Hon. R.B. Hanson Makes Strong Presentation of Island Car Ferry Claims

Text of Discussion in House Of Commons Over P.E.I. Transportation Problem

The following discussion on Prince Edward Island transportation claims is from the Hansard report of the House of Commons proceedings, April 2:

Government Owned Enterprises Prince Edward Island Car Ferry and Terminals.

445. To provide for the payment during the fiscal year 1942-43 to the Canadian National Railway Company (hereinafter called the National Company) upon applications approved by the Minister of Transport, made from time to time by the National Company to the Minister of Finance, and to be applied by the National Company in payment of the deficit (certified by the auditors of the National Company) in the operation of the Prince Edward Island car ferry and terminals arising in the calendar year 1942—further amount required, $191,095.36.

Hon. R. B. HANSON (York-Sunbury): I am afraid I shall be obliged to take up some of the time of the committee to discuss certain matters arising out of this important item, and in doing so I shall review some of the history of the relationship between the province of Prince Edward Island and the Confederation.

It will be recalled that Prince Edward Island was not one of the original provinces of the confederation. Although the conference was held at Charlottetown prior to 1867, Prince Edward Island did not come in until about 1872, and it came in under the provisions of an imperial order in council and the British North America Act. The order in council is dated June 26, 1873. It contains as a schedule an address to Her Majesty the Queen, which states the terms under which Prince Edward Island would enter confederation. Among those terms of union was the one which stated that the dominion government was to assume and defray all the charges in connection with certain services. It then goes on to enumerate certain specific services with which I am not particularly concerned, but it includes an efficient steam service for the conveyance of mails and passengers, to be established and maintained between the island and the mainland of the dominion, winter and summer, by the Dominion, thus placing the Island in continuous communication with the Intercolonial railway and the railway system of the Dominion.

Federal Obligation

I submit that "efficient service" in that instance means modern, up-to-date service. That was the understanding upon which Prince Edward Island entered the union at that time. I believe it is fair to say that from 1873 down to 1915 that undertaking was not carried into fulfilment by any government in Canada, especially with respect to winter transportation service. With regard to the summer service during that period, I do not think that in days gone by there was great complaint, having regard to the progress made in steam navigation and steam transportation. But I well remember as long as forty-nine years ago having seen with my own eyes passengers from Prince Edward Island having to traverse the strait of Northumberland in the old-time ice boat. I need only recall that period to indicate that at that time, at all events, there was no efficient method of transportation during the winter season between the little island province and the Dominion.

The position stood thus until 1911 or thereabouts, when Sir Robert Borden, in the course of an election tour in that year, visited Prince Edward Island and gave the definite undertaking that if his party were returned to power in the approaching election he would build and operate a steam ferry between the mainland and the island. I do not propose to refer to the demands for a tunnel, and things of that nature, because so far as I know they never got beyond the stage of academic discussions.

First Car Ferry

There is no doubt that as the result of the action of Sir Robert Borden, for the first time there was a moderately adequate fulfilment of the terms of confederation as set out in the address to Her Majesty the Queen in 1873. As the result of Sir Robert Borden's action the car ferry Prince Edward Island was built. That ferry operated with more or less success until about fifteen or twenty years ago—I have not the exact date, when she was more or less condemned, not as unseaworthy, but as inadequate for the service. The government of that day—I have forgotten which government it was—built the car ferry Charlottetown. I shall have something to say with respect to the loss of the Charlottetown later on. At the moment however suffice it to say that the island in my opinion had reasonably good transportation facilities from 1915 to 1941, first through the car ferry Prince Edward Island and then through the Charlottetown.

It is true that there was a great deal of objection to the cost of transportation. The car ferry was operated for the account of the Dominion Government by the then Department of Railways and Canals, now the Department of Transport, and the cost to the country was substantial. But any deficit in operation was a charge on the treasury by reason of the undertaking given in 1873, and I believe no one has raised any question with respect to that expenditure. In some years it has been larger, and in others smaller. But there has been a good deal of criticism of the rates charged for the transportation of freight, and at one time for the transportation of motor vehicles. From time to time there have been reductions in rates and some amelioration in conditions, because it must be borne in mind that the cost of transportation, aside from that borne by the treasury in the payment of deficits, in most cases came upon the shippers of products. In order to get to their markets on the mainland they were obliged—I believe it is fair to say this—to assume the cost of this extra transportation via the car ferry.

Wood Island Ferry

That condition was never properly righted, and the time came when, owing to the increase in tourist traffic between the mainland and the island, the facilities were inadequate to take care of the traffic offering, especially in the summer season. An effort was made to improve that condition when the Wood Island ferry was established. It is now a matter of history and record that the efforts to establish that ferry were in a measure frustrated by reason of the fact that the vessels acquired for that purpose were, one after the other, requisitioned by the naval department. It was only within recent months that that service was established and maintained. No one has ever suggested that the establishment of the Wood Island ferry, or its predecessor the Hochelaga running from Pictou to the Island, was anything more than supplementary to the main service.

In the summer of 1941 the Charlottetown was ordered to dry dock for her annual over-haul, and it is a matter of great misfortune that in that year she was lost off the coast of Nova Scotia. Since that time, in common with other hon. members, I have been asked by commercial interests and others in Nova Scotia to lay before the government and the house the position of citizens in Prince Edward Island with respect to the inadequacy of transportation facilities. I did so at great length on one occasion, and I have no apology for so doing. This season the situation has been aggravated by the severity of the weather conditions, and in the past several months the transportation facilities between the island and the mainland have been wholly inadequate. I think that is putting the matter quite mildly.

Inexcusable

I wish to speak moderately on this subject; but I think it is inexcusable, if I may use that term, that we should be no further ahead than to have had a promise made by the minister in reply to a question asked by the senior member for Queens to the effect that plans were being prepared for a new car ferry, which would be built on an if, as and when basis. That is not good enough for the province of Prince Edward Island. We have been told that it is impossible to get priorities for the machinery and that no yard should be asked to build this new vessel. But there have been may occasions where moneys have been appropriated for peace-time activities which interfered with the war effort. I need but refer to the Montreal terminal, where millions have been spent on what is really a peace-time undertaking, while this situation on the island has been left unattended to.

I know that the government must have been presented with the representations which have been made from time to time by public bodies. The whole thing culminated this winter in a series of representations by public bodies, and the legislature of Prince Edward Island has gone on record unanimously as demanding that the rights of the citizens of that province, as outlined in the province's magna charta to which I have referred, shall be granted by the federal authorities. This has been followed up by a multitude of resolutions by nearly every board of trade on the island. Only recently there has been an exchange of correspondence between certain public and semi-public bodies in the province and the Prime Minister. I do not propose to place this on the record because it would take too long, but I do make a plea to the government to expedite the building of a new car ferry for the Northumberland strait.

Island Members Not Vocal

I do not think all the avenues have been explored by the government or the Department of Transport to attain this end. I used to marvel at the fact that here was a province represented in this chamber by four members who support the administration. I am bound to say that so far as my own observations are concerned, up to this fourth session of this parliament the only public reference that has been made to this matter has been on two occasions. One was a question placed on the order paper by the hon. member for Queens, and the other was a speech made recently by the hon. member for Kings. I would have wished that these gentlemen had been a little more vocal with regard to this matter, especially since one of them sits on the treasury benches. I have no doubt that he will have something to say about it this afternoon.

The reason given—I shall not call it an excuse because I think there is some reason for it—is that the nation is at war. The nation is at war, but civilian life must go on. When we have an isolated island province such as Prince Edward Island it is the duty of the government to use every possible means within its power to see to it that a situation such as I have outlined is taken care of. There is no question about the financial ability of the country to build this boat. I question very much if the government has exhausted every effort to find a shipyard which will undertake the construction of this ship. I assume that either the Minister of National Defence or the Minister of Transport will reply. When he does so, I hope he will be good enough to tell the committee what avenues have been explored in connection with having this ship constructed.

In justice to a large body of our citizens, this must be done. If it is not done, these people will continue to suffer economic and other inconveniences which they ought not to be asked to put up with any longer. They have put up with them long enough. I make the plea to the ministry to use the utmost diligence to provide the ferry transportation which the people of Prince Edward Island demand and which they require if they are to continue to function properly, to do their share in making a contribution to the food supply of Canada and to get that food supply across to wherever it can be useful.

P.E.I. War Record

That little province of 100,000 people has sent more volunteers per capita to the war than any other province.

Mr. BLACK (Cumberland): — Except Nova Scotia.

Mr. HANSON (York-Sunbury): The two provinces are in the same military district, and it is quite difficult to separate the voluntary enlistments of the two. Their record in voluntary enlistments for active service overseas has been magnificent. The little province of Prince Edward Island has no great industrial corporations within its boundaries and has practically no industry apart from Agriculture, but it has gone over the top in the early days of every war loan campaign. That little province has been among the first of all provinces in its contributions to the Red Cross. In these days of grave national crisis that little province has exemplified the best there is of citizenship. I do suggest, moderately I hope, that Prince Edward Island has not had a fair deal at the hands of the federal government in connection with this transportation problem. I will not emphasize that any further.

There is something else to which I desire to refer tonight, namely, the loss of the ferry Charlottetown. I hold in my hand a copy of sessional paper 150, brought down in response to an order of this house made on February 8, on a motion by the hon. member for Cumberland, for a copy of the findings of Mr. Justice Archibald, with respect to the sinking of the ferry S.S. Charlottetown off the coast of Nova Scotia in 1941. I make an apology for referring to this matter this afternoon, because it is part and parcel of the subject matter with which I am dealing.

Sinking of "Charlottetown"

An investigation into the sinking of the Charlottetown was held in the months of December, 1941, and January and February, 1942, by Mr Justice Archibald, as a wreck commissioner, assisted by certain naval officers and nautical assessors. Certain questions were submitted to that court.

I should preface my remarks in this connection by stating that the Charlottetown left Borden, Prince Edward Island, on the morning of June 16, 1941, on her way to Saint John, New Brunswick, for annual overhaul and repair. The finding of the court is that she was seaworthy at the time of her departure.

The findings of the court of inquiry indicate the type of ship the Charlottetown was. She had an indicated horse-power of 8,000; her speed was 15 knots, with eight boilers in use, and the dimensions of the ship are given.

It appears that when off Sambro light or near thereby she struck a rock or ledge, as a result of which she ultimately became a total loss. I will not go into the details of the findings, but I desire to read to the committee certain of the latter portion of the court's findings and I refer hon. members who have seen this report to paragraph 18:

"18. The ss. Charlottetown remained afloat after the striking a period of 32 hours and 13 minutes."

Please keep that in mind. Then paragraph 19.

"19. The vessel became a total loss by sinking on the evening of June 18, 1941, at 7.07 a'clock. At that time she was being towed by motor boats toward Port Mouton and sank in 16 fathoms of water—"

In a certain latitude and longitude. Then mark this well. It is the finding of the court:

"20. The court is of opinion that the master either failed to realize the seriousness of the damage to the vessel and the necessity of immediate action to control the water and to secure assistance if the vessel was to be saved or that he was mistakenly confident that notwithtanding the damage he could take the vessel to a safe port. It is difficult to understand why the master did not within a very few minutes after the striking—"

It was more than thirty hours after the striking that she actually sank. It goes on:

"—when she had reached deep water stop or even anchor the vessel and ascertain the damage suffered. It is apparent from the evidence given particularly that of the chief engineer that the ship had suffered serious damage and that he had so advised the master. Notwithstanding this information there is no evidence that the master went below until the evening of June 17."

That was approximately twelve hours after the accident occurred. That is a factor to be kept in mind. The wreck commissioner proceeds to make this rather startling statement:

"The method employed by the master in securing assistance seems to have been casual and inadequate. It must be observed that in the absence of a wireless system or any other method of communicating from the ship to the shore, it is difficult to understand why the ship's boat was not sent to shore immediately with the proper messages and instructions for assistance. Intead of doing so the master did not make any effort to establish communication with the shore until the vessel arrived at Little Hope buoy at 12.20 p.m. At that time a fisherman in a boat was at the buoy and to him the master give a verbal message for transmission to the Canadian National Railways office at Moncton. This message he did not send. It was not until 4.30 o'clock in the afternoon of the 17th that a lifeboat left for the shore in charge of the first mate, who had with him the chief engineer, the chief steward and a crew of 17 men. When he reached shore that evening he sent a number of motor boats to the ship after having communcated with the general manager of the Canadian National Railways at Moncton and the district superintendent at Halifax and advising them of the ship's condition and the need for assistance, but notwithstanding this message it would seem that these officers must have had inadequate information as to the ship's peril; otherwise a greater effort would have been made in getting effective assistance to the distressed vessel without the lapse of a great length of time. It is difficult to undertand why efforts were not made to get tugboats or other boats capable of giving assistance from the nearby ports of Shelburne, Lockport, Liverpool or Lunenburg. Having regard also to the condition of the vessel and the uncertainty as to the time of arrival of assistance it is difficult to understand why the vessel was not given in tow to motor boats during the night of June 17 or early on June 18 instead of waiting until 1.35 p.m. on the 18th."

I suggest that those findings of fact indicate that this boat could have been saved if the master had taken adequate measures. I desire to call the attention of the committee to finding 22:

"In the opinion of the court the loss of the ss. Charlottetown resulted from the damage she suffered when she struck Devastation shoal and from the failure to take adequate measures to secure the safety of the ship after the striking an from the failure to obtain prompt and efficient assistance."

Summing Up of Court

That responsibility was that of the master, and he wholly failed to assume that responsibility. Now listen to this. This is the summing up of the court:

"The court is of opinion that the damage sustained by the ss. Charlottetown was caused by the wrongful act or default of her master, John Lefurgy Read in the following particulars:

"(a) He did not choose a proper or safe course in the weather conditions prevailing."

And reference is made to the answers given to questions 7, 8, 9 and 11.

"(b) His navigation of the vessel on this course was faulty and improper for the reasons given in the answers to questions 9, 11, 12 and 13."

I have not sketched the answers to those questions. I am contenting myself with giving the findings of the court of inquiry.

"(c) For the reasons given in the answers to questions 17 and 20 the master did not take the necessary and proper and adequate measures after the striking to ensure the safety of the vessel and to obtain assistance.

"The court does not find that the damage and subsequent loss of the ss. Charlottetown was caused or contributed to by any other person or persons."

They go on to direct that the master's certificate be suspended for a period of six months.

There can be no doubt, I think, that the findings of the court were the findings of a legal and juridical tribunal. The master had the assistance of very able counsel. He was properly defended, and there should be no doubt in the minds of anybody that the master and the master alone was to blame.

Now what happened? The master's certificate was suspended. He was either dismissed or permitted to resign from his position with the Canadian National railway system. He was, however, given a pension of $154 a month, and he has been drawing it ever since.

Mr. MacNICOL: What for?

Mr. HANSON: I never understood that a man who was guilty of negligence, malfeasance, nonfeasance or any other kind of wrong feasance that one can imagine should be rewarded by being superannuated. I do not believe that is the law, and I see no justification for the payment of a pension to the master of this ship.

Mr. BLACK (Cumberland): He was paid his full salary up to the time of the filing of the commission's report.

Mr. HANSON (York-Sunbury): Yes; he was paid $400 a month up to the time of the findings of the wreck commission. A man is considered innocent until he is proved guilty, and there may be that justification for this proceeding, although it would appear to me that he ought to have been suspended by the management of the Canadian National railways immediately the ship was lost, if that was not done. That is what would have happened in connection with an ordinary commercial undertaking; a master having lost his ship, on the prima facie evidence submitted he would be suspended in the employment. Instead of that, this man was paid his full salary for several months after the ship was lost. And when he is found guilty of negligence, guilty of malfeasance, guilty of nonfeasance, he is rewarded by being allowed to resign, shall I say—I am not quite certain on that point—and given a pension of $154 a month; and I hear that he is petitioning the government to have the sentence of the court of inquiry reviewed so that he may have his certificate given back to him.

Present Facilities

The first point I desire to make is, that through the action of the master the Charlottetown was lost; and my second point is that, as a result of the loss of the Charlottetown in the circumstances to which I have adverted, the people of Prince Edward Island have been deprived of adequate facilities for communication between their province and the mainland. It is no use to say, "Oh, you have had the Prince Edward Island." I think I am safe in saying that the Prince Edward Island was condemned for the service years ago; she was held as a stand-by during the time when the Charlottetown was undergoing repair, but she was considered to be wholly inadequate and not fit for the purpose during all the period Charlottetown was in operation. She was recommissioned, put on this route, and what has been the result? For days the island has been without proper communication. Hundreds of carloads of freight were accumulated on the docks. I have figures here showing what the situation was. Every public body in Prince Edward Island has protested, through the maritime board of trade, the Charlottetown board of trade, the Summerside board of trade, and other boards of trade, and through the legislature itself. Most of them consider that improper treatment—I will use no stronger term—has been handed out to them by reason of the failure of the government to provide adequate transportation facilities as required by the compact of confederation in which they were partners.

Urges Minister to Speak

I have no desire to carry on this debate at inordinate length. I could go into the matter in much more detail. But if I serve no other useful purpose than to call attention on the floor of this chamber to the situation which exists, and to obtain from the ministry some undertaking of a character which will tend to alleviate the situation, I shall feel amply repaid for any effort I have made, and it will redound to the benefit of the people of Prince Edward Island. I earnestly implore the minister to deal with this matter. The people of Prince Edward Island have been good enough to accept him as their representative in this house. I know he will agree with me that he owes a corresponding duty to them to do anything and everything to remedy a situation which he knows as well as I do exists. I invite him to tell the committee exactly what the proposals of the government are in that regard.

I know he will say that, on account of the exigencies of the war, the government has not been able to get another vessel in place of the one which was lost. I agree at once that it is exceedingly difficult to find a ship of the type required for this service, but I certainly believe that there should have been more adequate provision than was made in attempting to recommission the Prince Edward Island ferry.

Therefore, without desiring to take any more of the time of the committee, and hoping I have been reasonably moderate in the statements I have made, I invite the minister to tell the people of Prince Edward Island through the medium of this committee exactly what the government proposes to do and when they may expect that proper communication of a modern character will be renewed between the island and the mainland.

After Recess

Transport Minister Michaud

Hon. J. E. MICHAUD (Minister of Transport): Mr Chairman, when this committee took recess at six o'clock the hon. member for York-Sunbury (Mr. Hanson) had just concluded an appeal on behalf of residents of Prince Edward Island on account of existing transportation conditions between the island and the mainland owing to unfortunate circumstances to which I shall refer a little later. The hon. member made many exaggerated statements, of which three are outstanding. The first was that no government since the entry of Prince Edward Island into confederation has been true to the population of the island in the matter of providing adequate transportation services between the island and the mainland. The second was that the present ferry service is inadequate; and the third, that the people of the island were left isolated as a result of lack of attention on the part of the government in providing proper ferry facilities. I shall present a few facts and leave it to the intelligence of hon. members to judge whether governments in the past have been delinquent in their duty to the island and in the fulfilment of one of the conditions under which Prince Edward Island joined confederation.

As stated by the hon. gentleman, on June 26, 1873, an order in council was passed whereby Prince Edward Island was made a part of the Canadian confederation. In that order in council there was this provision:

"Efficient steam service for the conveyance of mails and passengers to be established and maintained between the island and the mainland of the dominion, winter and summer, thus placing the island in continuous communication with the intercolonial railway and the railway system of the dominion."

As stated by the hon. member, from that time to 1916 the facilities for transporting mails, passengers and freight were maintained by private companies or corporations operating ferries in the summer between Summerside, Prince Edward Island, and Point du Chene, New Brunswick, and in the winter between Georgetown, Prince Edward Island, and Pictou, Nova Scotia. During that period extending from 1873 to 1916 these services were provided by private companies subsidized by the dominion treasury.

Early History

In 1913 the dominion government decided to provide more adequate service. First, I should say that up to 1913 there was no demand for any car ferry service, for two obvious reasons: first, because there was no possibility of moving freight cars or passenger cars between the island and the mainland because the railway on the island was of a different gauge from that of the mainland. Second, there was no demand for transportation of automobiles to and from the island, because prior to that time the laws of the province prohibited the operation of motor vehicles on the island. But then a change of policy took place; in 1911 and 1912 the government decided to change the gauge of the railway on the island and bring it to standard gauge, and the provincial laws were relaxed permitting the use of automobiles.

A ferry service was instituted which would move railway cars and automobiles. The construction of a combined passenger and car ferry which would serve in all seasons was decided upon. It was completed in 1916 and put into service between Charlottetown and Pictou until the completion of the terminal facilities. The Prince Edward Island car ferry was built by the government for that purpose at a cost of $2,280,000 and put into service.

In 1926 the Duncan commission made a report recommending that still better facilities should be provided. Those recommendations were implemented. In 1929 the then government decided that a larger and better car ferry should be provided, and voted an appropriation of $3,500,000. In Hansard for the session of 1929 I read this item at page 3078:

"Railways and Canals

"Railways — Canadian Government Railways— to provide for additional car ferry and facilities for car ferry service between the mainland and Prince Edward Island, $3,500,000.

"Mr. Manion: Would the minister explain this item?

"Mr. Dunning: It will be remembered that one of the features of the report of the Duncan commission related to the necessity for improved ferry accommodation for Prince Edward Island. I need not go into the reasons therefor, because they have been discussed in the house on many occasions. Last year an amount was appropriated to start the work. In the meantime a careful investigation has been made with respect to the matter, so far as time and facilities would permit, by the Canadian National authorities on behalf of the department. There was a suggestion many years ago that money might be saved and better facilities afforded at lower annual charges if a tunnel were constructed between the mainland and the island. I thought it desirable to have the old reports in that connection looked up and checked by the engineers, in the light of present conditions in order to see, facing as we were a considerable expenditure in any event, what were the economics of the tunnel suggestion. Another suggestion was that a causeway might be built across to the island from the mainland.

"Mr. Manion: What is the distance?

"Mr. Dunning: The shortest distance across is nine miles. The result of the investigation during the year reveals that a tunnel would cost today in the neighbourhood of $40,000,000. Hon. gentlemen will understand that that is not a detailed estimate, because considerable engineering work would be necessary to determine the sub-aqueous conditions."

Building of "Charlottetown"

This shows that in 1929 the government took some steps to provide adequate facilities for the service between the island and the mainland. Then between 1929 and 1930 a contract was let for the construction of a car ferry, and on March 20, 1930, the late Mr. Woodsworth asked a question in this regard, which is reported at page 777 of Hansard for that year:

"Mr. J. S. Woodsworth (Winnipeg North Centre): Is it a fact that the building of the car ferry for Prince Edward Island has been let to the province of Quebec? I have a protest from Halifax stating that the wages in Quebec are much lower than in Halifax.

"Hon. Charles A. Dunning (Minister of Finance): Speaking for the Minister of Railways, I can only say that the contract for the Prince Edward Island ferry was let to the lowest tenderer My recollection is that it is the Davie Shipbuilding Company of Levis, Quebec, and, of course, the contract will contain the usual protective clauses with respect to labour."

So much for the construction of that car ferry, which was named the Charlottetown. It was put into service in 1931, and from that time until 1941 served the purpose for which it was built. In June, 1941, it was considered advisable to have considerable repairs and overhauling done to that boat, and it was ordered to Saint John for that purpose. As we all know, on June 17 it struck a rock and foundered, and it is now at the bottom of the sea.

From 1916 or 1917 to the present time the car ferry has been operated by what was at first the Canadian government railways and later the Canadian National Railways. Prior to 1938 the accounts were not segregated from those of the Canadian National Railways, but in 1938 they were segregated and the ferry continued to be operated for the Canadian government by the Canadian National Railways. From 1933 to 1942 inclusive the total deficit on the operation of the car ferry amounted to $3,959,164.99, and during the year 1942 the deficit amounted to $591,095.36. These deficits do not include provision for the depreciation of vessels or interest on the investment, with the exception of interest on a small portion of that investment which was financed by the Canadian National, amounting to $388,255.74. Prier to the end of 1942 the country's investment in the Prince Edward Island car ferry and terminals amounted to $6,953,681.33.

Mr. HANSON (York-Sunbury): Does the minister suggest that an operating deficit is an investment? Whoever wrote that brief does not understand accounting.

Mr. MICHAUD: I never suggested that.

Mr. HANSON (York-Sunbury): That was what the minister said.

Mr. MICHAUD: No. I said the deficit did not include provision for the depreciation of vessels or interest on the investment; that is, interest on the investment was not charged against the deficit for the year.

Details of Investment

The details of the investment are as follows: terminals at Cape Tormentine, $2,103,451.85, and at Borden, $2,840,288.82. The investment in the ferry Prince Edward Island amounts to $815,795.22. As I stated, the cost of the ferry Charlottetown was $2,189,145.44, less insurance recovered amounting to $995,000. Therefore the total capital cost is the figure I mentioned previously, $6,953,681.33.

Mr. GRAYDON: I understand that the Charlottetown was insured, and the minister has said that $995,000 was recovered When the vessel was sunk, did the government abandon all its rights to the underwriters of the insurance?

Mr. MICHAUD: Yes.

(To be Continued)

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STOCK QUOTATIONS

Montreal Stock Exchange

Stock	Close
Bell Tel	149 1-2
Brazilian	18 1-2
B C Pow	24 1-2
Can Cem	4 7-8
Can Car Fou	9
Can Car Pfd	28 1-4
Can Ind Al A	4 5-8
Can Pac	11 1-2
Can Steam	12
Celanese	33
Cons Smelt	44 3-4
Dist Seag	32
Dom Steel B	9 3-8
Founda Co	15
Gen Steel Ware	9
How Smith	13 1-2
Imp Tob	11 3-8
Int Nickel	39 1-2
Massey Harris	7 5-9
McColl Front	6 3-4
Mtl Power	25
Nat Brew	30
Nat Steel Car	51
Noranda	46 3-4
Quebec Power	14 1-2
Shawinigan	17 1-2
St. Law Pfd	13
St. Law Com	200
Steel of Can	70
Steel of Can P	70

Montreal Curb

Stock	Close
Abitibi Pfd	7 1-2
B A Oil	20 5-8
Beauharnois	10
Bathurst A	13 1-2
Dom Tar	6 7-8
Don A	4 3-8
Fraser V T C	15 1-2
Ford A	22 1-4
Home Oil	340
Imp Oil	14 1-4
Int Pete	19

N. Y. Stock Exchange

Stock	Close
Am C and F	35
Am Tel & Tel	142 7-8
Anaconda	30 1-2
Baldwin Loco	17 1-2
Bendix Av	39 3-4
Beth Steel	68 3-8
Ches & Ohio	44 1-4
Con Edison	20 1-8
Elec Auto Lite	37
Gen Elec	37 3-8
Gen Motors	50 1-4
Gt Nor Pfd	31 5-8
Kennecott	34 3-8
Mont Ward	40 1-8
N Y Central	19 1-2
Nor Am Co	15 3-4
Pen R R	32
Phil Pet Co	49
Std Oil N J	53 3-4
Texas Corp	49 3-4
United Air	34 3-4
U S Rubber	38 7-8
U S Steel Co	57 1-2
Vanadium Corp	23 5-8
West Union	35 1-2
West Elec	93 3-4

MINING

TORONTO, April 5 — (CP)— Toronto closing stock quotations:

Stocks	Close
Aldermac	13
Ang Can	60
Ang Hur	4.20
Astoria	8 3-4
Aunor	1.78
Bagamac	9
B Explor	17
Beattie	84
Bidgood	20 3-4
Bobjo	9 7-8
Bonetal	13
Bralorne	9.10
B A Oil	30 3-4
Broulan	54
Buff Ank	2.40
Cal Edm	1.54
Cdn Oil	18
Cent Pat	1.30
Cent Porc	8
Chester	85
Cochenour	96
Coniagas	1.00
Coniarum	1.05
Cub	65
Davies	17 1-4
Denison	4 1-2
Dome	24 3-4
Ea Crest	11 3-4
Ea Mal	1.27
Eldorado	92
Falcon	3.70
Franco	25
Gods La	24
Gold Eag	2 3-8
Gunnar	12 1-2
Halliwell	5 3-4
Hard Ro	48
Harker	3
Holling	10 1-4
Home	3.40
Homestead	3 1-4
Howey	20 3-4
Int Pete	19 1-4
Kerr Add	6.15
Kirk Hud	28
Kirk La	65
Lamaque	4.90
Leitch	83
Lil Ll	70
Macassa	3.00
MacLeod	1.75
Madsen	1.22
Malartic	1.83
Man & Estn	2 1-4
McColl	6 7-8
Mackenzie	93
McWatt	15
Min Corp	1.70
Model	21
Moneta	32
Negus	37
Noranda	46 1-2
Normetal	87
Obrien	69 1-2
Pacalta	6
Pamour	80
Paymast	21
Pick Crow	1.78
Pioneer	1.97
Powell	54
Premier	82 1-2
Preston	1.95
Royalite	25 1-4
St Anth	4
San Ant	2.90
Senator	22
Sherritt	90 1-2
Siscoe	41
Sladen	38
Slave La	2
Stp Ro	1.75
Sturgeon	12
Std Bas	1.90
Sullivan	76
Sylvan	1.60
Teck Hu	3.05
Upp Can	1.20
Ventures	5.75
Waite Amu	4.80
Wendigo	23
Wri Harg	3.95

Advertising Rates—Payable in Advance

Minimum Charge for Any Advertisement 25 Cents

Central Guardian locals, 5c per word; Western and Eastern locals 2c per word; Announcements and Coming Events 3c per word; Classified 3c per word; In Memoriam Notices 70c per inch; Lists of Floral and Spiritual Offerings, Cards, etc., 5c per name; Letters of Condolence 70c per inch; Wedding engagements 40 words for $1.00 and 10 cents for every additional 3 words. Notices of Thanks and Appreciation, 70c per inch or 4c per word. Lists of Subscriptions 40 cents per inch. Address and Presentation $1.00. Other rates on application.

Articles Wanted

BAND AND ORCHESTRA instruments not in use may be turned into ready cash. Send full particulars to Whaley Royce & Company 310 Yonge St., Toronto, Ontario. 4-6-11i.

WANTED — 1½ H. P. STATIONary Engine. C. A. Robertson, Southport. 4-3-3i.

WANTED — A LADY'S BICYCLE. Medium size. Write "R." Guardian. 4-6-4i.

Wanted

WANTED IMMEDIATELY— FURnished self-contained apartment for Squadron Leader, wife and baby. Private bathroom, plentiful hot water supply essential. Apply "X." Guardian. 4-6-3i.

WANTED—QUANTITY OF GOOD milk cows, due to freshen soon. L. D. MacLeod & Sons, Victoria

WANTED — MIDDLE AGED woman for housework. Apply Mrs. Harry Wood, Mt. Herbert. 4-3-6.

AUCTION SALE AT SOUTHPORT

THURSDAY, APRIL 8 AT 2 P.M.

I am instructed by Mr. Ronald MacInnis to sell by Public Auction two choice Island bred work horses, 5 and 12 years of age, 3 cows due to freshen in April, one heifer, one sow due to farrow April 8. Terms cash.

W. H. BEATON, Auctioneer

Escaped

ESCAPED — PALE SILVER FOX (male.) Notify Duncan Robertson, North River. 4-3-3i.

Female Help Wanted

WANTED—GIRL FOR GENERAL housework. Apply 247 Grafton St. 4-5-3i

WANTED A MAID AT ONCE. Apply Shaws Hotel, Brackley Beach. 4-6-3i.

For Sale

FOR SALE — SHINGLE MACHine. Apply Spurgeon Hickox, Bonshaw. 4-6-2i

FOR SALE — THOROUGH BRED Jersey bull 2 weeks old. Can be registered. B. P. McLain, North River. 4-6-1i

FOR SALE—1 IMPERIAL 10 H.P. Engine complete with shaft and wheel, 1 bronze shaft 10 ft. long x 1¼ inch; 1 left-handed wheel 18 x 12. Fred Hickox, St. Avards, Charlottetown. 4-6-3i.

FOR SALE — EIGHT BEATTY Cow Stanchions (new) never used. F. S. Reeves, Southport. 4-6-3i.

Miscellaneous

OH BOY! WHAT A NICE BLACK rubber trace I have and also belting. Clinton Morrison Fredericton, P. E. I. 4-6-4i.

For Rent

FOR RENT—NEWLY FURNISHed apartment, 25 Kensington Road. Apply 33 Park St. 4-5-2i

Position Wanted

GIRL WANTS POSITION AS Saleslady in City. Apply Selective Service Office, Charlottetown. 4-6-3i

FOR SALE

One 1940

LIGHT DELIVERY TRUCK

One Heavy

FARM WAGGON

CASH & CARRY STORES