

TONIGHT - B. I. S. PLAY

PRINCE EDWARD STARTS Wed.

ADVANCE SALE OF EVENING TICKETS ON WED. AFTERNOON 3:30-4:30

IT'S MUSICAL BLISS YOU SIMPLY CAN'T MISS! Irving Berlin's "BLUE SKIES" in Technicolor! Starring Bing Crosby, Fred Astaire, Joan Caulfield. A Paramount Picture.

DON'T MISS THE SPECIAL "BLUE SKIES" BROADCAST OVER STATION CFY THIS MORNING AT 9:45 A.M.

CAPITOL

TODAY AND WEDNESDAY Shows 3:30-7:45

FILLING THE SCREEN WITH EXCITEMENT!

Edward L. Alperson presents BLACK BEAUTY by ANNA SEWELL. With Mona Freeman, Richard Denning, Evelyn Ankers, Charles Evans. Directed by Max Nosseck.

MADE MARSEILLES

Completion of the Suez Canal in 1869 made Marseilles the chief Mediterranean port for cargoes to and from the Far East.



GENUINE DIAMOND WEDDING RING SET

Both rings 10K Gold, any size, both for \$19.95 tax included.

MAIL ORDERS ACCEPTED

LEON NEIMA Certified Jeweller Antigonish, N. S.

Sunset Lodge

Colonel Aldridge, Secretary for the Women's Social work of the Salvation Army for the Dominion of Canada was a very welcome guest at Sunset Lodge for the week end of Feb. 16th. A very pleasant week end was spent.

Major Mrs. Victor McLean brought letters views of P. E. I. to the Lodge Feb. 18th. These were enjoyed by all. Sunset Lodge regretted very much to have to say good-bye to Mrs. Virtue Walton one of the staff, for a short time on account of illness.

The Lodge Staff, Home League members and guests of the Lodge enjoyed moving pictures which were very kindly loaned by Mr. Bramwell Chandler and put on by Mr. Martin of Carnegie Library. Prince of Wales College, of bird and animal life also Harvest time in Peace River district, and a Montreal Musical Competition festival, Spring time songs and carol singers. A pleasant evening was enjoyed by all and brought to a close by the singing of an old time hymn and prayer by Mrs. (Major) McLean.

Mrs. Margaret MacDonald had an over-night guest at Sunset Lodge Mrs. (Rev.) Wm. Green, Stoney Bridge.

The many friends of Mrs. Mary McSwane, guest of Sunset Lodge will be sorry to know she is ill in the P. E. I. Hospital.

RICE POINT SCHOOL

Report of Rice Point School for the month of February. Grade IX - 1. Murchison MacEachern.

Grade VIII - 1. Reta MacDonald.

Grade V - 1. Marina MacEachern.

Grade IV Sr. - 1. Ella MacEachern, 2. Wayne MacEachern, 3. Ruth MacDougall.

Grade IV Jr. - 1. Lloyd Taylor, 2. Malcolm MacDonald, 3. Jack MacDorrid.

Grade III - 1. Olive MacDougall.

Grade I - No tests.

The following had an average of 80 per cent or over: Murchison MacEachern, Ella MacEachern, Marina MacEachern.

Those having perfect attendance were: Reta MacDonald, Marina MacEachern, Ella MacEachern, Verron MacEachern, Eldon MacEachern.

Gladys Gamble, teacher.

SLUGGISH NEED A LAXATIVE? Take Phillips' Laxative. MAKE UP FRESH FULL OF LIFE ALL DRUGSTORES.

Island Transportation Grievances Reviewed In Commons by Mr. McLure

Following is the text of the speech delivered by Mr. W. Chester S. McLure, Progressive Conservative member for Queen's, in the House of Commons on March 10, as reported in Hansard: Mr. Speaker, before beginning my address on the Speech from the Throne, permit me for a few moments to say something with regard to the pleasurable event we had here this afternoon. I am referring to the unanimous welcome extended to our Prime Minister (Mr. Mackenzie King) when he returned to his duties in the House. It was a unanimous welcome, and I therefore would make a suggestion that should it ever occur again, the red roses might be given to both sides of the House.

I should also like to say that during the absence of the Prime Minister the House was most capably led by the Minister of Finance (Mr. Mackenzie). I am sure that his work in leading the House during the absence of the Prime Minister will enhance his position when it comes to the selection of a man to succeed the Prime Minister. Had the roses been passed to this side of the House, no doubt I would have been pleased to wear one myself this evening.

Again, sir, it is my privilege to address you as the honourable Speaker of the House, notwithstanding the rumours which have been floating around. According to the press, you are to be chosen as leader of the party in the great province of Quebec. Another press report I read - no doubt you have seen it on many occasions yourself - was that your prominent place in the cabinet awaits you when the second shuffle begins. However I am glad to see you here in your accustomed chair at the present time. I have now received my rose.

Mr. Harkness: How does it smell?

Congratulates Mr. MacNaught

Mr. McLure: In speaking in this debate, I would be remiss in my duty if I did not congratulate the mover of the address, the hon. member for Prince (Mr. MacNaught). He excelled himself as he freely and fearlessly expressed his views, which would be, of course, in accord with those of his own government. The hon. member for Prince showed in his speech what his own party stood for. He was good sportsmanlike because his party had reviled and neglected us, he reviled not again during his speech, except to say one thing - and I quote what he said: "It is difficult to estimate how much Prince Edward Island suffered during that period."

No doubt the hon. member meant the delay in transportation and delay in getting our new ferry boat. I desire also to congratulate the hon. member for Richelieu - Vercheres (Mr. Cournoyer), on the excellence of his speech. He likewise did his party full justice by the fact that he resides in that great shipbuilding centre of Sorel, where our car ferry has been in the course of construction for the past number of years. He shall not hold him responsible for the many unfulfilled promises of his party completion by his government.

It is a year, Mr. Speaker, since the opening of the second session and we are now in the third. During that time, death has claimed three members of this House. In stature, charm and loyalty they were real, typical Canadians. In cheerfulness, so-called complacency and geniality they were typical parliamentarians of this House. They may not be missed, since their seats will be filled, but I can say that they will be long remembered. During that time also, one gentleman from this side resigned his seat, and when I say "gentleman" everyone knows whom I mean. I refer to the Hon. Doctor Bruce. The Government then called elections to fill the vacancies, and I am now pleased to congratulate the winners and also to congratulate this side of the House on securing two or three most capable members.

Throne Speech Intimations

The Speech from the Throne admits of varied forms of debate, its longitude being forty minutes and its latitude any distance or any subject of interest which the speaker or the constituency which he represents may desire to select. The Speech from the Throne is a governmental document prepared by the cabinet and placed in the hands of His Excellency by his constitutional advisers; therefore any criticism of mine or any other member does not reflect in any way upon His Excellency the Governor-General either in person or with regard to public affairs.

The Speech From The Throne

The Speech from the Throne, with its contents, is a program of definite policies and contains many speculations on what legislation may come before this House, but it is entirely void of any practical policy for the benefit of our country. I wish to refer for a moment to some distinguished visitors who

came to our Province last summer. First of all, I would mention His Excellency the Governor-General and Her Excellency the Viscountess Alexander of Tunis. Our Province and people gave them a real welcome, only such as can be extended by that Province, the Garden of the Gulf, and our veterans were pleased to add greatly to the celebration and the welcome they gave their soldier leader. Our idea in welcoming them was that they would return soon and visit us at greater length. That was our hope. Another visitor I wish to mention - and we had a most pleasant visit from him - was the Minister of Transport (Mr. Chevier), accompanied by his excellent lady Madame Chevier. I am sure they were pleased with the honour and reception that our people extended to them. Then came the Minister of Fisheries (Mr. Bridges) and some of his officials. We accorded them a real welcome - a Maritime welcome to a Maritimer.

After that, we had the Royal Commission on Indian Affairs, the chairman being the hon. member for Essex West (Mr. Brown). He was accompanied by quite a number of members of the Commission and their wives. Good Propaganda

While the Minister of Transport was in our Province, he spoke to a large meeting of the Rotary Club. His address was a smooth, idealistic speech, well delivered on the subject of transportation. It was good study propaganda not only for his own department.

Mr. Speaker: I would ask hon. members to moderate their voices. I note with interest that hon. members can carry on conversations and listen to speakers at the same time. I am wondering if it is after all necessary to have loud-speakers.

Mr. McLure: Thank you, Mr. Speaker.

I was saying, with reference to the speech delivered by the Minister of Transport, that it was good study propaganda for his department and government. Perhaps some of us, particularly myself, would rather have had him get down to the real problem of transportation as it affected our Province. However we were glad to welcome him and regretted that his stay was so short, but he left us with the assurance that he would come in another session without any time limit.

The Minister of Fisheries visited different parts of our Province and spoke to the fishermen in the different localities he visited, and I must say that he dealt with the problems and the future of our fishing industry with a good deal of satisfaction to fishermen and others who listened to him.

Ministerial Departure

I am sorry the Minister of Fisheries is not in his seat at the moment, but I believe he made a little bit of ministerial departure when he spoke to a Liberal club in Prince County on the subject of Liberalism.

The press was present, and the next day the paper that covers the Island like the dew had an extended report of it. Whether the Minister of Fisheries was well timed for the benefit of the Summerside provincial by-election or not I do not know, but I do know that the Progressive Conservative candidate won. The Canadian National railway official, the Liberal candidate, was derailed, while the high school teacher came through with a win.

I should like to refer to just one matter in connection with this provincial by-election and it is this. Up to the time this election was brought on, there was a shortage of refrigerator cars in connection with shipping but the Canadian National Railways, through somebody, had a surplus of those cars in Summerside and west, even to the discrimination, of many other shipping points.

Indian Affairs

The Royal Commission on Indian Affairs came at a time when they enjoyed real autumn weather. This Commission visited the chief points which they were called upon to visit, but made an extended visit to Lennox Island, the chief Indian reserve in our Province. No doubt this Commission will be making an interim report to the Government. If they have not already done so, I hope that they looked carefully into the matter which the Indian chief at Lennox Island brought before them, namely, political patronage with regard to government supplies for Indians.

The complaint of the Indian chief, as given, was that when a permit was given for supplies the Indians were supposed to go to some government party store and buy what they wanted. There may be nothing wrong with that, but as the chief stated at the meeting of the commission, the Indians could not even get an itemized account. Surely it would be better if, when they are given their permit for supplies, they were allowed to go out and buy in whatever market they wish up to the full amount of their per-

KEEP REGULAR NATURALLY Kellogg's ALL-BRAN for Constipation

I mention this only on behalf of those Indians who are getting those permits. It would seem to me more independent if they did not have to go to the government party stores to have the permit filled. I would possibly be remiss in my duty, Mr. Speaker, if, in going over the distinguished visitors, I omitted the hon. member for Davenport (Mr. MacNeil) and his visit to Prince Edward Island. He came on a fact-finding visit with reference to the tourist business and our transportation. I might say that nobody is more welcome to our Province than the hon. member for Davenport; and the last words which were shouted out to him when he was leaving the meeting, as he was on his way to the Borden ferry, were, "We hope you will come again, John R."

National Unity

In the course of a great many of the debates which we hear in this House, and outside it as well, speakers emphasize the matter of unity. Let me say that the unity of Canada is only as strong as the fulfillment of the terms of Confederation. I believe in Confederation. It has made some success; but how much greater would be that success if this young nation and each of its Provinces could have the fulfillment of the terms of Confederation. We seem to be drifting farther away from unity as the government legislates. We find the Government seeking now, as they have been for the last six months, to set up centralization of government for Canada.

This Government has claimed the right to amend the British North America Act without the consent of the electors in the respective provinces. What does that mean? It means that, if this Government can do that, there is a certain amount of confidence lost in our Confederation pact. The objective and aim of the Fathers of Confederation was for united British North American nation, our Canada. But this objective and aim cannot be attained when the terms of Confederation remain unfulfilled and ignored by this government, thus retarding progress and development, in particular with regard to my Province.

Borden Ferry Rates

I shall now come to a particular subject of my own which I have discussed before in this House on several occasions, namely, the truck freight rates on the Borden-Tormentine ferry. In dealing with this matter I do not wish to be misunderstood, because I want to be absolutely fair with regard to this transportation problem. However, it is all a matter of what we consider to be the meaning of the word "criticism." This was well defined by a soldier in the Great War when he said that the only practical thing one can do when a mistake is made is to make a mistake like the man who made it. Then he summarized it all by stating a very simple, effective and concise maxim, "Scratch where it itches." The thing that itches us down here in our Province is the transportation situation and the heavy and exorbitant freight rates on the ferry. On previous occasions I have endeavoured to deal with the unjust, discriminating truck freight rate on the Borden-Tormentine ferry; but now in view of the findings of the Board of Transportation Commissioners for Canada tabled a few days ago, I certainly regret to read in the press across Canada, after the board rendered its judgment, headlines as follows: "Board ignores Confederation pact entirely."

Transporting Ruling

On February 10, 1947, the Minister of Transport answered a question asked, as he stated, "by the junior member for Queen's", regarding Borden - Tormentine freight truck rates, stating that the judgment of the Board of Transportation Commissioners had been rendered and would be printed for distribution immediately. Just to remind the House, this was a case of the Board of Transport Commissioners for Canada holding a sitting on July 17 and 18 last at Charlottetown with respect to Canadian National freight rates on the Borden ferry. It must have been a very difficult decision to render, because the judgment took over two hundred days to be rendered and brought to this House. If the judgment is as long as the time it has taken, I am afraid it will be beyond my powers to peruse it. However there is one unique feature in connection with the rendering of this judgment; it seemed to be synchronized with the very day I

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Confederation Pact Ignored

While I have not been favoured with a printed copy of the findings so that I may study them, the press has given their main features. What do we find? The Board of Transport Commissioners for Canada ignore the pact by which we entered Confederation, and in doing so they have rendered a judgment.

However, to their credit let me say this one thing, that they made the implied admission that it was beyond their jurisdiction to consider the Borden-Tormentine ferry freight rates as part of the agreement between Prince Edward Island and the Dominion of Canada. I protested the holding of the Board meeting when it was held on July 17 last, on the ground that they had no jurisdiction. And I protest again at their findings because they are not in accordance with and under the terms of the Confederation agreement of 1871. I have no quarrel at this time with the Canadian National Railways. They are the subcontractors operating under a government mandate. I am quite sure that from their point of view the railway company has done its work well in the past winter with regard to freight.

During all this winter, freight has been very heavy indeed. They have only one boat with a capacity of ten cars to take care of the great amount of freight involved. I might say that for the shipment of potatoes for British Columbia it will require 3,000 cars, or 1,500 cars each way. In addition to this, freight is piling up, such as feeds, fertilizers, fuels, and the like, which have to be carried over.

Comments C.N.R. Officials

The work of the Canadian National Railways has been good and, as I said, I have no quarrel with them. They worked hard this winter, and did their best to carry the freight. The railway men who operate their trains are excellent men, who operate under the skillful guidance of their superintendent, Mr. Montgomery. However I can readily understand that the Canadian National Railways have no interest in the welfare of our Province and the transportation problem involved in the Borden-Tormentine ferry. They are in business for themselves; therefore I am not basing my claim or lodging my charges against them. Let me cite two cases to show that they are interested only in the Canadian National Railways. When the late Sir Henry Thornton, one-time president of the Canadian National Railways, and some of his officials, were giving evidence before the Andrew Rae Duncan commission at Charlottetown in 1926, what do we find was his attitude at that time? In his evidence the president stated that the Canadian National Railways were not concerned with the terms of Confederation, but they were just given a mandate from the government solely to operate the ferry.

Quotes President

Then again, on October 24, 1946, before a meeting of the standing committee on railways and shipping we find a similar statement made by the president of the railways. At that time President Vaughan was being asked a number of questions by the hon. member for Rosedale (Mr. Jackman), and one of his questions was this: "Are the rates on the ferry high, and does the C.N.R. set them?"

This is the reply given by the president of the railways: "We do not think the rates are unusually high. Of course everything that goes over on the ferry is in direct competition with the railway. We think we are generous in allowing the trucks to go on the ferry at all." Let me repeat the last sentence, "We think we are generous in allowing the trucks to go on the ferry at all." That is the statement which came from the president of the railways, that they do not own, do not charter or do not maintain that ferry. Hon. members can now judge just how much interest they have in transportation rates on the Borden-Tormentine ferry. In 1926 the Duncan Commission, in its findings with respect to the cost of operation, stated that the car ferry accounting should be taken out of the hands of the Canadian National Railways, and the cost of operation should be charged to the consolidated revenue fund of Canada. The reason given for this recommendation was that it was working an injustice against Prince Edward Island.

Conclusive Evidence

I am sure hon. members will agree that this is conclusive evidence that the railway company should not be allowed to set the freight rates cost for the truck traffic transportation on the car ferry system, as they do today. Time does not permit my dealing fully with this question. Therefore I shall summarize a few of the points I have emphasized. We entered the union in 1871. The terms of union with respect to transportation were as follows: "That the Dominion Government shall assume and defray all the charges for the following services, viz: "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."

Prohibitive Rates

I should like to mention a few of the prohibitive rates. I am not going into detail because I put these on the record before. A five-ton truck load of first-class commodities cost \$60.65 for the return trip; for second-class commodities the rate is \$54.65; for third-class, \$50.65; and for fourth-class, \$46.65. These are prohibitive rates. A truck driver told me one day that, if he bought a new truck and made a trip a day, at the end of the month the Canadian National Railways would own the truck as well as himself.

Coughs And Colds Require Attention

Never take chances on a cough or cold developing into something more serious. The immediate use of Dr. Wood's Norway Pine Syrup relieves spasms of coughing, helps to cut phlegm and mucus, open the air passages and soothe the irritation. Dr. Wood's Norway Pine Syrup contains no harmful ingredients nor habit-forming drugs. It has been a popular household remedy for nearly 50 years. Get a supply today. On sale at drug counters everywhere.

Progress Reviewed

From 1873 to 1915 Prince Edward Island dealt with Dominion Governments and pleaded with them for the fulfillment of the terms, but to practically no avail. Then in 1915 the Borden Government, of that day, inaugurated the Borden-Tormentine system, which was a beginning toward implementing the transportation agreement. Then the operation of the Borden-Tormentine ferry was turned over to the C. N. R., and the Federal Government was to pay all deficits in connection with the operation.

In 1915, when our mode of traffic changed with the advent of the motor cars and motor trucks, our real problems showed up. Arbitrary rates were set for conveying motor cars and trucks. The charges for conveying motor cars for a return trip was \$7, plus sixty cents for each passenger, and this for a distance of eighteen miles. In 1931, when the late R. J. Manion was Minister of Railways and Canals, the Prince Edward Island Government appealed to him and he reduced the rate from \$7 to \$3 without any Board of Transport Commissioners being called in to adjudicate. He dealt directly, as was his right to do, with the government of Prince Edward Island.

RENNELL ISLAND

Rennell Island, 110 miles south of Guadalupe, is the southernmost tip of the 900-mile Solomon chain. (Continued on Page 9)