

Transportation Problems

(Continued from Page 1)

TRANSPORTATION OF MAILS AND PASSENGERS TO AND FROM P. E. ISLAND.

I have been requested by the... in charge of the matter... to be brought to the attention... of the Railway Management at... time, to refer to this very im-... portant one, and in reviewing the... subject to submit a copy of a... letter addressed to the late J. S. Brown, General Manager, Atlantic... C. N. R. on Feb. 17th, 1924, which set out very fully the dis-... abilities under which this Province... was working, and suggested a re-... medy which in the opinion of this... Board would be at least a partial... solution of the difficulties. The re-... sponse to this communication was... not emphatic in rejecting our... proposition, and this Board then... applied to the Railway Manage-... ment for a hearing of the mat-... ter at Charlottetown. This re-... quest was granted, and a session... of the Railway Commission was... held here on Oct. 9th, 1924.

Charlottetown, on Thursday Feb-... ruary 7th the Charlottetown Board... of Trade beg to submit in writing... proved transportation for mails... and passengers to this Province. To... put the matter in the fewest... possible words is to say that, what... would best meet the wishes of the... Board and Province at large, is a... continuation of the summer sched-... ule during the entire year, giving... two connections daily at Sack-... ville. But you will recall this is... not what we asked you for direct-... ly, and the reason we did not ask... for this is because, sometime in... the fall of 1922, we think it was... a letter appeared in one of our local... papers over the signature of Capt. Read of the Car Ferry stating that... night crossing was not safe. In... view of the fact that you stated... at our conference that to the best... of your knowledge no such state-... ment was ever made to the Depart-... ment by Captain Read, it occurs to... us that perhaps you have mis-read... Captain Read's letter, or it may... not have been official, and in that... place we would be very pleased to... place ourselves on record as being... in favor of the summer sched-... ule. But if for any reason after con-... sulting with your officials you find... that a night crossing is not advis-... able, then we must content our-... selves with a second daylight... crossing; and with the informa-... tion we think the best service... would be to have a train leave... Sackville in the morning, running... right through to Tormentine, con-... necting with the Car Ferry which... would remain there overnight, and... arrive at Borden in time to take... out on return the morning mail... and passengers from Charlottetown... and Summerside, and interme-... diate points.

South and East. No wonder that... you can tell us that the traffic is... small. No one would attempt such... a trip unless forced to do so by... circumstances beyond control. Your... contention was that the cost stands... in the way of the proposed im-... proved service suggested, and be-... fore closing we wish to say a few... words on this point. The boat is... already making the second cross-... ing, and all that is necessary is to... make the second trip at a time of... day that will give us proper con-... nections, so there is no extra cost... involved in, so far as the Car... Ferry is concerned. The missing... link is the train from Sackville to... Tormentine. You operate one pas-... senger train per day there now, this... is only what the New Brun-... swick people would get if Prince... Edward Island was absolutely wiped... off the map. Now give us a... trip for Prince Edward Island, we... are entitled to it. What other Pro-... vince in Canada, or portion of... Province the size of Prince Ed-... ward Island, would be expected to... submit to having their mails and... passengers carried to within thirty... five miles of their connecting... link, and having them held there... for the same length of time, be-... cause of the expense of running a... passenger train. If you will show... me a map of the same length of... route meted out to any other Pro-... vince of Canada will fulfill either... the spirit or letter of the above... stipulation.

A large and important constitu-... tional question, paramount to any... personal or class convenience, or... even any question of cost, is involv-... ed. Prince Edward Island stands in... a unique position among the Pro-... vinces of Canada. Her industrial... and commercial life depends on... the adequacy of means of communi-... cation with the mainland of Can-... ada. Consequently one of the terms... of Union is as follows: "Efficient Steam Service for the... conveyance of Mails and Passen-... gers, to be established and main-... tained between the Island and the... Dominion, winter and summer... seasons, placing the Island in contin-... uous communication with the Inter-... colonial Railway and the Railway... system of Canada." The adjective "efficient" is per-... haps the most important word in... the above paragraph; without that... word the term above quoted would... be valueless. The word can only have a re-... lative meaning and significance. The... object of the term or para-... graph above quoted was, it is sub-... mitted, to quote Prince Edward Is-... land, as far as possible, a real and... integral part of the Canadian Con-... federation. Only such a service as... will measure up and compare in... efficiency with that of other Pro-... vinces of Canada will fulfill either... the spirit or letter of the above... stipulation. A service that was efficient twenty... years ago is not efficient today, for... its efficiency must keep pace with... the efficiency of service in other... Provinces of Canada. The facts have... already been placed before the Board. From and after the 1st of Novem-... ber until summer conditions set... in, passengers and mails coming... to the Province by the "Ocean Lim-... ited" and by Boston and St. John... Express, including C. P. R. Traffic... and reaching Sackville in the late... afternoon or evening, remain over... there and cannot reach Prince Ed-... ward Island for practically twenty-... four hours thereafter. In all other... parts of the Maritimes there is no... such hold-up. To Halifax, Sydney... and all intervening points the pas-... sengers and mails by these same... trains are carried without delay. Then is the service to Prince Ed-... ward Island an efficient service? Barring physical impossibility it is... a discrimination against this... Province besides being a non-ful-... filment of a term of Union. In the term of Union above quot-... ed, the phrase "for mails and pas-... sengers" is used. In this age of... sudden market changes and rapid... business methods, a prompt mail... service is essential. In the case now under consid-... eration the mail for Prince Edward... Island which reached Sackville in... the evening reaches Charlottetown... twenty-four hours after that which... reaches Sackville at noon on the... same day.

If the proposed change were... made by which the passengers and... mails reaching Sackville by even-... ing trains were ferried the follow-... ing morning, the mails would re-... ach Charlottetown and the main-... land, and in closing, we beg to... thank you for the courtesy ex-... tended in coming to Charlottetown... at our request to meet with us, and... discuss the matter; and having... pointed out to you the great dis-... advantages under which we are... suffering, and suggesting a remedy... which we feel that our crew will not... be overlooked, and that we may... have a prompt and satisfactory ad-... justment of the matter arranged. But believe us, when we say that... we will not be satisfied until we... believe that we have asked for be-... lieving that our request is a reason-... able one. Respectfully yours, (Sgd.) S. A. McDONALD, President.

Board appreciates that the... Department of Railways and the... Board of Government Railway... management have done a great... deal within the past few years to... improve transportation facilities... between P. E. Island and the... Mainland, and in closing, we beg... to thank you for the courtesy ex-... tended in coming to Charlottetown... at our request to meet with us, and... discuss the matter; and having... pointed out to you the great dis-... advantages under which we are... suffering, and suggesting a remedy... which we feel that our crew will not... be overlooked, and that we may... have a prompt and satisfactory ad-... justment of the matter arranged. But believe us, when we say that... we will not be satisfied until we... believe that we have asked for be-... lieving that our request is a reason-... able one. Respectfully yours, (Sgd.) S. A. McDONALD, President.

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The order of the Commission... referred to above, provided for de-... parture from Sackville at 7.15... A. M., and arrival at Summerside at... 1.30 P. M., and at Charlottetown at... 1.55. Instead of this the schedule... put in force was leave Sackville... at 7.15 A. M., arrive Summerside... 1.10 P. M., arrive Charlottetown... 1.45 P. M. Even this schedule... would not have been so much... though consuming 7 1/2 hours to... cover 87.7 miles, but this in the... opinion of the Management, was... too good for the people of P. E. I.,... although it must be kept in mind... that the mail and passengers thus... handled has been at Sackville from... 5.45 P. M. the previous day. The... officials of the Railway so handled... this train that it seldom, or ever... reached Charlottetown under one... hour late, and frequently so late... that connections were not made... with the trains for Souris and... Murray Harbor, and the mails for... Charlottetown were not always... ever available before closing of the... business offices, and invariably too... late for delivery by mail carriers... until the following day. The Board of Trade did not lose... sight of this method of handling... this service, and up to this time... have not taken any further action... believing in the idea that if we left... the Management alone they would... hang themselves, but application... has recently been made to the... Board of Railway Commissioners... for another hearing here, when... the facts of the case will be pre-... sented and the methods adopted by... the Railway in carrying out their... order will be set before them. In closing, I can only add that... the Board is still of the opinion... that this Province is entitled to... two daily connections to and from... Sackville one with the Ocean... Limited and the other with the... Maritime Express. In other words... continuation of the summer sched-... ule during the entire year, while... ice conditions will permit. Failing that, then we are entitled... to the service outlined in our... memorials to Mr. Brown and to the... Railway Commission as referred to... above.

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February 18th, 1923. L. S. Brown, Esq., General Manager, Atlantic C. N. R., Moncton, N. B. Dear Sir: In compliance with your ex-... pressed wish at our conference in... CLASSIFIED ADVERTISEMENTS One insertion... Four insertions... Eight insertions...

Male Help Wanted BIG EARNINGS STEADY EM-... ployment for Barbers. Become... expert in 8 weeks. Write Mr. Barber College, Department "B", Halifax. 3-1-tf-tf.

Female Help Wanted WANTED—IMMEDIATELY MAID... for general housework. Apply... Mrs. S. K. Todd, 212 Kent St. 7433 26 31.

For Sale FISHING BOATS FOR SALE. — All sizes and designs. For par-... ticulars write P. A. Rooney, boat... builder, Souris, P.E.I. 7317-30-1-111

FOR SALE—PLOT OF LAND... with building on Main St. also... plot with buildings corner of... School and Nelson St. Montague. Apply to John Wightman, 6 Sher-... wood Rd. No. Weymouth, Mass. 7343-1-21-14-11

Miscellaneous JNO. A. McDONALD, LAND SUR-... veyor, Hermonville. 7108-9-1-1M

Wanted WANTED LIVE HOGS—WILL... buy live hogs Tuesday, February... 2nd at Hunter River. Highest... market price. Everett Wedlock. 7446-27-1-31

IN MEMORIAM In loving memory of our dear... husband and father, Jonathan D. Matheson, who entered the Great... Beyond on January 28th, 1925. A precious one from us has gone. A place we loved is still. A place made vacant in our home, Which never can be filled. Inserted by his wife and daughters. 7466.

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Transportation Problems (Continued from Page 1) TRANSPORTATION OF MAILS AND PASSENGERS TO AND FROM P. E. ISLAND. I have been requested by the...

South and East. No wonder that you can tell us that the traffic is small. No one would attempt such a trip unless forced to do so by circumstances beyond control. Your contention was that the cost stands in the way of the proposed improved service suggested, and before closing we wish to say a few words on this point.

A large and important constitutional question, paramount to any personal or class convenience, or even any question of cost, is involved. Prince Edward Island stands in a unique position among the Provinces of Canada. Her industrial and commercial life depends on the adequacy of means of communication with the mainland of Canada.

It is contended, however, that the time table, or rather the changes in the present time table proposed above, will not involve after-noon crossings. The regular time of leaving Borden in the morning is 9.15. Suppose the boat were to leave Tormentine at 7.45 A. M. or 45 minutes after sunrise in November; according to Capt. Read's table, her regular time of crossing is 45 minutes, permitting her to dock at 8.30 a. m. and leave again at regular time, viz: 9.15 a. m.

The time of arrival of the train from Sackville to Tormentine carrying passengers and mails for the afternoon crossing reaches Tormentine at 2.35 p. m. Allow 25 minutes for preparation for leaving—45 minutes for crossing and 45 minutes discharging and loading at Borden. The boat would then be ready to leave Borden for the extra crossing to Tormentine proposed—at 4.30 or at sundown, and could therefore almost reach Tormentine by 6.30 a. m. To take another calculation: In the month of December the average time from sunrise to sunset is 10.30 hours; according to Capt. Read's tables it requires 6.45 hours for three round trips, or 2.15 hours per round trip. Add one round trip extra—four round trips per day—and 9 hours would be required, or 1 1/2 hours less than the hours of sun during the month of December.

It is not necessary to apply the argument to the following months, because the hours of daylight are increasing. Of course, during these months ice conditions sometimes interfere and prevent the performance of even the present time table, but such usual conditions cannot be urged as an argument against the carrying out of a more efficient service, which is not only possible, but eminently practical under normal conditions. It must be understood however that in the carrying out of any time table the Captain should, and must have discretion as to crossing in unfavorable weather conditions. Charlottetown, Oct. 18, 1924. THE NEED OF A SECOND CAR-FERRY ON THE BORDEN-TORMENTINE ROUTE For the past five years or more the Boards of Trade have been agitating for a second boat to ferry the traffic between Borden, Prince Edward Island and Tormentine, New Brunswick, connecting the Island Railway with the Railways of the Mainland.

The need for the second Car-Ferry has been brought to the attention of Railway Officials on various occasions, but especially so, during the visit of Sir Henry Thornton, on the 16th of December, 1922; at which time during his visit here, a Memorial was presented, dealing with various matters, and the need of the second Car-Ferry was emphasized as follows:—"As a measure of safety, it is essential (Continued on Page 6)

Christabel Parkhurst Is Tea Room Waitress LONDON, Jan. 27.—Christabel Parkhurst is aiding Mrs. Mabel Tuke, also a suffragette of international fame, to establish a tea room in Cannes, France. A correspondent of the Daily Express says Christabel is an excellent waitress and a charming hostess. She told him she was only helping out temporarily her old militant comrade and that she really has come to the Riviera to write a book.

Ice Breaker For Hudson Bay WINNIPEG, Man., Jan. 27.—The Board of Directors of the Hudson Bay Company announced that a large steel ice breaker will be put into service in the Hudson Bay, next summer. The ice breaker is now under construction in England and it is expected to be completed by July. Reports have been received that the Canadian Pacific Railway will commence survey work in Northern Manitoba at an early date and according to dispatches from The Pas the company has commissioned several dog teams to convey the survey crews.

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Male Help Wanted BIG EARNINGS STEADY EM-... ployment for Barbers. Become... expert in 8 weeks. Write Mr. Barber College, Department "B", Halifax. 3-1-tf-tf.

Female Help Wanted WANTED—IMMEDIATELY MAID... for general housework. Apply... Mrs. S. K. Todd, 212 Kent St. 7433 26 31.

For Sale FISHING BOATS FOR SALE. — All sizes and designs. For par-... ticulars write P. A. Rooney, boat... builder, Souris, P.E.I. 7317-30-1-111

FOR SALE—PLOT OF LAND... with building on Main St. also... plot with buildings corner of... School and Nelson St. Montague. Apply to John Wightman, 6 Sher-... wood Rd. No. Weymouth, Mass. 7343-1-21-14-11

Miscellaneous JNO. A. McDONALD, LAND SUR-... veyor, Hermonville. 7108-9-1-1M

Wanted WANTED LIVE HOGS—WILL... buy live hogs Tuesday, February... 2nd at Hunter River. Highest... market price. Everett Wedlock. 7446-27-1-31

IN MEMORIAM In loving memory of our dear... husband and father, Jonathan D. Matheson, who entered the Great... Beyond on January 28th, 1925. A precious one from us has gone. A place we loved is still. A place made vacant in our home, Which never can be filled. Inserted by his wife and daughters. 7466.

Under-taker N.D. MACLEAN 180 KENT ST.

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Transportation Problems (Continued from Page 1) TRANSPORTATION OF MAILS AND PASSENGERS TO AND FROM P. E. ISLAND. I have been requested by the...

South and East. No wonder that you can tell us that the traffic is small. No one would attempt such a trip unless forced to do so by circumstances beyond control. Your contention was that the cost stands in the way of the proposed improved service suggested, and before closing we wish to say a few words on this point.

A large and important constitutional question, paramount to any personal or class convenience, or even any question of cost, is involved. Prince Edward Island stands in a unique position among the Provinces of Canada. Her industrial and commercial life depends on the adequacy of means of communication with the mainland of Canada.

It is contended, however, that the time table, or rather the changes in the present time table proposed above, will not involve after-noon crossings. The regular time of leaving Borden in the morning is 9.15. Suppose the boat were to leave Tormentine at 7.45 A. M. or 45 minutes after sunrise in November; according to Capt. Read's table, her regular time of crossing is 45 minutes, permitting her to dock at 8.30 a. m. and leave again at regular time, viz: 9.15 a. m.

The time of arrival of the train from Sackville to Tormentine carrying passengers and mails for the afternoon crossing reaches Tormentine at 2.35 p. m. Allow 25 minutes for preparation for leaving—45 minutes for crossing and 45 minutes discharging and loading at Borden. The boat would then be ready to leave Borden for the extra crossing to Tormentine proposed—at 4.30 or at sundown, and could therefore almost reach Tormentine by 6.30 a. m. To take another calculation: In the month of December the average time from sunrise to sunset is 10.30 hours; according to Capt. Read's tables it requires 6.45 hours for three round trips, or 2.15 hours per round trip. Add one round trip extra—four round trips per day—and 9 hours would be required, or 1 1/2 hours less than the hours of sun during the month of December.

It is not necessary to apply the argument to the following months, because the hours of daylight are increasing. Of course, during these months ice conditions sometimes interfere and prevent the performance of even the present time table, but such usual conditions cannot be urged as an argument against the carrying out of a more efficient service, which is not only possible, but eminently practical under normal conditions. It must be understood however that in the carrying out of any time table the Captain should, and must have discretion as to crossing in unfavorable weather conditions. Charlottetown, Oct. 18, 1924. THE NEED OF A SECOND CAR-FERRY ON THE BORDEN-TORMENTINE ROUTE For the past five years or more the Boards of Trade have been agitating for a second boat to ferry the traffic between Borden, Prince Edward Island and Tormentine, New Brunswick, connecting the Island Railway with the Railways of the Mainland.

The need for the second Car-Ferry has been brought to the attention of Railway Officials on various occasions, but especially so, during the visit of Sir Henry Thornton, on the 16th of December, 1922; at which time during his visit here, a Memorial was presented, dealing with various matters, and the need of the second Car-Ferry was emphasized as follows:—"As a measure of safety, it is essential (Continued on Page 6)

Christabel Parkhurst Is Tea Room Waitress LONDON, Jan. 27.—Christabel Parkhurst is aiding Mrs. Mabel Tuke, also a suffragette of international fame, to establish a tea room in Cannes, France. A correspondent of the Daily Express says Christabel is an excellent waitress and a charming hostess. She told him she was only helping out temporarily her old militant comrade and that she really has come to the Riviera to write a book.

Ice Breaker For Hudson Bay WINNIPEG, Man., Jan. 27.—The Board of Directors of the Hudson Bay Company announced that a large