



# HEART CATCHING DRESSES

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These dresses will be on display in our Ladies' Ready-to-Wear Department on

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## PROWSE BROS. LTD.

THE STORE OF QUALITY

### URGENT REQUIREMENTS

Continued from page 1

the ferry service and the financial and other difficulties encountered in its operation.

#### History Reviewed

The brief recalls that the service was started "in spite of indifference, if not open opposition on the part of many persons in Prince Edward Island, and still greater numbers in Nova Scotia, perhaps because it was designed to replace the existing service in which some considerable number of persons were financially interested." The estimates for the terminals at Wood Islands and Caribou were eventually presented to the Federal House and finally passed, "but not without opposition and criticism from some, who today quote themselves as always being in favour of the service."

A contract entered into at the time with a Maritime firm proved to be unsatisfactory, and a group of Charlottetown men, who had submitted a tender for operating the service were told to go to Halifax, and take over the contract. The first two boats, acquired cheaply in 1939 and again in 1940, were requisitioned by the Dominion Government and for the third boat, the "Prince Nova," the company had to pay three times the pre-war cost, as well as peak wartime costs for reconstruction. They received for the "Sankaty" and "Seaborn," which the Dominion had taken over, only the original cost figure, \$17,654. Subsequently they were allowed an additional \$140,000 by the Exchequer Court but this ruling was disallowed on appeal to the Supreme Court. In addition to this financial setback, a year's delay in opening the service was caused by the requisitioning of the boats for war purposes.

#### Terms Of Contract

Eventually a ten-year contract for the operation of the "Prince Nova" was written with a subsidy allowance of \$37,000 per year. "Had we stood by the contract," the brief states, "we would probably have been in a very comfortable position, but the growth of the business resulted in pressure being applied for increased accommodation, and we purchased the S. S. 'Sankaty' and rebuilt her for the service. "In submitting this proposition, we asked for an annual grant from Ottawa of \$150,000 per year, plus payments from the War Stabilization Fund, but were persuaded to accept a three-year contract at the rate of \$100,000 per year, plus payments from the War Stabilization Fund, which in 1947, coupled with this offer, was what we understood to be an assurance that if this sum was insufficient for our needs, the matter would be adjusted. "At the end of 1947 we had an operating deficit, together with a lot of unpaid bills for overhauling the boats. Feeling that an adjustment would be made by Ottawa, we carried over some of the unpaid outstanding accounts into our 1948 accounting period; and in the belief that the matter, although delayed, would be adjusted during the season, we started the service on May 1, 1948.

#### Capital Wiped Out

"Negotiations dragged on, and no settlement had yet been made; and we find ourselves at the end of the 1948 accounting period facing outstanding accounts and loans, totalling \$155,000; our capital completely wiped out; and nothing in the way of assets but the two boats and \$6,000 Dominion Government bonds, which are hypothecated to the bank. "Individual shareholders in the company have, in the past, come to the relief of the company, by giving personal guarantees for loans; but the majority of these at least have now decided that this will not be repeated."

The brief goes on to cite traffic figures, which for 1947, the first year of the service, amounted to 25,303 passengers, 6,527 autos, 629 trucks. For 1947 there was a traffic of 54,785 passengers, 12,028 autos, 3,713 trucks; and for 1948, 64,660 passengers, 14,804 autos, 5,624 trucks; or a total, 1941-48 inclusive, of 392,125 passengers, 65,211 autos and 19,285 trucks. "If justification for the service is needed," the brief states, "you have it in these figures, but even they do not give the whole story. The 629 trucks handled in 1947 would average perhaps 14 tons each of freight, as they were mostly what was then known as 1/2-ton Fords; while in 1948 we carried loads up to 68 feet overalls; and we know some of the loads to be in excess of 17 tons, with regular scheduled six-wheeled trailer type trucks operating daily in both directions between Charlottetown and Halifax, and Charlottetown and Sydney. "The continued demand for installing heavier equipment is being made. We were approached by someone representing the steel company in New Glasgow to know if we could handle loads of thirty-five tons each. We assured them that we could, but as the loads were destined for Charlottetown, we advised them to investigate as to whether the bridges they must cross were capable of supporting the equipment. They evidently decided that it was not advisable

to take the risk, as we did not get the business."

#### Tourist Possibilities

Emphasizing the valuable amount of tourist business lost through inadequate facilities, the brief quotes the following statement by Mr. Talbot, who was stationed at Caribou during the past season by the Nova Scotia Government Bureau of Information: "Prince Edward Island people," said Mr. Talbot, "have no conception of the tourist business drive to Caribou to cross to the Island, and seeing the condition confronting them, turn about and spend their holidays elsewhere."

The brief also quotes the Halifax Chronicle as emphasizing the inadequate facilities. "It was felt by the Company that when the 'Dunning' went on the route, in addition to the 'Prince Nova,' they would be able to take care of the situation; but never in the eight years of operations has greater dissatisfaction existed, than in the season just closed." At the request of the Prince Edward Island Government, a statement of the facts was prepared, but the brief emphasizes that much depends upon public opinion, and upon organizations such as the Board of Trade, to show interest and to improve on both the Provincial and Federal Government the requirements of the service.

#### Wood Islands Terminal

The brief adds that a decided improvement has been made in the terminal at Wood Islands, bringing it more in line with the original construction at Caribou. Other improvements are needed, however, including dredging to widen and straighten the channels, especially at Caribou. Commissioned the continuation of the service beyond Nov. 30, because we can see the hardships in cutting off traffic so abruptly, especially in an open season such as this," the brief continues. "But we were told by men in the Department who know their business, that this route in its present condition was no place to ask a ship's captain to operate beyond Nov. 30, and they would not listen to our suggestion of extension."

Emphasizing the possibilities of the service, the brief points out that "farm lands of Prince Edward Island and the industrial centres of Nova Scotia are separated by fourteen miles of water. Had Nature gone a little further, and left a connecting strip of land instead of the number of small islands—Pictou, Caribou, Doctor's Island and Wood Islands—so that truck and auto traffic could move uninterruptedly between Wood Islands and Caribou, one has but to visualize the traffic that would move there daily, to get a picture of what the route must be equipped to carry, if it is to become of full benefit to both Provinces." The conclusion reached in 1940 that the "Prince Nova" was capable of taking care of the traffic, was the result, the brief states, "of our own inability to properly appraise the situation, and I will place the blame for this on a prominent official from Ottawa, who said early in the Company's history, that 'the first year's operation could be multiplied ten times, if the service was given proper attention.'"

#### Proposals Outlined

The brief continues: "The additional carrying capacity of the 'Dunning' did not relieve the situation at all, and the suggestion now being made, to replace the 'Prince Nova' with a ship available to us, and capable of carrying approximately fifty autos, or the equivalent in trucks, if followed, is not a final answer, because as soon as such a boat is put on the route, the demand for space will again be increased beyond her capacity. "The difficulty of getting boats already built for some other purpose and the expense of fitting them for the route on which they can give only temporary relief is a real problem; and we feel that the cost of reconstructing boats for this route on which they cannot be expected to serve for many years, only to be scrapped and replaced by larger and more suitable equipment as the traffic develops, cannot reasonably be expected to be borne by the Company. "For eight years our shareholders have carried on without returns on their investments beyond a dividend of \$3.00 per share on the shares outstanding in 1943 and 1944, which dividends should never have been paid, and were not justified in view of future developments. "Our proposition at present is that the boat referred to above be purchased and fitted for the route. Mr. John Peterson, of the Halifax Shipyards, has had a sketch plan prepared, and a rough estimate made of the cost of fitting her for the route. Two of our directors have examined her; a Canadian Government steamship inspector has examined her, and

### Naval Magazine

#### Discusses Subs vs. Surface Craft

OTTAWA, Jan. 31 (CP)—Which will win in any new outbreak of submarine warfare—the deadly new submarines or the surface craft that hunt them? In a recent issue of the Canadian Navy's magazine, the "Crow's Nest," "R.P.W." set forth a formidable case for the sub. In the latest issue, "J.S.D." says the new subs are tough but it's also likely that the hunters will "possess weapons far greater potency than any used in the Second World War."

Described by naval sources as an officer with "plenty of experience," he mentions as one possibility hydrophones or listening devices which are capable of tabbing the bearing of a moving sub with "minute accuracy." Cross bearings from several ships plus radar ranges "could presumably be plotted to give a reasonably accurate position of the sub."

"The use of high submerged speed at long range will in all probability give the sub away and may well prove to be more of a danger to the U-boat than to its opponent." Again, J.S.D. anticipates weapons which can be hurled in any direction and up to 2,000 yards. Further, those weapons should become capable of "hooning" on their target, that is directing themselves regardless of original accuracy as in the case of the acoustic torpedo.

Report for month of January. Grade X Sr.—1, Melvin White. Grade X Jr.—1, Jean Gass; 2, Donnie Bernard. Grade IX—1, Bernadette Gallant. Grade VIII—1, Vincent Gallant; 2, James Andrews; 3, Mark Gallant. Grade VII—1, Elliott Myers. Grade VI—1, Clarence Gallant. Grade V—1, Arthur Gallant; 2, Genda Myers; 3, Lawson Gallant. Grade IV Sr.—1, Sheldon Ford; 2, Faustina Gallant. Grade IV Jr.—1, Ralph Bagnall. Grade III—1, Vernon Matheson; 2, Ann Marie Petrie. Grade II Sr.—1, Luetta Gallant; 2, Mary Gallant. Grade II Jr.—1, Louis Ford; 2, Clifford Bernard. Grade I A—1, Sheila Bagnall. Grade I B—1, Reta Gallant; 2, Harold Gallant; 3, Earle Proctor. Grade I C—1, Ronald Myers. Grade I D—No Tests. Eleanor T. Larkin—Teacher.

#### PRINCE STREET SCHOOL

Honour Roll for January:

- Grade X—1, Marleen Warren; 2, Edith Brown; 3, Norma Jean Allan, Dorothy MacLaren. Grade IX Sr.—1, Lloyd Seaman; 2, Billy MacCannell; 3, Marjorie Hurst. Grade IX Jr.—1, Thelma Ford; 2, Carl MacLeod; 3, Betty Henderson. Grade VIII—1, Mary Whiteside; 2, Gordon White; 3, Roger Gardham. Grade VII—1, Dawn Messer; 2, Alan Douglas; 3, Elizabeth MacLean. Grade VI—1, Theresa Presley; 2, Ralph Whitehead; 3, Marjorie Pickard. Grade V—1, Helen Cooke; 2, Mark Ladner; 3, Donnie MacLeod. Grade IV—1, Mary Fielding; 2, Dorise Duffett; 3, Roland Diamond. Grade III—1, Elizabeth Campbell; 2, George Ward; 3, Janet Spillet. Grade II—1, Janet Matheson; 2, Sandra Currie; 3, Joyce McCallum and Maida Rogerson. Grade I—1, Beryl Shelton; 2, Jackie Hobbs; 3, Ralph Kennedy. Grade IV—1, Joyce Campbell and Carol Thompson; 2, Joan Wilson; 3, Beverly Block. Grade IV—1, Barbara Worth; 2, Fern Townshend; 3, John Fielding. Grade III—1, Suzanne MacLeod, and Isabel Downe; 2, Alvin Mobbs and David Ley. Grade II—1, Joan Korrey; 2, Roger Worth; 3, Susan Whiteside. Grade I—1, Dianne Bradshaw; 2, Eileen Diamond, Ellen Matheson; 3, Susan Parker.

OTTAWA, Feb. 2 (CP)—Prime Minister St. Laurent today told reporters the matter of a general election is receiving all due consideration but he intimated the date still is some months away. The Prime Minister said he found his parliamentary colleagues "happy and looking forward to an interesting session."

### Mortgage Sale

THERE WILL BE SOLD by Public Auction in front of the Law Courts Building, in Charlottetown, on Monday, the 18th day of February A. D. 1947, at the Hour of TWELVE O'CLOCK NOON, ALL THAT TRACT, PIECE AND PARCEL of land situate, lying and being on Township Number 35 in Queens County, in Prince Edward Island, bounded and described as follows, that is to say:— COMMENCING on the south side of the Stanhope Road at the northeast corner of a block of land now or formerly in possession of Peter Campbell, and running thence due south by a variation of the meridian of the year 1764, 63 chains and 82 links, thence east 5 chains and 25 links, thence north 42 chains and 82 links, thence west 84 chains, thence north 18 chains and 24 links until it meets the Stanhope Road, thence northwardly by said Road to admit of 4 chains and 5 links at right angles to the place of commencement, bounded on the north by the Stanhope Road, on the west by land now or formerly owned by Peter Campbell, on the south by land formerly the property of Teresa Campbell, and on the east by land formerly the property of Eliza Walsh, containing Thirty (30) acres of land a little more or less.

The above sale is made under and by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the tenth day of September A. D. 1927, and made between William J. Campbell of Grand Tracadie in Queens County, in said Province, Farmer, and Annie Campbell, his wife, of the one part, and H. Augustine Macdonald and J. Francis MacPhee both of Charlottetown in Queens County afore-

mentioned, of the second part, (which said mortgage has by Assignment thereof, become vested in the undersigned), and because of default having been made in the payment of the principal and interest money secured by said mortgage. For further particulars, apply to the Office of MACPHEE & TRAINOR, Riley Building, Charlottetown.

Dated this 11th day of January A. D. 1947. HARRY J. MCDUGALL, Assignee of Mortgage.

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More than a million Peruvians still speak Quechua, the language of the ancient Inca empire, and many still live in communistic groups established by the Incas.

SPEAK ANCIENT TONGUE

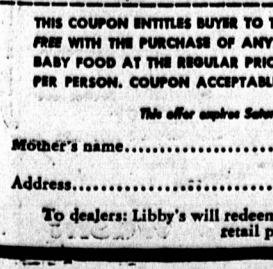
FREE..2 tins of Libby's EASY-TO-DIGEST BABY FOODS

Buy Any Two or More—Get Two Free—When You Present Coupon Below To Your Grocer

Mother's Don't overlook this opportunity to obtain two full-size tins of Libby's easy-to-digest Baby Foods, absolutely free—any two you choose! Just fill in the coupon below and take it to your grocer. Then purchase any two tins of Libby's Baby Food which you prefer. When you present this coupon your grocer will give you two tins of Libby's Baby Food absolutely free! Act now. This offer expires Saturday, February 12th.

THIS COUPON ENTITLES BUYER TO TWO TINS OF LIBBY'S BABY FOOD FREE WITH THE PURCHASE OF ANY TWO OR MORE TINS OF LIBBY'S BABY FOOD AT THE REGULAR PRICE. NOT MORE THAN 2 FREE TINS PER PERSON. COUPON ACCEPTABLE BY YOUR GROCER ANYWHERE.

Mother's name..... Address..... To dealers: Libby's will redeem this coupon at your regular retail price. 1947-49



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# MacFARLANE BROS.

92 Kent Street — Opposite Charlottetown Hotel — Ch'town, P. E. I.

## CLEARANCE Sale of Perlman Furs

Thur. — Fri. & Sat. — Feb. 3-4 & 5th

3 Days Only

SAVE 1/3 TO 1/2 AND MORE Only a Partial Listing of the Many Values

	WAS	NOW
CONEY DYED RABBIT	\$229.00	\$ 99.00
BLACK SEAL DYED RABBIT	198.00	99.00
BROWN SEAL DYED RABBIT	219.00	99.00
MOUTON PROCESSED LAMB	219.00	149.00
MINK CONEY DYED RABBIT	249.00	169.00
FRENCH SEAL DYED RABBIT	249.00	188.00
BROWN DYED MUSKRAT	398.00	199.00
DROPPED RACCOON	398.00	199.00
MOUTON PROCESSED LAMB	298.00	219.00
MINK MUSKRAT	398.00	288.00
SILVER RACCOON	495.00	350.00
PLATINUM MUSKRAT	495.00	379.00
MUSKRAT BACKS	595.00	450.00
PERSIAN LAMB	795.00	675.00
PERSIAN LAMB	950.00	795.00

Trade-In Terms Your old fur coat and receive a generous allowance towards the purchase of a new Perlman Fur Coat. Pay cash or budget if you prefer. Monthly payments may be arranged to suit your own convenience.

# MacFARLANE BROS.

92 Kent Street — Opposite Charlottetown Hotel — Ch'town, P. E. I.

appears enthusiastic as to her suitability for this service. She is American register, and is at present laid up in the Eastern United States, and will cost, including purchase price, duty and remodeling, as estimated by the Halifax Shipyards, between \$225,000 and \$250,000. We have made very careful and extended inquiries in the hope of securing something suitable, and she is the best answer we can find.

A United States ship classed by the owners as an "ice-breaker" was suggested to us as being suitable for our purpose, and that the United States Government had spent \$700,000 in refitting her for her work. One of our directors went to inspect her, where she is laid up on Lake Erie, but found that she was capable of carrying very little more traffic than the "Prince Nova" and is what we in Prince Edward Island think of as an "ice-breaker". Although she could be bought at a fraction of her cost, she would be no answer to our problem.

After careful study on our part, we have come to the conclusion that the boat previously mentioned is the only hope of relief for 1949, and in order to have her ready for service this season, matters must move quickly.

Other Proposals "We have suggested a three year contract with this boat in addition to the 'Dunning'."

"The sale of the 'Prince Nova', if she can be disposed of."

"The placing of an order for construction of a special boat to suit the existing conditions on the route, to be available at the end of the contract period. "This boat to be of sufficient strength and power to permit to operate between Georgetown and Pictou, after the Wood Islands-Caribou route must close, and while weather conditions would permit her to move between Georgetown and Pictou. "The construction of such a special boat to be followed by the building of a second boat along similar lines, thus leading to ample provision being made for summer traffic in whatever volume it offers, and for winter traffic to the extent that it is feasible. "Such a programme should be a comparatively simple matter to carry out, and would involve no

great expenditures, as compared with many of the projects that are being endorsed; and would be of outstanding advantage to the Maritimes and to the tourist business of Canada.

#### Would Relieve Borden

"We would also suggest that with ample accommodation for traffic between Wood Islands and Caribou, there will be a decided reduction in the traffic at Borden, because they are now carrying some of the traffic that we cannot accommodate. "There has been in existence for some years an agreement with the Borden route, whereby auto and passenger tickets are interchangeable, and during 1948 the Canadian National Railways paid \$2,654.89 as the difference between the tickets issued by them and honored by us, and the tickets issued by us and honored by them, thus indicating the decided preference shown by the visitors for using our service rather than theirs.

"We feel that we should not bring this to a close without some further reference to the existing conditions on the terminal at Wood Islands. It is not a pleasant thing to speak or think about."

"An announcement was made in our local press quite recently, that a new waiting room, with modern toilet facilities, is to be provided at Wood Islands, similar to that already existing at Caribou. We trust that this is a correct report, but we have no information that it is."

#### NAPOLEON AND UNCLE ELBY

By Clifford McBride



HERE'S A FILM OF SOAPY, THAT TALENTED AND INTELLIGENT DOG, STANDING ON HIS HEAD, WHAT A FLEVER ANIMAL HE IS!