

THE CHARLOTTETOWN GUARDIAN

APRIL 27, 1926

J. A. Messervy

(Continued from page six)

It is evident that we are entitled to be reimbursed for this \$2,000. As one representative of the province, Prince Edward Island, I ask the Government and I feel sure that the amount now for a refund of this amount will be recognized as our claim will be recognized.

the exodus from Prince Edward Island during the past three decades has reduced its population by nearly twenty thousand people. Many of the youth of the island have left their native soil to locate in Western Canada or the United States. Those who have returned to our great Dominion are not without regrets for the loss, but when they leave us we are under a foreign flag, we are the loss keenly.

It is also another car ferry which would be an asset to the island. Forty years ago, and probably more, our imports and exports were handled within the limits of a comparatively small number of boats. This was a necessity of the business itself. For a number of years we had a number of boats running between the island and Pictou, whereby the mails and passengers, but only mails and passengers, were carried during the winter months. The latter part of this period there were two winter steamers on this route.

With the advent of the car ferry to the Cape, the whole import and export trade has been taken over by the winter steamers. The merchants and coal dealers find it necessary to lay in their supplies for the winter. The winter steamers are kept busy for almost six months of the year. The business of the province, of such kind of goods was imported on the winter steamers from Pictou. The winter trade has also been taken over by the winter steamers. The winter steamers are kept busy for almost six months of the year. The business of the province, of such kind of goods was imported on the winter steamers from Pictou. The winter trade has also been taken over by the winter steamers.

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Now, as to the products of the island, Prince Edward Island, last year the "million acre farm" yielded well, and the province fully maintained its reputation in the matter of farm products owing to the large export of potatoes, including that of the seed stock, for which it has long been famous. It is estimated that about 1,500,000 bushels, valued at \$1,875,000, were shipped, including 350,000 bushels shipped to the Potatoes Growers' Association. The rail export of potatoes, which it could do to handle the immense crop. A large number of ships were also made from Charlottetown by steamer. Fortunately the mild weather prevented any damage being done by the difficulties and discomforts which are here a statement of the Department of Agriculture which will be of interest again to leaving her. Now all the difficulties and discomforts which are here a statement of the Department of Agriculture which will be of interest again to leaving her. Now all the difficulties and discomforts which are here a statement of the Department of Agriculture which will be of interest again to leaving her.

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prices were higher than the previous year. The value of the harvest of the sea was nearly \$100,000 greater than that of 1924, as shown by a statement furnished by Fisheries Inspector Gallant. I should like to see this statement also go on Hansard. It is as follows:

Quantity and Value of Fish Caught in the Province of Prince Edward Island for the Year 1925

Table with 4 columns: Kind of Fish, Quantity, Value, and Total Value. Includes items like Smelts, Oysters, Herring, Mackerel, Cod, Hake, Haddock, Clams, Peas, Tom cod, Salmon, Alewives, Crabs, Lobsters, and other shellfish.

Total value of fish caught in the province of Prince Edward Island for the year 1925 was \$1,518,932. Our fishery is a source of pride and self-reliance upon, and one which is started in Prince Edward Island, is the silver fish industry. Now, if we send a pelt to the United States we are charged a duty of 50 per cent, which means in the case of a pelt valued at \$300 a duty of \$150. The United States are also engaged in breeding foxes, but while they charge us a duty of 50 per cent, they send pelts into our Canadian markets duty free. The inevitable result will be that they will capture foxes from our unspoiled climate, and proper safeguards are adopted in Canada. At the Royal Winter Fair in Toronto foxes from Prince Edward Island, as usual, carried off all the prizes.

Now I come to deal with the question of freight rates. The general representative said about the unfair division of freight rates. I will give an illustration of how that works out. Oats and potatoes are among the chief articles raised in Prince Edward Island. If a shipper sends a carload of oats from Fort William to Sydney, a distance of 1,376 miles, he pays a freight rate of 62 cents per 100 pounds. To ship a carload of oats from Fort William to Halifax, a distance of 1,723 miles, costs 57 cents per 100 pounds. On the other hand, the freight rate from Tignish, the most westerly point of Prince Edward Island, to Sydney, a distance of 436 miles, is 36 1/2 cents per 100 pounds; and from Tignish to Halifax, a distance of 294 miles, the freight rate is 30 cents per 100 pounds. As to the annual freight rate, the following will serve as an illustration: A shipper at Fort William sending products to Halifax intended for Newfoundland, the West Indies or Great Britain, enjoys a rate of 34 cents per 100 pounds. On the other hand, a shipper from Tignish to Halifax, a distance of 30 cents per 100 pounds is charged, a notable discrimination in favor of the Port William shipper.

The House can see the disadvantage under which Prince Edward Island laborers. It will be apparent that, though we are treated as a province, and are entitled to this direct service, with the steamship service to Pictou, Nova Scotia, Magdalen Islands, Newfoundland, Sydney and Halifax, and with a direct steamer for Great Britain and the West Indies, Charlottetown will become quite an important port.

The bringing of steamers to Charlottetown would enable our longshoremen, laborers and truckmen to find work, and they would find it badly. We have a splendid body of men for our longshoremen's associations or unions. They work night and day, rain or shine, and deserve every encouragement.

There is a steamship line now operating between Charlottetown and Pictou, and this is a very valuable connection to our island and Nova Scotia. Large amounts of freight have been moved by this line. We also have another steamship coming from Pictou, calling at Charlottetown, Souris and the Magdalen Islands, and this service is an excellent one. I think the best that has ever been provided. A first class steamer is on this route and makes regular trips during the summer months. We would like another steamship connection between Charlottetown, Summerside, Gaspe, Charlottetown, Summerside, Souris, Magdalen Islands and the Sydney's. This would be a very valuable connection to us because the steamer could bring coal on her return trip landing either at Pictou or Gaspe. I think a Summerside business could be worked up, and I would especially call Mr. Speaker's attention to this new service because he represents Gaspe and Magdalen Islands.

I wish to mention some improvements that I would suggest in connection with the railway on Prince Edward Island. The Diesel electric line should be built, starting from Charlottetown, connecting with Tracadie, running along the shore to Brackley Beach, thence to the Kennington, connecting with the main line there. This would give a splendid accommodation to our farmers at the outlying districts, and be of immense value to our fishermen at Rustico and all along the north side of the island. Rustico must point out that the most valuable fishing is done in Prince Edward Island. I would assist our fishermen to ship their fish by express quickly to the large cities, and would help them to build up the shores of Pictou and Kennington would immensely rich deposits of the finest mussel mud, which is a splendid fertilizer and is always in demand among the farmers. There would be a splendid freight traffic over this line, and the Diesel electric locomotives, the operating cost would be very small. The line would be further extended along the south shore of the island from Borden to Charlottetown, thus giving the farmer in this district, with every point of view that you can see, a valuable freight traffic as well.

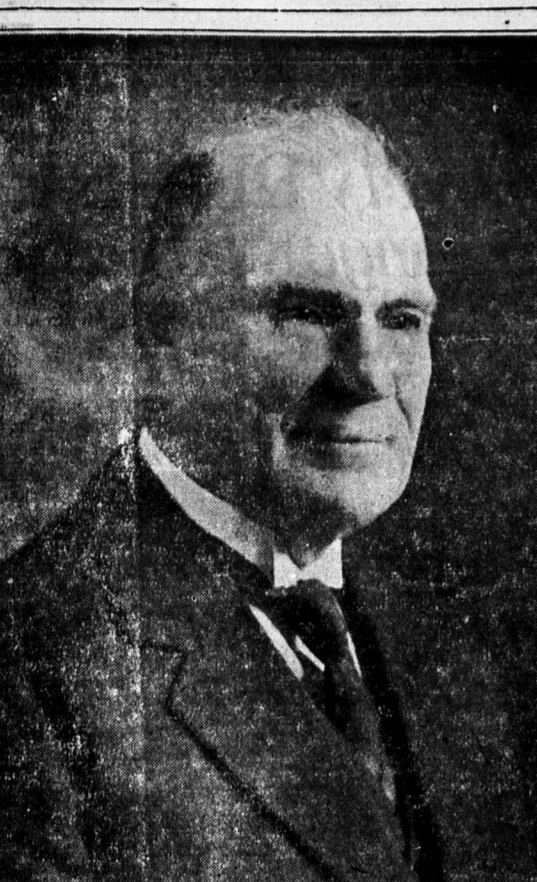
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We also want our superintendent to have greater authority in purchasing and material, and to be given full powers in regard to the operation of the line from St. John's to Charlottetown, and the wharf in Charlottetown, and the enlargement of the wharf has been undertaken, and steps should be taken at once to have it repaired. The road bed from Charlottetown to Souris and Georgetown, under the gauge and in the spring, as our people are clamoring for the completion of the wide gauge railway on Prince Edward Island. Another important branch should have been laid to Murray Harbor. The Charlottetown and Pictou, Nova Scotia, and it is only a narrow gauge railway.

In speaking of frost-proof warehousing accommodation in Charlottetown, I would also recommend that you put a frost-proof warehouse at Souris, Georgetown, Borden and Summerside for this reason: in winter time, during the month of January, the whole of February, and part of March, snow storms block the country roads and prevent the farmers from reaching their potatoes for drying their potatoes. In the fall when they are taking potatoes from the ground they can store them in these frost-proof warehouses, so that refrigerated heated cars can be shipped out of the province. The price of potatoes would then give splendid returns to the farmer. The Charlottetown and Pictou, Nova Scotia, and it is only a narrow gauge railway.

Our fishing industry is good. We have taken out of the waters this year about \$1,500,000 worth, and we could quite easily make it \$5,000,000 worth. We must remember that the people of Nova Scotia living near Lunenburg and La Have operate in fishing schooners in the spring of the year around our island, and then later on the Grand Banks. We can do the same. We could get together a fleet of vessels, place our products on the markets of the Mediterranean and South America, and work up a splendid business. An increase of our fishing operations would be of immense value to Prince Edward Island, giving employment to every kind of labor in connection with the building and fitting of vessels, and the curing and shipping of fish. The water available in order that all the available ports in Prince Edward Island, may be utilized to keep the harbors and rivers on the north and south shores of the island well dredged. The water accommodation thus provided would give lower freight rates for the shipment of produce and the receiving of coal and lumber, our small vessels being enabled to enter and leave these harbors and rivers without grounding. Small harbors can also be dredged for fishermen to prosecute the fishing industry more successfully. I would urge the Public Works department to place a dredge on the north side and the other on the south side of the island so that this work can be done quickly. I plead for lower freight rates for merchants along the line of railway who have to ship by cars all the year round from the several stations. Our ports are well located, but we cannot complain about the water freight rates in summer, but for about five months of the year Prince Edward Island has very serious ground for complaint as to the high railway freight rates that prevail in the winter months, when we must ship and receive all goods by rail.

The United States tariff, in my opinion, operates against the farmers of Prince Edward Island. This has been fully discussed, and I need not say very much about it now. The following statement will show the comparative rates of duty on certain articles between the United States and Canada:



MR. J. A. MESSERVY, M. P.

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There is a steamship line now operating between Charlottetown and Pictou, and this is a very valuable connection to our island and Nova Scotia. Large amounts of freight have been moved by this line. We also have another steamship coming from Pictou, calling at Charlottetown, Souris and the Magdalen Islands, and this service is an excellent one. I think the best that has ever been provided. A first class steamer is on this route and makes regular trips during the summer months. We would like another steamship connection between Charlottetown, Summerside, Gaspe, Charlottetown, Summerside, Souris, Magdalen Islands and the Sydney's. This would be a very valuable connection to us because the steamer could bring coal on her return trip landing either at Pictou or Gaspe. I think a Summerside business could be worked up, and I would especially call Mr. Speaker's attention to this new service because he represents Gaspe and Magdalen Islands.

I wish to mention some improvements that I would suggest in connection with the railway on Prince Edward Island. The Diesel electric line should be built, starting from Charlottetown, connecting with Tracadie, running along the shore to Brackley Beach, thence to the Kennington, connecting with the main line there. This would give a splendid accommodation to our farmers at the outlying districts, and be of immense value to our fishermen at Rustico and all along the north side of the island. Rustico must point out that the most valuable fishing is done in Prince Edward Island. I would assist our fishermen to ship their fish by express quickly to the large cities, and would help them to build up the shores of Pictou and Kennington would immensely rich deposits of the finest mussel mud, which is a splendid fertilizer and is always in demand among the farmers. There would be a splendid freight traffic over this line, and the Diesel electric locomotives, the operating cost would be very small. The line would be further extended along the south shore of the island from Borden to Charlottetown, thus giving the farmer in this district, with every point of view that you can see, a valuable freight traffic as well.

I would strongly urge that the new railway shops that it is proposed to build at Charlottetown should be large and well equipped with work on the cars, painting, wood, mechanical repairs and the like; we want more men employed there and fewer cars sent over to Moncton to be repaired. It can be done at Charlottetown, and we have the very best workmen there. In 1921 some of the Liberal candidates on the hustings promised that the railway shops should be built at Charlottetown, and I am sure that the labor of all the kind, but the reverse has taken place. Our men have been discharged and work has been curtailed.

We also want our superintendent to have greater authority in purchasing and material, and to be given full powers in regard to the operation of the line from St. John's to Charlottetown, and the wharf in Charlottetown, and the enlargement of the wharf has been undertaken, and steps should be taken at once to have it repaired. The road bed from Charlottetown to Souris and Georgetown, under the gauge and in the spring, as our people are clamoring for the completion of the wide gauge railway on Prince Edward Island. Another important branch should have been laid to Murray Harbor. The Charlottetown and Pictou, Nova Scotia, and it is only a narrow gauge railway.

In speaking of frost-proof warehousing accommodation in Charlottetown, I would also recommend that you put a frost-proof warehouse at Souris, Georgetown, Borden and Summerside for this reason: in winter time, during the month of January, the whole of February, and part of March, snow storms block the country roads and prevent the farmers from reaching their potatoes for drying their potatoes. In the fall when they are taking potatoes from the ground they can store them in these frost-proof warehouses, so that refrigerated heated cars can be shipped out of the province. The price of potatoes would then give splendid returns to the farmer. The Charlottetown and Pictou, Nova Scotia, and it is only a narrow gauge railway.

Our fishing industry is good. We have taken out of the waters this year about \$1,500,000 worth, and we could quite easily make it \$5,000,000 worth. We must remember that the people of Nova Scotia living near Lunenburg and La Have operate in fishing schooners in the spring of the year around our island, and then later on the Grand Banks. We can do the same. We could get together a fleet of vessels, place our products on the markets of the Mediterranean and South America, and work up a splendid business. An increase of our fishing operations would be of immense value to Prince Edward Island, giving employment to every kind of labor in connection with the building and fitting of vessels, and the curing and shipping of fish. The water available in order that all the available ports in Prince Edward Island, may be utilized to keep the harbors and rivers on the north and south shores of the island well dredged. The water accommodation thus provided would give lower freight rates for the shipment of produce and the receiving of coal and lumber, our small vessels being enabled to enter and leave these harbors and rivers on the north and south shores of the island well dredged.

Small harbors can also be dredged for fishermen to prosecute the fishing industry more successfully. I would urge the Public Works department to place a dredge on the north side and the other on the south side of the island so that this work can be done quickly. I plead for lower freight rates for merchants along the line of railway who have to ship by cars all the year round from the several stations. Our ports are well located, but we cannot complain about the water freight rates in summer, but for about five months of the year Prince Edward Island has very serious ground for complaint as to the high railway freight rates that prevail in the winter months, when we must ship and receive all goods by rail.

The United States tariff, in my opinion, operates against the farmers of Prince Edward Island. This has been fully discussed, and I need not say very much about it now. The following statement will show the comparative rates of duty on certain articles between the United States and Canada:

Table with 4 columns: Kind of Fish, Quantity, Value, and Total Value. Includes items like Smelts, Oysters, Herring, Mackerel, Cod, Hake, Haddock, Clams, Peas, Tom cod, Salmon, Alewives, Crabs, Lobsters, and other shellfish.

Total value of fish caught in the province of Prince Edward Island for the year 1925 was \$1,518,932. Our fishery is a source of pride and self-reliance upon, and one which is started in Prince Edward Island, is the silver fish industry. Now, if we send a pelt to the United States we are charged a duty of 50 per cent, which means in the case of a pelt valued at \$300 a duty of \$150. The United States are also engaged in breeding foxes, but while they charge us a duty of 50 per cent, they send pelts into our Canadian markets duty free. The inevitable result will be that they will capture foxes from our unspoiled climate, and proper safeguards are adopted in Canada. At the Royal Winter Fair in Toronto foxes from Prince Edward Island, as usual, carried off all the prizes.

Now I come to deal with the question of freight rates. The general representative said about the unfair division of freight rates. I will give an illustration of how that works out. Oats and potatoes are among the chief articles raised in Prince Edward Island. If a shipper sends a carload of oats from Fort William to Sydney, a distance of 1,376 miles, he pays a freight rate of 62 cents per 100 pounds. To ship a carload of oats from Fort William to Halifax, a distance of 1,723 miles, costs 57 cents per 100 pounds. On the other hand, the freight rate from Tignish, the most westerly point of Prince Edward Island, to Sydney, a distance of 436 miles, is 36 1/2 cents per 100 pounds; and from Tignish to Halifax, a distance of 294 miles, the freight rate is 30 cents per 100 pounds. As to the annual freight rate, the following will serve as an illustration: A shipper at Fort William sending products to Halifax intended for Newfoundland, the West Indies or Great Britain, enjoys a rate of 34 cents per 100 pounds. On the other hand, a shipper from Tignish to Halifax, a distance of 30 cents per 100 pounds is charged, a notable discrimination in favor of the Port William shipper.

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