U.S. NATIONAL GUARDSMEN PROTECT MINE

(A. P. by Guardian's Special Wire)

BIRMINGHAM, Ala., April 18—Steel helmeted National Guardsmen tonight kept watch at Porter where they were rushed late today when reports were received here that a mob was marching on the mine, a trouble centre for the past ten days.

The threat to Porter mine operated by the Adams, Rowe and Norman Corporation, diverted attention from the Red Diamond Company's mine near Leeds where earlier today a picket was killed and one miner seriously wounded.

The Porter mine has been in partial production until today, since a Federal Judge granted a temporary stay against enforcement of the NRA amendment to the bituminous coal code, raising wages from $3.40 to $4.60 per day. The injunction expires tomorrow but an extension until Monday has been asked.

Carson Adams, member of the firm operating the Porter mine, said today when the group dispersed they shouted "We'll be back with 12,000 men tomorrow and enough artillery to keep this mine from running."

Honeymoon Reductions For Hlfx. Port

MONTREAL, Que., April 18—Halifax was viewed as a "summer" port in deciding to apply honeymoon reductions and other concessions to the sailing of the liner "Lady Somers" from the Nova Scotia port on May 5, for Bermuda, the Bahamas and Jamaica.

Ordinarily such inducements to Canada-British West Indies travel apply only to sailings from Montreal. In addition to the "Lady Somers" passengers will enjoy the special rail rate applying to steamship passengers. The idea behind these encouragements is to show more people that the West Indies are definitely not torrid in the summer season and that the islands of the Caribbean are year-round vacation resorts.

FRANCIS PATRICK POWER

Friends of Mr. and Mrs. George M. Power, Charlottetown, were shocked to learn of the death of their little son, aged 9 months.

Dear little Francis was a bright and loveable child, so playful, and never without a smile, until that dread disease pneumonia claimed this sweet little bud to suffer no longer on earth.

He will be greatly missed in the home, as he was the baby of six, and a great favorite in the home, and by all who knew the dear little pet. He is gone from those who loved him on earth, but to be with his little sister, Georgina, who predeceased him just four years ago, who are now smiling angels.

He leaves to mourn a sorrowful mother and father, and two brothers, Bobbie and George Linus, and three sisters, Marion K., Helen and Coleen Rose.

PERFORM BEFORE THEIR MAJESTIES

(By The Canadian Press)

LONDON, April 17—The Salvation Army Chaulk Farm band played for their Majesties in the forecourt of Buckingham Palace, the leader of 40 years standing, A. W. Punchard, being called in for a chat with the King after the performance.

NEW WATERFORD, N. S., April 18—Twenty-five volunteer forest rangers will patrol the forests of Cape Breton in addition to the regular force of game wardens in an attempt to kill wild dogs which have destroyed scores of deer this winter.

Already several hounds, known killers, have been shot by rangers. The dogs attack deer trapped in the deep snow.

BIRTHS

MORRISSEY—At the City Hospital April 18, 1934 to Mr. and Mrs. Wendlin Morrissey a daughter.

McKAY—In the Prince County Hospital, April 17, 1934, to Mr. and Mrs. Earle MacKay (nee Elizabeth Benirsto), of Sea View, a daughter.

DEATHS

CHEVERIE—On April 10, 1934, at the home of her son, Dalis Cheverie, Fairfield, Mrs. Dominic Cheverie of New Zealand.

IN MEMORIAM

In memory of our dear Father,
MR. JOSEPH ACORN
Died April 23, 1933.

He will never be forgotten
Never will his memory fade
Loving thoughts do often linger
Around the grave where he is laid.
Inserted by Family.

L-2003.

N. D. MacLean
UNDERTAKER
EMBALMER
Charlottetown and
North Wiltshire
Phone 149

CENTRAL GUARDIAN

This column is reserved for news of local interest but advertising of a newsy nature may be inserted at 4 cents a word strictly payable in advance.

WILL CHECK UP LICENSES — The Royal Canadian Mounted Police are about to begin an annual Spring check-up on automobile license plates as it is held that all cars in operation should at this date be bearing 1934 markers.

HEN LAYS FREAK EGG—A barred Plymouth Rock pullet owned by Mr. Wallace MacKay, Stanley Bridge, has surely gone haywire. She has laid a large egg with a smaller one inside. The egg is seven and one-half inches in circumference, weighing seven ounces. The egg inside is a normal size one, weighing two ounces.

Mrs. Peter Carter and daughter were passengers on the Eastern train yesterday, returning from New York and Boston.

Rev. J. F. Johnston has returned from Rome, where he, with hundreds of thousands of pilgrims, attended the Holy Year services.

Mr. Harry G. Lapthorne, student at Mt. Allison University, who came home last January and has been under a doctor's care since that time, was operated on at the P. E. I. Hospital, Monday morning, and is improving satisfactorily.

CAN. RECOVERY

(Continued from Page 1)

ployment relief and railway deficits, it seems reasonably clear that we can anticipate a greatly improved budget position without adding to the existing rates of taxation. The taxation proposals therefore are not extensive.

Income Tax Rates Unchanged

"No changes will be made in the schedules of income tax rates and exemptions. The five percent tax on interest and dividends will be retained for another year. The Income War Tax Act, however, will be subject to a number of minor amendments, designed primarily to remove existing inequalities in its application.

"There are a few, but very few, alterations proposed in the various taxes at present levied under the special war revenue act. I shall now enumerate these, commenting very briefly where any particular item calls for explanation.

Exemptions Under Sales Tax

"It is not proposed to make any change in the rate of sales tax nor to alter materially the existing schedule of exemptions from this tax. There will be transferred to the exempt list bakers' cake and pies, certain sugar bush equipment, and milk albumen used exclusively in the production of animal or poultry feed. Otherwise the sales tax will remain unaltered.

"With respect to excise taxes (apart from the changes to be mentioned in connection with beer and some of its ingredients which are in future to be dealt with under the excise act), the following changes are to be made:

SUGAR TAX REDUCED

The present tax on sugar will be reduced to one cent a pound.

Glucose and grape sugar, except when used in the manufacture of artificial silk will in future bear the rate of one-half cent a pound.

These changes in the tax on sugar will become effective as of July 1.

On sparkling wines the tax will be reduced to 75 cents a gallon.

The tax on cigarette tubes imported into or manufactured in Canada will be reduced from four to three cents per 100 tubes.

Other Reductions

"With respect to all imports under the British preferential tariff, the special excise tax will be reduced by one half, that is from three to one and one-half percent. The reduction will also apply to certain commodities which under Empire agreements enter Canada at lower rates of duty than those obtaining under the British preference.

"The stamp tax on postal notes issued in the amount of $1 and under is to be reduced to one cent."

Excise Duties

Dealing with excise duties the minister continued:

The principal change in connection with excise duties is a consolidation of the existing duty of three cents a pound on malt and the gallon tax of 12½ on beer now levied under the special War Revenue Act, into a single excise duty of 7½ cents a pound on malt.

While this change will result in a slight reduction in the rate of taxation to which beer is directly or indirectly subject, if calculated on a gallonage basis, it is believed that the total revenue forthcoming will at least equal that currently obtained from malt and beer. The new method of administration will assure not only more economical but also more certain collection of the tax. Furthermore, since the duty is to be levied on the malt alone, the time of payment will be advanced and the revenue secured before the malt goes into production.

In accordance with the above-mentioned change the existing duty on beer or fermented beverages made from substances other than malt has been increased by the appropriate amount and the excise tax on beer imported becomes an excise duty. The existing tax of 20 cents a pound on malt syrup is to be reduced to 17 cents to allow for the increase in the duty on the malt used in its production and will be levied as an excise duty. In view of the increase in the duty on malt the existing tax on sweet wort is to be repealed. These changes in excise duties become effective July 1.

CUSTOMS TARIFF REDUCTIONS

Hon. Mr. Rhodes then dealt with customs tariffs as follows:

Amendments to the customs tariff are relatively few in number, but not without interest, and are summarized as follows: Reductions under all tariffs, 24; reductions under British preferential tariff only, 15; reductions under intermediate and general tariffs only, 13; increases under intermediate and general tariffs, 2; increases under all tariffs, 1; clarification of wording, 17; total, 72.

Items of major commercial importance on which reductions are confined to the British preferential tariff include jute yarn, wools, steel plate, salt cake, crude oils not in its natural state, impregnated canvas and spun yarns of artificial silk.

Numerous chemical commodities are returned to the free list, the more important of these being gum amber, aluminum leaf, flotation reagents, ingredients of synthetic resins and synthetic kryolite.

The solitary instance of upward revision under all tariffs is that of jute twines, the proposed rates being the result of an inquiry by the tariff board.

New British Preference

Duties are imposed, under the intermediate and general tariffs, on crude peanut oil and are increased on certain ferro-alloys. The former action provides an Empire preference contemplated by the Imperial Economic Conference but not hitherto made effective; the latter is intended to protect an important Canadian key industry, the only one of its kind in the Dominion, against the questionable commercial practices of certain European producers.

The drawback of duty hitherto granted on imported bituminous coal, used in the production of coke in by-product recovery coke ovens, has been widened in terms to cover coke "produced by any method," with the amount of drawback for the entire item reduced from ninety-nine to 50 percent.

Tariff Board Findings Implemented

Since its inception in the early part of last summer, the Tariff Board, under part 1 of the Tariff Board Act, has reported to Parliament upon eleven references made to it by the Minister of Finance. The subject matter of these reports is as follows: Salt cake, impregnated canvas, jewellery findings, glass bases for imitation pearls, firearms and parts, button blanks, sailcloth of Egyptian cotton, jute yarns and twines, collodion, bronze powders and telegage liquid.

As respects all but the three last named, the Board's reports are directly reflected in several of the tariff proposals being announced today. These reports will be tabled forthwith. In addition, the Tariff Board has prepared an interim report on the wool reference, which arose out of an application by the British producers of woollen goods. The latter report will be tabled shortly.

Following representations by His Majesty's Government in the United Kingdom, this government contemplates action by order-in-council whereby the British content requirement shall be reduced from one-half to one-quarter, in respect of a wide range of chemicals, drugs, and chemical commodities.

ESTIMATED REVENUES

Estimated revenues for the year were then outlined as follows:

It is estimated that the total revenue for the current fiscal year, after giving effect to the changes which have been enumerated, will amount to $360,000,000, made up as follows:

Taxation Revenue: Customs duties, $78,000,000; excise duties, $40,000,000; income tax, $61,000,000; sales tax, $72,000,000; manufacturers', stamp, importation and other special taxes, $85,000,000; total, $306,000,000.

Non-tax revenue: Post office, $32,000,000; interest on investments, $1,300,000; other sources, $10,700,000; total, $54,000,000.

Grand total, $360,000,000.

SURPLUS ESTIMATED

The ordinary expenditures for 1934-35 are estimated at $351,200,000. The anticipated revenue, therefore, will provide fully for these expenditures and leave a surplus of $8,800,000 to apply on capital and extraordinary expenditures.

While the demands upon the treasury have not permitted any general lowering of the rate of taxation, it is felt that the reductions, remissions and adjustments already outlined will have the effect of easing the burden in those cases where it has borne most heavily, and that the single increase in taxation will not result in undue, if any, hardship.

(See also page 9)

WHEAT YIELDS

(By The Canadian Press)

LONGERENONG, Australia, April 17—Wheat yields of more than 60 bushels to the acre were obtained last year in experiments at the Agricultural College here.

Sunnyside Beauty and Chiropody Parlor
109 GRAFTON STREET
All lines of beauty work done here. We specialize in Permanent Waving. Come and have one of our Natural Nestle Waves.
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N. SMITH. L. A. FAIRCLOUGH.

Budget Tax Highlights

(C.P. By Guardian's Special Wire)

OTTAWA, April 18—Tax highlights in the Rhodes Budget:

10 percent new tax on gold.

Sugar tax reduced from two to one cent per pound.

The three percent special excise tax on imports entitled to British preference cut from three to one and one-half percent.

Glucose and grape sugar excise tax decreased from one to one-half cent per pound.

Excise tax on cigarette tubes lowered from four to three cents per 100.

Stamp tax on postal notes for $1 or less decreased from three to one cent.

Three cent per pound excise duty on malt and 12 1-2 cent gallonage tax on beer consolidated into a single excise duty of 7 1-2 cents per pound on malt, involving slight reduction but equal revenue by reason of certainty of collection.

Three Drawback Items Amended By Budget

(C.P. By Guardian's Special Wire)

OTTAWA, April 18—Three drawback items are amended in the Budget schedules announced in the House of Commons today, these relating to bituminous coal when imported for processing into coke, certain automobile parts and plate glass. In connection with the coal and the glass, the scope of the drawback item is widened. With regard to the automobile parts three new features are placed on the list for which no drawback can be claimed.

Bituminous coal enters Canada under a tariff rate of 75 cents a ton; but according to how it was processed into coke the drawback rate varied—in one instance it was 99 percent, in another 50 percent. Under the new schedule all bituminous coal imported for the purpose of being converted into coke will be subject to a uniform drawback of duty amounting to 50 per cent.

To the list of automobile parts on which no drawback may be claimed are added "dash liner assemblies," "glove compartments," and "visors."

Previously the plate glass drawback of 99 percent applied in general to laminated glass. According to the new schedule, the drawback may be claimed on importations of plate glass "when used in the manufacture of safety or non-shatterable glass," regardless of the technical character of the process.

Montreal Man Mysteriously Disappears

(C.P. Cable By Guardian's Special Wire)

GEORGETOWN, British Guiana, April 18—Extensive search went forward through Georgetown tonight for Evan Edwin Lloyd of Montreal, missing two days under mysterious circumstances.

No trace has been seen of the 41 year old railway worker since he left his boarding house Monday evening, the day before he was to have sailed for home. He was going for a stroll along the boardwalk he said, but he never returned.

Police were notified after the Canadian National liner Chomedy had left without him. Searching through his effects today, they found a note directing that "in the event of death," Lloyd's remains were to be cremated and his ashes scattered to the winds.

The note, addressed to "all whom it may concern," told of the writer's wish to be buried at sea if he should happen to die board ship.

New Brunswick Salmon Streams Overflow Banks

(C. P. by Guardian's Special Wire)

MONCTON, N. B., April 18—Ice jams at the railway and highway bridges spanning the Metapedia and Restigouche Rivers at Metapedia station, just across the New Brunswick boundary in Quebec, tonight caused the famous salmon streams to overflow their banks, inundating the Intercolonial main line of the Canadian National Railways for 150 yards in the vicinity of Metapedia Station, as well as the highways and surrounding countryside. As a result traffic over the railways is suspended until the jam breaks and pending of examination of trackage before trains can operate.

It is not known whether any of the ranch is washed out as the depth of water covering it tonight is between two and three feet. The Hotel and several houses at Metapedia are also flooded, one foot of water being reported in the main floor of the hotel.

SEATON'S FUNERAL (illegible)

(By The Canadian Press)

HOBART, Tasmania, April 17—Last of the Australian state capitals to be so honored, the King has raised the salary of the mayor of this city to lord mayor.

Disbursements For Unemployment Relief By Federal Government

(C.P. By Guardian's Special Wire)

OTTAWA, April 18—Canada's relief bill stood at $111,906,812 for four years, according to the annual report on disbursements and commitments tabled in the House of Commons tonight. During the year 1933-34, $35,434,087 was paid out for the relief of jobless, with $16,495,183 going for direct relief, which does not include expenditures which may have been made prior to March 31 but for which accounts have not been received.

Total committments and disbursements, not including direct relief, for approved undertakings were as follows:

	Committments	Disbursements
Prince Edward Island	113,650	16,422
Nova Scotia	762,946	931,272
New Brunswick	300,792	462,266
Quebec	1,859,238	2,635,059
Ontario	2,295,369	6,216,112
Manitoba	183,627	1,893,494
Saskatchewan	2,000	1,060,689
Alberta	105,137	956,579
British Columbia	69,269	2,833,641
Dept. of National Defence	6,590,940	4,629,160
Department of Interior	1,168,500	1,139,855
Trade and Commerce	80,000	291,534
Agricultural Stabilization Fund	35,216	35,216
Auditor Generals Office	4,000	1,500
Department of Finance		1,800
Administration		62,497
Department of Railways and Canals		14,962
Totals	$13,366,852	$35,434,087

Direct relief disbursements were as follows: Prince Edward Island $16,422; Nova Scotia $496,947; New Brunswick $215,795; Quebec $2,508,-152; Ontario $7,735,456; Manitoba $1,451,048; Saskatchewan $1,472,276; Alberta $767,244; British Columbia $1,831,835, or a total of $16,495,183.

The Dominion spent $252,448 for the trans-Canada highway; $797,-295 on provincial undertakings; $314,939 on Municipal works; $1,-432,661; for the care of single homeless persons; $12,429 for transportation of unemployed to farms and relief camps; $6,042,731 for Dominion undertakings. A portion of the $12,429 is recoverable from the provinces.

Outstanding loans for relief were: Manitoba $10,086,774; Saskatchewan $23,968,557; Alberta $10,-050,524; British Columbia $7,385,-918. To this is added $2,447,222 for Canadian Pacific Railway non-active loans or a total of $53,936,997.

Total Dominion disbursements under relief legislation as at March 31, 1934, were:

Prince Edward Island $272,920; Nova Scotia $3,587,796; New Brunswick $1,957,033; Quebec $15,581,-553; Ontario $31,836,889; Manitoba $6,631,379; Saskatchewan $6,851,-838; Saskatchewan Relief Commission $10,663,159; Alberta $6,577,720; British Columbia $11,089,181, or a total of $96,851,471, which with $15,055,341 for Government departments and administration expenses brings the grand total for four years to $111,906,812.

Total number of individuals assisted in February was: Prince Edward Island, 4,801; Nova Scotia 46,998; New Brunswick 24,300; Quebec 333,621; Ontario 409,864; Manitoba 90,980; Saskatchewan 52,761; Saskatchewan Relief Commission 165,270; Alberta 56,396; British Columbia 104,537; Department of the Interior, National Parks 4,021; Department of National Defence 20,041, or a total of 1,402,563, or 29,543 less than in January.

Abegweit

(By J. Franklin Baker)

When hardy mariners came o'er
In early days from France's shore,
They found a bay both long and wide,
With virgin lands on every side.

And in the centre of the sea
A floating garden seemed to be!
Hail! fair Abegweit of the West,
Since nature's dawn, yet still at rest!

In sylvan plumage grand arrayed
The white man's absence it betrayed;
The branches bore its high sandunes
Spoke waves and winds of many "moons".

The wild fruits in its glades were goods
The waters teemed with living foods
For there, in quest of food or foe
The death-eyed Micmac drew his bow.

His nymphs or braids there were seen
As in Calypso's mystic green
The exiled mate to modern head.
A goodly land it seemed indeed.

"Abegweit this land", the fathers cried,
"To not for us to have abided
For many nations o'er the sea
Must learn of thy fertility."

Since came the peaceful white man there,
Who was to share the fear to bear
Each toil and threat from day to day
Each, to plant, to sow the hay.

The red man's peace, with trinkets, beads,
He gained,—his lore, by kindly deeds
And, to the Sacred Precepts true,
Taught him the Christian "Manifold".

NEW YORK EXCHANGE

(By John L. Cooley Associated Press Financial Writer by Guardian's Special Wire)

NEW YORK, April 18—Security markets recorded further gains today as reports of business betterment were received from several sources.

Stocks were more active and made a broad rather than a buoyant advance, closing with an average net gain of a shade over a point. The bond composite rose into new high ground since 1931 and there was further evidence of investment market interest in the demand for preferred stocks, although some of this buying was probably for speculative account. Stock sales totalled 1,533,020 shares.

Commodities continued unsettled, but Wall Street again refused to be visibly perturbed by their action and securities were consistently firm. In stocks, popular groups included tobaccos, utility preferreds, rail equipments, rubber and specialties of various descriptions. Gains generally ranged from fractions to more than 2 points on the day.

In utility preferreds, Commonwealth and Southern, American Power and Light, Standard Gas and Electric Power and Light issues strengthened. U. S. Steel, General Electric, Santa Fe, Chesapeake and Ohio, General Motors, Loew's Consolidated Gas and North American added fractions.

The market's background embraced such items as a gain in steel production, a larger than season increase for Electric Power output, better car loadings, renewed efforts to settled the railway wage dispute and approval by the House subcommittee of the revised Fletcher-Rayburn bill with its 40 percent margin clause.

From the crucible steel meeting came word that, given a maintenance of present business volume, the management would recommend the directors consider paying preferred dividend accruals; the stock met brisk demand and closed up 1-2 points.

Wheat stocks follow:

	Wed	Tue
Advances	220	400
Declines	230	160
Unchanged	230	120
Total issues	680	680

CHESTER GO HOME EMPIRE STUDENTS

(By The Canadian Press)

LONDON, April 18—Empire summer schools under the auspices of the Royal Empire Society, which last year attracted many from overseas, will be held at Oxford this year July 21-28.

Speakers will include three British cabinet ministers—Sir Philip Cunliffe-Lister, Walter Elliot and Mr. Ormsby-Gore; Malcolm MacDonald, Under-Secretary for Dominion Affairs; Earl Peel, the High Commissioner for Australia; John Buchan, M. Andre Siegfried, well-known French writer on British administration, and Air Commodore Fellowes, who flew over Mt. Everest.

Members of the school will be accommodated in Wadham and (illegible) Colleges with (illegible)

ALTERATIONS IN INCOME TAX REGULATIONS

OTTAWA, April 18—(Canadian Press)—While no changes were made in the income tax schedule of rates in today's budget announcements, a number of alterations in the regulations under which the Act is administered were announced. They were as follows.

1. That incomes shall include rents, royalties, reservations and other like considerations which fluctuate according to the production from or the use of the property leased or sold.

2. That companies exempt from taxation under section four, paragraph (k) of the act shall not be exempt if they fail to file, without reasonable cause therefore, within four months from the close of their fiscal period an annual return on the form prescribed, and at the same time pay a filing fee of $100.

3. That the exemption of $1,000 heretofore afforded a trustee accumulating income in trust for the benefit of unascertained persons or of persons with contingent interests shall be abolished.

4. That interest, dividends, rents, royalties, annuities and other periodical payments received by executors and administrators of a deceased person shall be apportioned as if accruing from day to day and that portion accrued to the date of death shall be taxed as income of the deceased.

5. That the amounts paid by an estate or trust for the upkeep, maintenance and taxes of any property which under the terms of the will or trust in question are required to be maintained for the use of life beneficiaries shall be taxable as income of such beneficiaries.

6. That where any shares of a personal corporation are held by a non-resident shareholder, the company shall be taxable at the corporate rates of tax on such shareholder's proportionate interest in the income of the personal corporation.

7. That income from assets transferred directly or indirectly by a taxpayer to minors shall continue to be taxed as the income of the taxpayer transferring the assets.

8. That any enactment founded on this resolution shall be deemed to have come into force at the commencement of the 1933 taxation period and to be applicable thereto and to the fiscal periods ending therein, and to all subsequent periods.

Highway Project & Car Ferry Rates

Prime Minister Refers To Strong Presentation Made By MacMillan Government In Both Matters.

The following discussion on the subjects of Dominion highway work and car ferry rates, briefly outlined in The Guardian's Ottawa despatches last Saturday, is republished from the Hansard report of the House of Commons debates, April 12. The House at the time was in committee on the Unemployment Relief Bill:

Mr. A. E. MacLean, (Prince): "I would like to bring some matters to the attention of the Prime Minister. From a return brought down in the House on March 23 it may be observed that the province of Prince Edward Island received only $279,920 of unemployment relief in the four year period. We are very proud of this record, we are glad to see that Prince Edward Island has got along with less relief money than any other province. The amount is so small that the comparisons are striking. I think it figures out only at about $3.70 per capita for the population of Prince Edward Island whereas for British Columbia we find that it is $13 or $14 per head. Now this clause that we are considering is to provide for special relief works and undertakings. In the speech from the throne at the opening of the legislature of Prince Edward Island this year mention was made of a public highway, part I suppose of the trans-Canada highway. The different speakers emphasized the fact that this work was to be gone on with this season. We welcome the news, and we hope that this government will be able to assist in that work. One of the questions I would like to ask is whether in the construction of this trans-Canada highway half the expense has to be borne by the province, or is the federal government as in some other sections of the dominion bearing all the cost of this work?"

Strong Case Presented

Rt. Hon. Mr. Bennett: "It has always been a matter of satisfaction I think to everyone that the province of Prince Edward Island had no such necessity as many of the other provinces had. The total expenditure on relief there I think is about $3.20 per head. The necessity of course was very limited. In truth the maritime provinces have shown up very excellently in the present depression.

"As far as the trans-Canada highway is concerned, it will perhaps be within the memory of the hon. gentleman, if he will take the trouble to look at the report that was made by the Minister of Labour, that the government was to ask the several provinces to pass orders in council dedicating certain highways already existent as part of the trans-Canada highway. Upon these highways certain expenditures were made by the federal government to bring them up to a certain standard. Obviously there is no way of getting from Prince Edward Island to the mainland except by ferry, but they presented a case that some assistance should be given towards highways that traverse that province where gravel is difficult to obtain and where a highway that would be useful for motors would involve an expense almost prohibitive to a population so limited. The government agreed that when the proposals were settled between the province and the dominion it would bear a portion of the expenditure. It was proposed to send an engineer down to make an investigation as to what would be the most suitable highway to utilize for the purpose mentioned, but the engineers being otherwise engaged have not been able to go yet although I expect that within the next ten days one will do so."

Car Ferry Rates

Mr. MacLean: "I wish to thank the Prime Minister for that information. It leads to another question. As the Prime Minister has pointed out, the province is connected with the mainland by the car ferry."

Mr. Bennett: "This has nothing to do with relief."

Mr. MacLean: "We look upon that steamer as an interprovincial bridge. I think we are justified in so doing. We have been advocating every year that the charge for carrying automobiles across on that car ferry should be reduced to the very lowest point and that it should be treated as an interprovincial bridge and prohibitive tolls should not be charged for carrying automobiles. At the present time the charge for carrying autos on that ferry is $7 return. In addition, each passenger in the car has to pay a fare, even the chauffeur has to pay the regular fare in addition to the $7 for the car. Now if Prince Edward Island is to be included in the trans-Canada highway, every facility should be given to link up that province with the rest of the highway and make it possible not only for the people of Prince Edward Island but of the whole dominion to use that ferry. I have a clipping in my hand reporting the Prime Minister, speaking at Cornwall, Quebec, on June 26, as saying that he favoured dominion assistance towards a bridge across the St. Lawrence at Lachine, but not a toll bridge, which would prevent farmers getting their produce to the market cheaply. In these days when trucks are such an important means of conveyance, if there was a moderate rate on that ferry large amounts of produce could be moved by truck from our province as in the case of other provinces. I know that this is a matter that comes under the jurisdiction of the board of railway commissioners and the railway directors, and possibly it is out of order here, but when we come to this question of the trans-Canada highway, which is a very important factor, every facility should be offered on that car ferry to link Prince Edward Island up with the rest of the dominion. If on the old boat, with which automobiles had to be loaded on the cars and then shunted onto the car ferry, they could carry them for $7 each, under the new conditions, (illegible) and (illegible) off without any labour on the part of the operating crew, I think the fares should be reduced."

Inconvenience to Passengers

"Another point is that the passengers going over get a return ticket good for only thirty days, whereas the ticket for the car is good for ninety days, so that there is often a serious mixup when the times comes for them to return. If they have overstayed their thirty days the return tickets for the passengers are no good and they have to take new tickets, even though they go back within the ninety days allowed for their car. All those are matters that we have had up with the railway, and I am sorry to say that they have not made the adjustment that we think they should. I hope someone will convey to the Minister of Railways the fact that we have brought this matter up, so that he will read in Hansard the presentation that has been made.

Mr. Bennett: (After dealing with questions by representatives from the Provinces). "My hon. friend from Prince (Mr. MacLean) dealt with a car ferry which he said was a floating bridge that travelled by night—"

Mr. Duff: "Ships that sail in the night."

Mr. Bennett: "That pass in the night, and he said that an unjust government insisted upon collecting a fare from the chauffeur as well as from other persons who passed on this floating bridge. Just why a chauffeur should be exempt from a fare any more than any other passenger I have been unable to understand. While my knowledge of Scripture is not quite all it should be, I thought while he was speaking I could recall a verse in the Bible, and so I sent for it, and these are the words:

"'But Jonah rose up to flee unto Tarshish from the presence of the Lord, and went down to Joppa; and he found a ship going to Tarshish: so he paid the fare thereof, and went down into it, to go with them unto Tarshish from the presence of the Lord.'"

Mr. Duff: "That is not sacrilege, is it?"

Mr. Bennett: "No, that is merely that Jonah paid his fare. There are even members of parliament who do not emulate Jonah in that regard. Just why a chauffeur should not pay his fare when the passenger does, I am unable to understand. As far back as four thousand years or thereabouts we are told that when Jonah went down to Tarshish he paid his fare before he went."

Mr. Pouliot: "He did not pay his fare when he was in the whale."

Mr. Bennett: "But he did not ask for his fare back because of an interrupted journey.

Railway Attitude

"These services cannot be carried on for nothing. Even a bridge has to be maintained and repairs would be necessary. If the charges are exorbitant—I cannot express an opinion as to whether they are—they are those imposed by the railway company and not by the government. Like every representative of the island, the hon. member has pressed this claim very strongly. A few days ago Doctor MacMillan, the premier of Prince Edward Island, presented some arguments with great strength and backed up with much material to show that the rates were excessive. The Department of Railways and Canals does not now deal with rates but the railway company has been asked on more than one occasion to look into the matter. They are of the opinion that the traffic does not warrant a reduction in the rates but it may well be that when the attractions of the island are better understood, and they are very great, the pressure of traffic will be such as to bring about a reduction in the charges imposed for the services rendered."

Predicts Good Year For The Merchant Ships

MONTREAL, Que., April 18—Echoes of Lloyd George's war cry for "ships and more ships" and Canada's response were heard in a broadcast speech by F. G. Wood, Freight Traffic Manager of Canadian National Steamships, addressing the Rivards Club here, with Capt. A. M. Hatfield in the chair.

Mr. Wood told how more than 60 ships were Canada's answer and reviewed the problem of putting these ships to use when the war was over. He explained how this fleet, the Canadian Government Merchant Marine, now operated by Canadian National Steamships, had opened markets to Canadian export trade in foreign lands and particularly in ports within the British Empire, such as those in Australia and New Zealand.

Alluding to the Canada-West Indies service of Canadian National Steamships, Mr. Wood told how trade and tourist travel between Montreal, Halifax and Saint John and the ports of British Guiana and colonies had been revitalized. He predicted a good year for ships of Canada's merchant fleet, the result of regular steamship service cooperation between shippers, manufacturers and shipping organization and better Inter-Empire understandings. Reduction of the post-war C. G. M. M. fleet from more than sixty to less than a score, by sale, was also referred to by Mr. Wood. He emphasized the need for further cooperation in adding to trade increase.

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