use only pure seed of high vitality, plump and uniform in quality, free from disease and well matured.

When a change of seed is necessary it should be obtained from the best source available. Registered seed should be secured if at all possible as this is the highest grade of seed recognized commercially. If it is desired to improve a variety, a simple method is to go through the field at harvest time and select a large number of heads from plants which are strong, vigorous, free from disease and uniform in type. It is very important that the selection of identical heads be observed or the resulting crop may not be uniform. These heads may be threshed in a bag, using a round stick, and the seed carefully cleaned and graded with a fanning-mill. The seed should be sown in a special plot of about one-quarter of an acre on clean land to increase the supply. It has been demonstrated many times that seed produced by this method, with careful and efficient use of a good fanning-mill, may pay for the trouble many times over.

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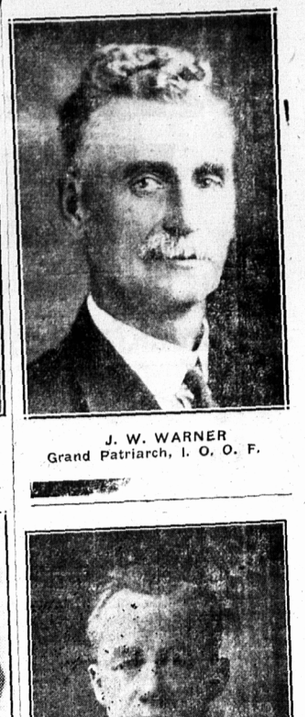

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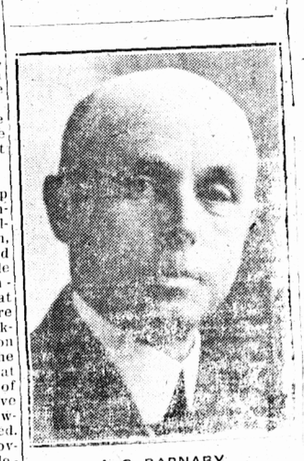

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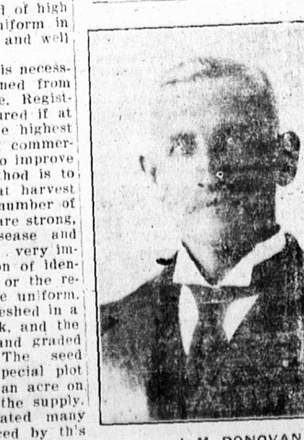

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