



In a blur of speed a Navy scout plane shoots out over the water after being catapulted from the deck of a U.S. heavy cruiser. On return, it lands in water and is hoisted aboard by cerrick. (Official U.S. Navy Photo from NEA)

SENATOR MacINTYRE ON CAR FERRY

Terms of Union

Prince Edward Island refrained from joining the union at that time in the hope of getting better terms from the Dominion. She held out for six years longer, and did not come into Confederation until 1872. In that year Mr. Pope, who was Premier, proceeded with a delegation to Ottawa and asked for the terms. According to the records of 1864 or 1867, the terms were divided into the population of the Dominion, and the Dominion was to pay \$40 per capita. In 1872 when Mr. Pope and his associates came to Ottawa, an offer was made of \$50 in the alternative to the Dominion. Prince Edward Island was admitted into Confederation on June 20, 1873, by which Prince Edward Island was admitted into Confederation, contained the following conditions:

Princent steam service for the communication 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.

From the time prior to 1916 our transportation service was operated by the Charlottetown Steam Navigation Company, with two steamers in the open season, one plying between Summerside, Prince Edward Island and Pointe du Chene, New Brunswick, and the other between Charlottetown, Prince Edward Island and Pictou, Nova Scotia. In the winter months the Department of Marine operated local runs between Georgetown, Prince Edward Island, and Pictou, Nova Scotia. In winter, when the companies became too bad for the boats to get through, mail was carried from Summerside, New Brunswick to Cape Tormentine, Prince Edward Island, by small boats hauled over the ice. When you came to the water you got into the boat.

P. E. I. War Effort

The Dominion of Canada as a whole has made a remarkable war effort, towards which Prince Edward Island, an energetic province, has contributed its full share. In the last three years Canada has shipped to Great Britain 1,350 million pounds of bacon and pork products, 300 million pounds of

dresses and 70 million dozens of eggs, and Prince Edward Island has produced a fair proportion of these huge totals. Canada has today more than 600,000 men in the three armed forces, the Army, the Navy and the Air Force, and in this contribution Prince Edward Island has done more than its share.

Hon. Mr. QUINN: Hear, hear. Hon. Mr. MacINTYRE: Our province with a population of about 33,000, has made the largest per capita contribution of all the provinces to the armed forces. And in all the financial campaigns on behalf of Victory Loans, Red Cross, and so on—the people of Prince Edward Island have gone over the top. When last year the scrap campaign was started, we in Prince Edward Island gathered in thousands of tons of scrap, sold it, and gave the proceeds to the Red Cross.

Another Complaint

Prince Edward Island has another complaint in regard to transportation. We have a subsidiary ferry service, known as the Northumberland ferry service, which runs between Wood Island, Prince Edward Island, and Carleton Place, Nova Scotia. The Dominion Government, at considerable cost, built piers at the terminal points. A private corporation known as Northumberland Ferries, was organized to carry on the service. Its first and second boats were requisitioned by the Government. The company had to purchase a third boat and has been using that to carry on the service as best it can under very difficult conditions. In 1940 the Hochelaga carried 3,815 passengers in 1942 the new service carried 24,933 passengers. Now let me give comparative figures in regard to the auto and truck movement. In 1940 the Hochelaga carried 576 autos and trucks; in 1942 the new service carried 8,133, or an increase of 1400 per cent. These are the freight figures; in 1940 the Hochelaga carried 330 tons; in 1942 the new service carried 8,000 tons, or an increase of 1000 per cent. Although the Northumberland Ferries carried so much more traffic last year, they received a subsidy of only \$28,600, as against a subsidy of \$30,000 paid to the other ferry company in 1942.

der to provide what we consider to be a valuable ferry service between the Island and the mainland. In 1941, when the company started operations, it just broke even; there was no money available for dividends for those who had put their capital into the company. In 1941 the ferry service which the Canadian National Railways operates between Cape Tormentine and Borden showed a deficit of \$424,000.

Northumberland Ferries

In 1942 the Northumberland closed the year with a deficit of \$7,000. In that same year the Canadian National Railways showed a deficit of \$591,000 on its ferry service. That deficit was taken care of by the Government, but similar assistance was not extended to the Northumberland Ferries. The ferry company is up against a difficult proposition in starting operations this year, because it was in the red last year, as I have said, to the tune of \$7,000, and it expects that this year's operations will show a further deficit. Provided it runs at all, I think the Northumberland Ferry Company, which maintains this ferry service, should be granted an additional subsidy, and I would recommend that the Minister of Trade and Commerce, who, I know, is fully acquainted with the subject-matter, take this into favourable consideration, so that we may not lose this service.

As I have mentioned, I am on the Borden-Tormentine service. It is very old. In 1929 and 1930 we thought she was getting beyond her period of use, and when she is twelve years older, we regard her as the weak link in the subject-matter, take this into favourable consideration, so that we may not lose this service. As I have mentioned, I am on the Borden-Tormentine service. It is very old. In 1929 and 1930 we thought she was getting beyond her period of use, and when she is twelve years older, we regard her as the weak link in the subject-matter, take this into favourable consideration, so that we may not lose this service. As I have mentioned, I am on the Borden-Tormentine service. It is very old. In 1929 and 1930 we thought she was getting beyond her period of use, and when she is twelve years older, we regard her as the weak link in the subject-matter, take this into favourable consideration, so that we may not lose this service.

Island are eager to do their utmost to further the war effort. When the Minister of Agriculture asked for an increased "arm production of 25 per cent, our people arranged for extra fertilizer and increased their production to that extent. If, unfortunately, anything should happen to that weak link in our communication with the mainland, which is now almost most worn through, the war effort of our people on the Island would be very seriously affected. In short, it would be national calamity.

I do not know, honourable senators, whether I am out of order. I am only a new member. Hon. Mr. QUINN: Go ahead. You are doing all right. Hon. Mr. MacINTYRE: I did not wish to trespass on the time of honourable senators, but I wanted to put those matters before you, so you would have a fair understanding of the problem confronting us in Prince Edward Island.

As I have said, the Island has done its utmost to further the war effort. When the Minister of Agriculture asked for an increased "arm production of 25 per cent, our people arranged for extra fertilizer and increased their production to that extent. If, unfortunately, anything should happen to that weak link in our communication with the mainland, which is now almost most worn through, the war effort of our people on the Island would be very seriously affected. In short, it would be national calamity.

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Roll call was answered by 16 members. The minutes of the last meeting were read and approved and signed. Reports of the Committees followed. The sick committee reported no sick. The School Committee reported visiting the school and that paper towels were needed. It was moved and seconded that this be purchased. New committees were appointed, Sick-Mrs. Leigh MacEwen, Mrs. Harold Mayhew, Mrs. Robert Carr, Program, Mrs. Mont MacEwen, Mrs. Leigh MacEwen, Mrs. Fred MacEwen, Correspondence. Hon. Mr. QUINN: I received a letter from the Canadian Red Cross acknowledging \$20.70 which had been sent. The Red Cross convenors report followed: Well comfort, 10 quilts, 1 crib quilt, 2 turtle neck sweaters, 2 Navy sweaters, 3 airforce sweaters, 4 prs. Seaman's Stockings, 8 prs. Seaman's Socks, 8 pairs knickers, 4 girls dresses, 1 navy scarf and \$10.91 raised. Program consisted of a contest put up by Mrs. Don MacEwen. Collection, \$1.00. Next meeting to be at the home of Mrs. Fred MacEwen. Roll Call to be answered with an exchange of slips. Meeting closed with the King. Lunch was served by the Hostesses and Committee in charge.

Red Cross Corps News

Prepared by the Charlottetown Detachment, Canadian Red Cross Corps. (Continued from Page 3)

to take up other duties in the different branches of the services. In the Charlottetown Detachment, at the present time, there are about 150 members. Throughout Canada the total membership of the C. R. C. is between five and six thousand.

Member of the C. R. C. O. C. On Monday and Thursday evenings the members meet at Prince of Wales College where they attend classes, demonstrations, etc. relative to the different branches of Red Cross work which they have undertaken.

Member of the Office Administration Section: The members of the Office Administration Section get many opportunities of helping the Red Cross Society and other organizations.

Member of the Motor Transport Section: The Motor Transport Section is comprised of experienced licensed drivers who are thoroughly trained to drive all types of cars, trucks and

ambulances. In addition to our Basic training, which we take in common with the other Sections of the Red Cross Corps, our syllabus includes Advanced Training Courses, some of which are: Advanced Motor Mechanics (with minor repairs) Maintenance Instruction and Convey Driving and Signals. Along with our First Aid and Stretcher Drill we take special instruction in Handling of Spinal and Head Injuries and Ambulance Procedure.

Member of the Nursing Auxiliary Section: If you are interested in the Nursing Auxiliary Section we would be glad to have you interview us at the College on Monday or Thursday evenings when applications will be received, or if more convenient for you, applications will be received at Red Cross House at any time. Volunteers are needed! New classes are being formed and there is a place for ten more recruits.

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Wednesday Morning SPECIALS

A group of Gabardine Coats. Sizes 12 to 38. Very practical and popular this season. All new Spring stock specially priced — **\$14.95**

Rayon and Slub Dresses — attractive prints in sizes 12 to 42. All new styles. Regular up **\$2.98** to \$3.95 — **HALF PRICE**

Clearance of smart Evening Dresses, in net and sheers. Regular \$14.95 and \$16.95 selling **HALF PRICE**

THE GREENDAL CO.

LADIES' WEAR 99 QUEEN ST.

statorium have been most interesting, and will help those in charge to work out the exact details of procedure. For the month of March, Section 3, with thirty-seven members, has put in 688 hours of service at the Red Cross House and elsewhere. Member of food Administration Section: The Food Administration Section needs fifty new members. This section offers many opportunities for volunteer work. At the present time we are doing valuable and helpful work in the kitchens of the Charlottetown Hospital and the Provincial Sanatorium, work which is most interesting and which provides profitable experience in large quantity cooking. On Wednesday April 14th, we served a very acceptable lunch to fifty students of Prince of Wales College, after their delightful concert, sponsored by the College Glee Club under the capable direction of Prof. J. T. Inch, the proceeds from which were generously donated to the Canadian Red Cross. The value of serving nutritious food to hungry people, both in ordinary times and in times of emergency cannot be overestimated. To do this adequately we need a large number of enthusiastic members. Here is the place for you, and NOW is the time to join the Food Administration Section of the C. R. C. O. C. From the first letters of our Overseas Unit we learn that Mrs. E. P. Lee, formerly National Commandant of the Food Administration of the C. R. C. O. C. with seventeen members of the Corps have arrived in England, and after very rough crossing which took nineteen days. On March 9th, the Queen paid an informal visit to Canadian Red Cross headquarters. Mrs. Lee was presented and the girls formed a guard of honour for the Queen. Mrs. Lee tells us that: "The Queen was most charming and so was I though I was in such a daze that I still don't know what the Queen wore, nor did I even see the Lady-in-Waiting. The General and Captain Legate both expressed their pleasure afterwards in the appearance of the Corps members and their smartness—no drill pay!" The Capt. Legate referred to is David, son of the Rev. Norbert Legate former Minister of St. James Church, Charlottetown.

Some Birthday Presents We'd Like to Give Hitler

On April 20, 1889, a very unhappy event for the world occurred in the tiny town of Braunau, Austria. On the 54th anniversary of that occasion, here are some of the ways we'd like to wish Adolf Hitler a very unhappy birthday.

TO HELP YOU SAFEGUARD YOUR WAR SECURITIES

You have made a patriotic investment in Victory Bonds . . . or War Loan Bonds . . . or War Savings Certificates . . . perhaps all three . . . to help your country in the war . . . and to help assure your after-war future.

To enable you to preserve your war securities from danger of loss by fire or theft, Canada's Chartered Banks offer a safekeeping service. Here are the details:

VICTORY BONDS and WAR LOAN BONDS—Take them to your bank . . . to any branch of any chartered bank . . . the bank will put them into safekeeping for you, will clip your coupons when the interest falls due, and will deposit the money to your name . . . If you haven't a bank account you can authorize the bank to open one for your convenience

The total charge for this service and safekeeping is only 25 cents a year on bonds (no matter how many) up to \$250 . . . one-tenth of one per cent on amounts over \$250.

WAR SAVINGS CERTIFICATES—You can lodge them also with your bank . . . which will take them into safekeeping and for just one small charge cover the whole of the time (or any part of it) from purchase to maturity. Here is all it will cost you — not just for one year — but for 7½ years:

For a \$ 5.00 certificate	\$0.10
For a \$ 10.00 certificate15
For a \$ 25.00 certificate20
For a \$ 50.00 certificate25
For a \$100.00 certificate50
For a \$500.00 certificate	1.00

NEW LONDON W. I.

The New London W. I. met at the home of Mrs. MacEwen on April 8th. Meeting opened by singing the Ode and repeating the Creed.

FOR CUTS, BURNS and BRUISES

OLD TIME OLEOPHENE

THE ANTISEPTIC LINIMENT

THE CHARTERED BANKS OF CANADA