

His Baby Boy Was Troubled With Whooping Cough

Mr. Ernest Kronier, Freedom, Alta., writes: "My baby boy, two years of age, was troubled with whooping cough. I tried everything I could think of, but he kept getting worse. A friend advised me to try

Dr. Wood's Norway Pine Syrup

and it gave him great relief, and before using the contents of the second bottle the cough had completely disappeared." Price 35c. a bottle; large family size 90c. at all druggists and dealers.

Put up only by The T. Milburn Co., Ltd., Toronto, Ont.

MARITIME FREIGHT RATE PROBLEMS

Interesting Review of Work Accomplished By Maritime Freight Rate Committee.

The following report of the Transportation Commission of the Maritime Board of Trade for the period April to November, 1928, was read at the Annual General Meeting of the Board, at Halifax, 21st November, 1928.

The Maritime Freight Rate Committee, as you may remember, was organized at Montreal in 1923; and, after most valuable accomplishments in the interests of Maritime shippers, was compelled to disband in 1927, through lack of funds. However, after a hiatus of almost a year, the three Provincial Governments, realizing the urgency and importance of continuing the work, jointly proffered the necessary financial support with the result that the Transportation Commission of the Maritime Board of Trade was instituted in April last.

The Commission is composed of five prominent business men from Nova Scotia; five from New Brunswick; and two from Prince Edward Island. Its first step was to secure the services of Mr. F. C. Cornell, the Transportation Specialist who had done such good work under the Maritime Freight Rate Committee.

In addition, the Commission retained Mr. H. A. Porter, K. C., as legal counsel. These two gentlemen and a stenographer constitute its salaried staff. The Commissioners act in a purely honorary capacity, as does the Secretary. Since its organization last April, the Commission has been exceedingly busy, as may be gathered from the fact that it is now engaged upon over twenty transportation matters all of which affect the agricultural, industrial and commercial life of our Provinces seriously and, in certain cases, vitally. All of these matters are of a complex and intricate nature and because the problems they involve have become chronic through the neglect of many years, their solution demands an unusual measure of courage, patience and effort. The solution of chronic problems of any kind is never either easy or quick; but when such problems concern transportation, their peculiar complexity renders their practical solution almost insurmountable.

Naturally, the Commission cannot quickly remove the accumulated transportation disabilities under which the Maritimes have struggled for so many years. Nevertheless, during its brief existence it has made considerable progress and is in no sense discouraged. Naturally, most of the matters upon which it is engaged demand a very great deal of work in their preparation for proper submission to the Board of Railway Commissioners. However, in a number of instances, our briefs are either completed or now nearing completion. The past eight months have been largely absorbed in getting ready for action;—but, during the next year, there will be action—lots of it—action which, it is confidently believed, will reflect much advantage to the Maritimes.

Following these preliminary remarks, a summary of a few of the main matters now engaging the Commission may not be without interest. It will be recognized, of course, that in this report, such matters can be little more than briefly indicated.

Proper Implementing of the Maritime Freight Rate Act:

This Act purports to implement certain recommendations of the Duncan Commission, but is so framed as to involve differences of opinion concerning certain of its aspects and intentions. Such differences have arisen between the Transportation Commission and the Railways, and it has been necessary to refer same to the Board of Railway Commissioners. Among such disputed points are:—

- (a) The proper basis of west-bound domestic rates upon which to apply the 20 per cent freight rate reduction from points in the Maritimes to points in Ontario and Quebec.
 - (b) Specific local rates within the Maritimes.
 - (c) Specific export rates from Maritime ports on traffic through Maritime ports.
- Upon the issue of rulings on these matters by the Board of Railway Commissioners, the Transportation Commission will then proceed with the proving of rates; and if its stand is upheld, very important savings to Maritime shippers will result. It will be added that the Commission does not proceed in any matter until it is conscientiously convinced of the justice of its position.

Alternative Routing via St. Rosalie Junction:

A test case involving these gateways was taken to the Board of Railway Commissioners by the Maritime Freight Rate Commission in the fall of 1925, when the decision was that alternative routings via Saint John and St. Rosalie Junctions should be maintained. However, the Maritime Freight Rates Act was subsequently passed, and the Canadian National, in issuing tariffs which were supposed to carry out this Act, cancelled the alternative routings. Thereupon, the Halifax Board of Trade protested to the Board of Railway Commissioners who ordered the routings to be re-opened. This resulted in the Canadian National appealing to the Supreme Court of Canada which ruled that the Maritime Freight Rates Act cancelled the alternative routing via Saint John, but maintained the St. Rosalie Gateway.

As the original test application of 1925 covered only two classes of traffic, there are still many commodities moving westbound from the Maritimes which do not enjoy the advantage of alternative routing via St. Rosalie. Therefore, an application has been filed with the Board of Railway Commissioners requesting the complete re-opening of the route; also that the gateway be available to all future traffic.

Import Rates:

The Report of the Duncan Commission recommended that the 20 per cent reduction apply upon all import rates from Maritime ports to points in the Maritimes. However, this very important recommendation was not implemented by the Maritime Freight Rate Act. Consequently, a protest has been filed with the Dominion Government in which substantial reasons why the reduction should be applied have been duly set forth.

International Rates Between Canada and the United States:

The Duncan Report also recommended that the 20 per cent freight rate reduction be applied to the Canadian proportion of the haul on traffic from Maritime points to points in the United States. This proposal was not conceded. The objection advanced was that any reduction of rates on the Canadian haul would induce an immediate proportionate rate increase by the United States railways which would wipe out the advantage to the Canadian shipper and leave his position precisely as before. The Transportation Commission of your Board has never accepted this contention and, so far, has received no conclusive evidence of its substantiality. It is reported, however, that pressure is being brought to bear upon the Canadian Railways to enter into an arrangement with United States lines to enable the adjustment of the matter. At any rate, the Commission is watching the situation closely and not unhelpfully.

Express Rates:

Immediately upon the organization of the Transportation Commission...



KING COLE TEA and COFFEE

The Daily Argument

AUNT HET
BY ROBERT OUILLEN



"Pa's fable manners is good in public, but he's still a little bit noisy usin' a footstapick."

POOR PA



"Our youngest daughter-in-law cries one day an' says she hates her husband, an' the next day she cries an' says she knows he hates her."

Insidious Eye Strain

We use this adjective advisedly. Sufferers from Eye Strain may have perfect vision and therefore do not suspect the presence of any eye defect.

The motive power of the entire human organism is Nerve Energy.

Normal eyes, it is computed utilize about 20% of this Nerve Energy, but when Eye Strain is present, a much larger proportion is required. Hence defective eyes, through their consumption of an excessive amount of Nerve Energy may seriously affect the functioning of other organs of the body and produce ill health.

HAVE YOUR EYES EXAMINED

G.F. Hutcheson
OPTOMETRIST

Mark R. McGuigan
B. A.
BARRISTER, SOLICITOR, ETC.
MONEY TO LOAN
Barron Block, Charlottetown, P. E. I.

McLeod & Bentley
J. A. BENTLEY
W. E. BENTLEY, K. C.
Barrister and Attorney-at-Law
Office: 180 Richmond Street
MONEY TO LOAN
Charlottetown, P. E. I.

Dr. C. C. Archibald
Graduate of N. Y. Post Graduate Medical School and Hospital Practice Limited to Eye, Ear, Nose and Throat.
Testing Eyes and supplying Glasses
Office, Bayer Building
Great George Street.
Office Hours—9 to 12.30, 1.30 to 5.00

McDonald & McPhee
B. A.
J. C. McDONALD H. F. MCPHEE
BARRISTERS, ATTORNEYS, ETC.
MONEY TO LOAN
Office Building, Charlottetown

PROHIBITION COMMISSION
Chairman, Mr. GEORGE E. BROWN,
Margate, P. E. I.

Send all information regarding infractions of Prohibition Act to the above

Or To
Chief Inspector, B. J. Haywood
75 Dorchester Street, Charlottetown,
Phone 709
0101-11-16-177.

Regulate the Bowels and You'll Be Happy

To Overcome Constipation and to Keep the System Free of Wastes You Need A Regulating Medicine

Those fortunate people who have proved the value of Dr. Hamilton's Pills know they get you in the habit of performing a certain function at a certain time, and thereby restore normal conditions. Dr. Hamilton's Pills are best because they help herself, and thereby keep the stomach strong digestion good, blood pure, complexion clear, spirits bright and happy. Price 25c at all dealers.

Modern Lighting Demands Inside Frosted Lamps



Light up the Edison Mazda way and obtain soft, glare-proof light that adds warmth and beauty to your home.

EDISON MAZDA LAMPS

Light up the Edison Mazda way and obtain soft, glare-proof light that adds warmth and beauty to your home.

W.D. Gillis & Co.
COAL
PHONE 178

BE PREPARED ORDER YOUR COAL NOW

You not only want to be prepared against a cold winter, but also, you want your coal supply in before bad weather sets in. Be prudent and place your order now.

W.D. Gillis & Co.
COAL
PHONE 178

RUGGED

Westinghouse
Genuine
RADIOTRONS

UX20-B
Powerful Amplifier

UX12-B
Exceptional Output Radiotron

THE ROGERS HARDWARE COMPANY, LIMITED,
Distributors.

Sold by
J. A. GESNER,
Tire and Radio Shop

Mr. Cornell was instructed to make a preliminary survey of express rates in the Maritimes; and, shortly thereafter, the Express Traffic Association applied to the Board of Railway Commissioners for a blanket increase of from 10 per cent to 15 per cent on specific classes of traffic. This our Commission strongly opposed; and the Board of Railway Commissioners, we are glad to say, turned down the application and ordered what will be practically an investigation of express rates throughout Canada.

In the meantime, the preliminary survey of Maritime Express Rates made by Mr. Cornell sufficed to demonstrate a situation far from satisfactory—which is stating the matter quite mildly; and, on 16th August last, he was instructed to proceed with a thorough investigation of the whole matter. This job a large one—is now in hand with a view to the preparation of a complete brief for submission to the Board of Railway Commissioners. Meantime, our rates involve many discriminations against Maritime shippers, and especially against farmers. Unquestionably, very drastic express rate readjustments are long overdue the Maritimes.

Export Grain Rates via the National Transcontinental Railway:

On behalf of our Maritime ports, as you are probably aware, an application has been filed with the Board of Railway Commissioners for an export rate on grain via the National Transcontinental which will be competitive with the all-water route from Port William and Fort Arthur to other eastern export points. If granted, it is reasonable to anticipate a considerable increase in the movement of grain through Halifax and Saint John.

In this connection, and as there seems to be some misapprehension, it is well to mention that the application of the Transportation Commission was filed with the Board of Railway Commissioners on 25th June last, and on same date, copies were served upon the Railway Companies. However, as the Railways failed to reply to the application, the Transportation Commission filed a protest with the Board of Railway Commissioners on 11th October.

Periodical Investigation of Act:

It is provided that, in order to ascertain the effect of the Maritime Freight Rate Act, and also with a view to revising the subsidies to the railways under operation in the Maritimes, there shall be periodical investigations of the whole Maritime transportation situation. Therefore, it is of highest importance that the Transportation Commission be prepared for such investigations so that Maritime interests may be conserved and protected in every way. To that end, statistical data is being kept right up to date. Through this provision, it is hoped to at least secure permanent relief from having Maritime traffic bear the entire cost of the mileage added to the I. C. R. for military purposes.

Difficulties Encountered in our Work:

In 1925, when the Maritime Freight Rate Committee commenced to investigate the freight rate situation in these Provinces, it discovered that no continuity of record had been kept concerning rate changes covering a long period. This circumstance necessitated a degree of patient research work so intricate and difficult that it can be better imagined than described, and which still continues so that the record may be unbroken and complete.

In addition, all matters affecting every aspect of transportation in the Maritimes are now being brought together in the form of a permanent record which, in the handling of transportation problems from now on, will save an immense amount of time and work. It is significant that this record will be the first of its nature compiled in the entire history of the Maritimes.

Eastbound Domestic Rates to Maritime Points:

There is, unquestionably, room for material adjustment of these rates and particularly of their present unfairness to our live stock and dairy industries. For instance, the present rates on mill feeds from the Canadian West to the New England States are much lower than charged to the Maritimes; in fact, the discrimination against Yarmouth, N. S., as merely one example, is \$4.80 per ton over New England rates and \$6.80 per ton over Montreal zone rates. Another aspect of this matter is that, because of freight rate handicaps, our dairy and stockmen have to pay from about \$4.00 to \$7.00 more per ton for their mill feeds than do the dairy and stockmen in the Montreal zone. The Transportation Commission recognizes this as an exceedingly serious circumstance, and toward its removal or modification an energetic effort is under way.

It might be added under this section, that there are many other similar instances demanding read-

Saving Induced by Freight Rate Reduction:

For the first eight months of this year, the partial implementation of the 20 per cent freight rate reduction resulted in a saving on all lines of \$2,339,374 to Maritime shippers. Approximately \$1,600,000 of this sum represents the saving on Canadian National Railway traffic. However, the remarkable aspect of the matter is that, by reason of the material increase in the volume of Maritime traffic, resulting from the freight rate reduction and the consequent extension of our clearing area, the freight revenue of the Canadian National showed a shrinkage of merely \$161,422 for the period in point. In other words, the saving to shippers of \$1,600,000 was almost ten times greater than the shrinkage in the revenue of the C. N. R. This singularly significant fact forcefully indicates the surprising rapidity with which Maritime commerce and industry respond to the modification of unjust transportation handicaps.

However, as pointed out by Mr. A. F. Paterson, the President of the Commission, in a recently published press interview, there is another highly important consideration involved which Mr. Paterson stated thus:

"It was primarily the intention of the Duncan Commission recommendation relative to the 20 per cent reduction in freight

Rates on Competitive Commodities from Central Canada:

There are a number of rates on competitive commodities from Ontario and Quebec to the Maritimes which are unfairly low, thereby discriminating in favor of Central Canadian shippers against the Maritime shippers. The upward readjustment of such rates is an objective upon which the Transportation Commission is earnestly engaged.

Increased Powers for the Board of Railway Commissioners:

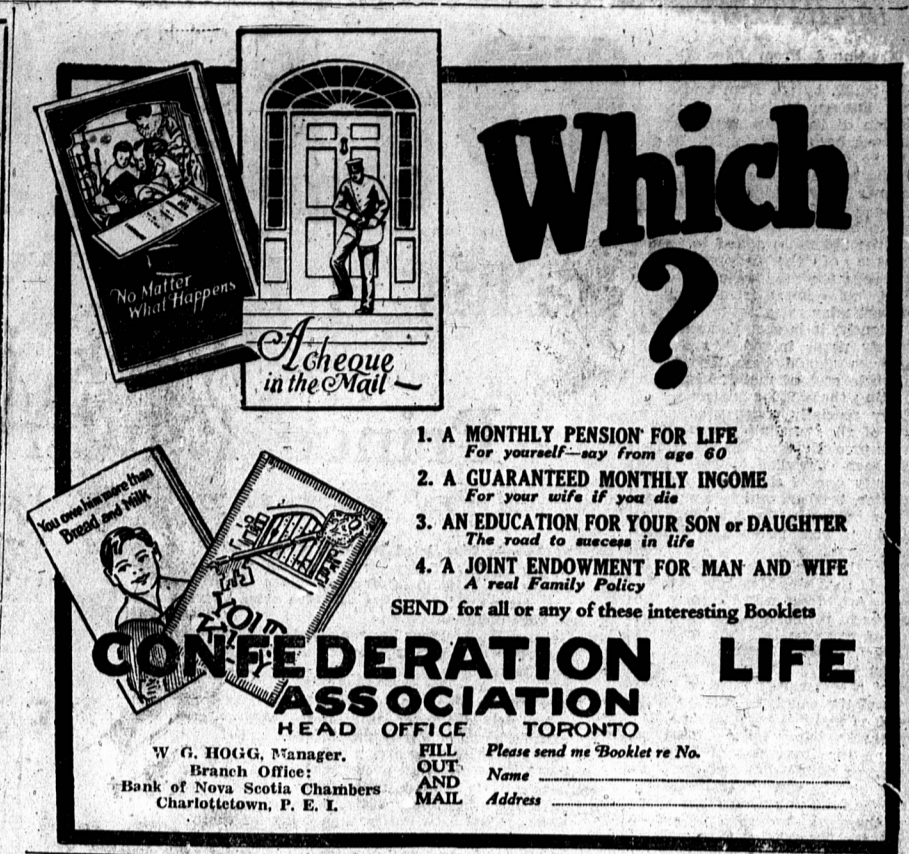
Under the Railway Act, the powers of the Board of Railway Commissioners are specified and limited. However, in the opinion of the Duncan Commission, expansion of such powers should be conceded in the economic interests of the country as a whole. This was strongly recommended. However, although unanimously endorsed at two annual conventions of the Canadian Chamber of Commerce, no action has yet been taken by the Dominion Government.

As the Transportation Commission deems the expansion of the powers of the Board of Railway Commissioners of peculiarly vital significance to Maritime commerce and industry, it is pressing strongly for same and is hopeful of action at the coming session of Parliament.

Coal Traffic from Maritime Provinces:

The different methods adopted to further the movement of Maritime coal to the markets of Quebec and Ontario are being thoughtfully watched. Meanwhile, although taking no active part, your Commission...

Which?



CONFEDERATION LIFE ASSOCIATION
HEAD OFFICE TORONTO

W. G. HOGG, Manager.
Branch Office:
Bank of Nova Scotia Chambers
Charlottetown, P. E. I.

FILL OUT AND MAIL
Name _____
Address _____

Please send me "Booklet re No. _____"

1. A MONTHLY PENSION FOR LIFE For yourself—say from age 60
2. A GUARANTEED MONTHLY INCOME For your wife if you die
3. AN EDUCATION FOR YOUR SON OR DAUGHTER The road to success in life
4. A JOINT ENDOWMENT FOR MAN AND WIFE A real Family Policy

SEND for all or any of these interesting Booklets

Carter's Bookstore

AND

Santa Claus Headquarters

We are now opening up our BIG NEW STOCK of

Toys, Games, Dolls and Fancy Goods

the largest and best we have ever shown. ONE WHOLE STORE FLOOR given over to these lines.

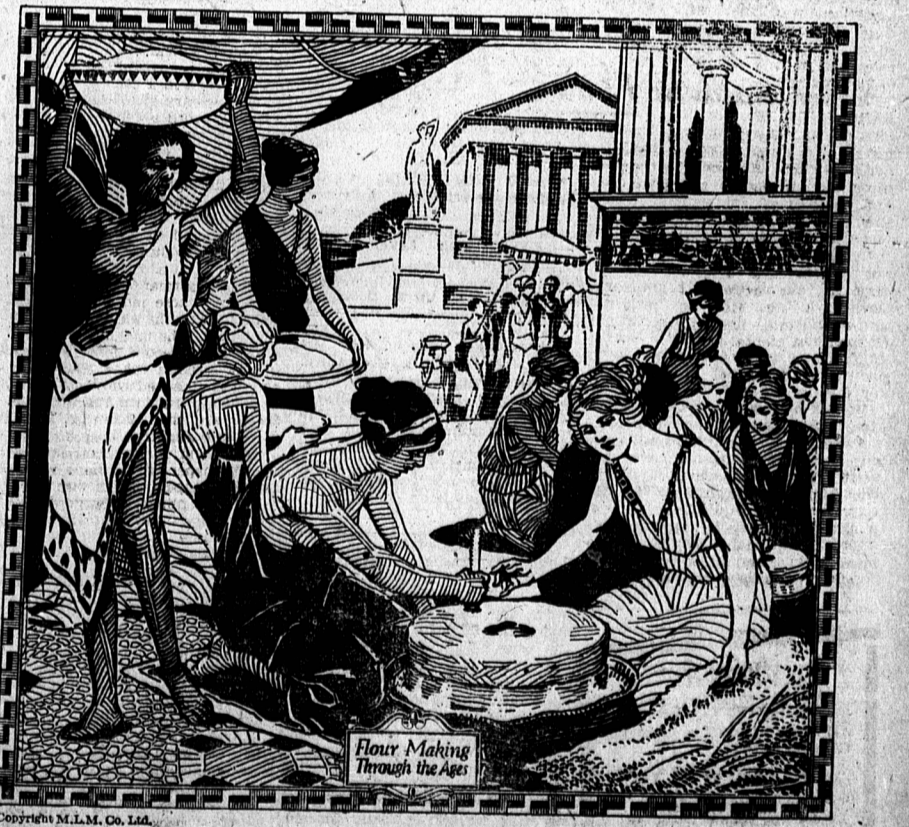
DON'T WORRY, we have more TOYS than all other stores in this PROVINCE put together and SANTA CLAUS will preside.

Come in and see our wonderful show of DOLLS. Look in our SHOW WINDOW for some of them.

Our BOOKSTORE is full of the best in BOOKS, STATIONERY, CHRISTMAS SEALS, TAGS, etc.

CARTER & CO., Limited

(Continued on Page Eight)



Flour Making Through the Ages

Copyright M.L.M. Co. Ltd.

The Grinding Stones of Greece—3000 Years Ago

With all her developments in art and architecture, it was but natural that Greece should show some evidence of inventive genius.

Her contribution to the progress of flourmaking was two circular stones—the top one laboriously turned by hand... by slaves... passing the handle from one to the other to complete the turn... and feeding grain into a hole in the stone to be ground into a rough form of flour.

This simple device represented thousands of years of progress in flour-making. Yet how crude it seems, when compared with the marvellous modern mills where Maple Leaf Flour is made. Where it is so accurately milled and so carefully tested, that a written guarantee of uniformity and satisfaction is given with every bag. Try it.

An attractive portfolio containing this complete series of historical advertisements is free upon request. Maple Leaf Milling Co. Limited, Head Office, Toronto.

MAPLE LEAF FLOUR

"Cream of the West"