



WHEN YOUTH MEETS YOUTH

Confederation Life representatives have a youthful outlook. Many are young veterans who have been trained to call upon other young men to explain the immediate protection—as well as the long term benefits—obtainable through Confederation Life policies.

They know the peace of mind that comes from having financial security for themselves and their families.

Nothing but life insurance assures so much immediate and future financial protection for so little. The great thing is to make a start with one policy; then build up additional security as your earning powers and responsibilities increase.

The Confederation Life representative will help you to plan a practical program for immediate and future requirements.



Confederation Life Association

HEAD OFFICE Association TORONTO
Branch Office
Bank of Nova Scotia Bldg., Charlottetown
W. G. HOGG, C.L.U., Divisional Manager.

Car Ferry Accounting And Ferry Car Rates Discussed At Ottawa

The following is from the official report of the proceedings before the sessional committee of the House of Commons on railways and shipping, April 30:

Mr. W. Clouston (McLure) (Quebec): "You would have to keep a separate freight account for your water travel and ferries, for instance the one from Borden to Tormentine?"

Mr. Cooper: (Vice President and Comptroller, Canadian National Railways): "Yes."

Mr. McLure: "You would have a breakdown of all of that?"

Mr. Cooper: "You are speaking of revenues, yes."

Mr. McLure: "While we are on that, where did the Canadian National Railways get the authority for the rates they charge on the ferry? To whom do they look for authority?"

Hon. Mr. Chevrier (Minister of Transport): "Perhaps I can answer that. It is given to the Canadian National Railways by virtue of a trusting order. The ferries are owned by the government of Canada and their operation is entrusted to the Canadian National Railways."

Mr. McLure: "Then the mandate comes from the government of Canada, or the Minister of Transport?"

Hon. Mr. Chevrier: "Not from the minister, no. The minister is not the owner of the ferry, but the government of Canada; title is in the name of His Majesty."

Mr. McLure: "He is the trustee?"

Hon. Mr. Chevrier: "No, the Canadian National Railways are the trustees of it."

Freight Rates

Mr. McLure: "That comes to the question that we have always had trouble over, freight rates. On the freight rates on that ferry your board of control or whatever you call it, your transport board, have no authority to set rates for the Canadian National. By what system are those rates set?"

Hon. Mr. Chevrier: "Perhaps I can answer that. The Board of Transport Commissioners; in fact the chairman went down there some time ago, and when they considered the matter they stated that while they had some doubt as to whether or not they had the authority to set freight rates they did proceed to take upon themselves authority and reduce one such rate."

Mr. McLure: "Yes."

Hon. Mr. Chevrier: "The question as to whether or not they have the legal authority is one which I would not like to give an opinion on because there is some doubt."

Confederation Contract

Mr. McLure: "Well, of course according to the terms of confederation they had no legal authority, they cannot set the freight rate on any water-borne traffic operating between any of the provinces or between any of the provinces and a British-owned territory. For instance, they cannot set a freight rate from Charlottetown to St. John's, Newfoundland. That must be set by private concerns. They have no jurisdiction over these freight rates and my claim has always been to you that they have no right to set a freight rate on trucks on Canadian National ferries operated by the Canadian National."

Hon. Mr. Chevrier: "Freight rates are governed by the Railway Act. They are set up under the Railway Act, and the Board of Transport Commissioners have already exercised jurisdiction."

Mr. McLure: "And that notwithstanding the fact that their legal counsel down there, Mr. Dyars, stated when he was giving evidence that they did not have jurisdiction."

Hon. Mr. Chevrier: "Well, I am not going to enter into a discussion of the legal aspect. All I can tell you is the position which my officers advise me is the correct one; namely as government-owned vessels they have been entrusted for operation to the Canadian National Railways and the Board of Transport Commissioners maintain that they have doubt whether they have jurisdiction in the matter of fixing rates but notwithstanding that doubt they have fixed them. That is the position."

Mr. McLure: "When we had automobiles first; you see, up to 1919 automobiles were prohibited in our province by law; but after that when automobiles got running across on the ferry there was a rate set to take them over and that rate was set by the government at \$7 for a return trip for automobiles."

Hon. Mr. Chevrier: "You are now referring to the Wood-Cariboo ferry?"

Mr. McLure: "No, no; to Borden-Tormentine. After 1922—"

Hon. Mr. Chevrier: "I am aware of that."

Cites Precedent

Mr. McLure: "We took objection to that rate which the government had set in 1922 and in 1931 we appealed to the Minister of Transport—he was then the Minister of Railways and Canals—and he had it reduced to \$3. That was not done by any Board of Transport Commissioners."

Commissioners'

Hon. Mr. Chevrier: "That is a different thing. You are referring now to the rate on trucks?"

Mr. McLure: "Yes."

Hon. Mr. Chevrier: "Let us get back to this question of freight rates."

Mr. McLure: "That is what I am leading up to."

Hon. Mr. Chevrier: "Those are two different things."

Mr. McLure: "No, the same thing. Now, with respect to the load on the truck, trailer or whatever it was—today on the Wood-Cariboo ferry there is no account taken of the load, only of the truck itself. They charge for the truck. If there is a 5-ton load on it of first-class freight they do not make any charge for the load. On what authority are you people making a charge on the other ferry at Borden?"

Hon. Mr. Chevrier: "You know why that is, of course; that is because there is a subsidy of \$100,000 paid there by the government."

Mr. McLure: "I know, we are paying the Canadian National this year a subsidy of \$880,000, isn't it?"

Hon. Mr. Chevrier: "I put it in the other way, that the government is paying a subsidy of \$880,000 to the Canadian National Railways for their deficit in the operation of the car ferry, so that one outweighs the other. In other words, it might be said that we have subsidized the Wood-Cariboo ferry to a position where its rates for a truck are lower than those on the car ferry."

Mr. McLure: "Undoubtedly the same thing must occur on other ferries. You are subsidizing both in the same way but in the case of the one you call it a deficit and in the case of the other you call it a subsidy. While the terms are different, there is no difference in fact; but why should our people be penalized for carrying freight over the Borden-Tormentine ferry?"

Hon. Mr. Chevrier: "Well, now—"

Mr. McLure: "Pardon me, I don't want to argue this."

Hon. Mr. Chevrier: "You are referring to freight again?"

Mr. McLure: "Well, it is the same thing whether it is freight or—"

Hon. Mr. Chevrier: "If you are referring to freight I would say it is a matter for the Board of Transport Commissioners."

Mr. McLure: "Well, they had not been taking any part in it up until about six months ago. Someone must have set the freight rates prior to that time. If it was the Canadian National Railways then I think they had no right to put on those exorbitant freight rates."

Hon. Mr. Chevrier: "I presume the freight rates they put into effect were approved of, were filed as tariffs with the Board of Transport Commissioners."

Bridges The Journey

Mr. Vaughan (President, Canadian National Railways): "I think the ferry is different. The ferry is operated as a part of the railway, it is really part of the railway because it bridges the journey between the island and the mainland. All this leads up, I suppose, that you want reduced rates on your trucks and other things on the ferry."

Mr. McLure: "They are tremendous today."

Mr. Vaughan: "I would say in connection with that that is a matter which is receiving very careful consideration from the railway officers at the present time and I think perhaps before long we may be able to say something."

Aylmer Vegetable Soup



the economical way to serve needed vegetables every day

YOUR FAMILY DESERVES AYLMER QUALITY

HIGH ENERGY TONIC

helps build SUMMER STAMINA! ENERGY!

Enjoy the feeling of energetic well being! Take good-tasting Scott's Emulsion right away, if you feel tired, rundown, unable to throw off those worrisome summer colds—because your diet lacks natural A and D Vitamins and energy-building, natural oils. Scott's helps build energy, stamina, resistance—try it! Soon you may feel a wonderful difference! Buy Scott's Emulsion Today!



to you on it. Perhaps we cannot satisfy you entirely but we hope we will be able to give you something which will please you."

Mr. McLure: "Well, as a matter of fact, from statements which Mr. Vaughan made himself we were afraid to look to him for any relief because, when asked the question in one of these committees, was the freight rate too high, he replied that he did not consider them too high and he thought that the people of Prince Edward Island ought to be well-satisfied that they were allowed to bring a truck over at all because it was in direct competition with the railway."

Mr. Vaughan: "I would say that I recall having said that, but at the same time we are giving this matter very serious consideration."

Mr. McLure: "If it will make it any easier for you, I will make this statement; that in 1926 on a similar occasion the then president of the railways, the late Sir Henry Thornton, made a similar statement, and he said that the Canadian National Railways were not interested in the terms of Confederation regarding the operation of the ferry, they were only interested in the Canadian National Railways. However, after that he became one of our very best friends and gave us a very fine hotel down there."

Hon. Mr. Chevrier: "The railway is still your friend."

Mr. McLure: "I am reminding you of this; you said you were not interested in the terms of Confederation regarding the operation of the ferry, they were only interested in the Canadian National Railways. However, after that he became one of our very best friends and gave us a very fine hotel down there."

Mr. Vaughan: "I am reminding you of this; you said you were not interested in the terms of Confederation regarding the operation of the ferry, they were only interested in the Canadian National Railways. However, after that he became one of our very best friends and gave us a very fine hotel down there."

Mr. McLure: "What statement?"

Hon. Mr. Chevrier: "The statement that it was understood at Confederation that you were to have free movement on that car ferry."

Mr. McLure: "Sure."

Hon. Mr. Chevrier: "I wish you would show me that in the statute. I have asked to have it shown to me on more than one occasion."

Mr. McLure: "I think I put it on record three times since 1945."

Hon. Mr. Chevrier: "In discussing the estimates you have made statements."

Mr. McLure: "Yes, and I refer to the man who started it up."

Hon. Mr. Chevrier: "Who was that?"

Mr. McLure: "I refer to the Hon. Mr. Dunning. That was his idea; when inaugurating the ferry service at Wood-Cariboo, he stated that freight must be carried free because it is in the bond of agreement. Those were his words."

YOU, TOO, CAN JOIN IN CANADA'S Beautification Campaign!



Spring Tonic

FOR YOUR Home...

WITH A B of M LOAN REPAYABLE IN MONTHLY INSTALLMENTS

Would you like a repaint job on the old homestead? ... What about that leak in the roof—new fencing for the garden?

If you want to borrow money for your home improvement plans, and are in a position to repay, there's ready money for you at the B of M... for all improvements that will add to the appearance, convenience and comfort of your home.

Consult your nearest B of M manager or accountant. Remember: "When you ask for a loan at the B of M, you do not ask a favour."



BANK OF MONTREAL

working with Canadians in every walk of life since 1817

Charlottetown Branch: N. L. FORD, Manager

At the lowest cost, too 27c A MONTH FOR A \$100. LOAN

REPAYABLE IN 12 MONTHLY INSTALLMENTS (equal to 6% interest per annum)

Larger loans at proportionate cost

Table with columns: Cash you get, Repay Monthly, 6, 9, 12, and corresponding interest rates.

Advertisement for French's Mustard featuring illustrations of people and a jar of mustard. Text includes 'We use FRENCH'S!', 'IT'S GOT THAT ZING!', 'THAT CERTAIN THING!', 'THAT THRILLING THING!', 'CALLED FLAVOUR!', and 'French's MUSTARD'.

QUICKIES By Ken Reynolds



"Here's a Guardian Want Ad on floor sanding—gracious, who'd want sand on their floors?"



Born with but one front leg, this bull calf can jump and run with the best of his four-legged brothers and sisters, according to his owner, Bernard Gerken, whose farm is near Hillsdale, Ill. This rarity comes but once in several hundred thousand births.

to freight rates because we are handing over to them a fine, new boat, a boat and docks which they do not maintain. They do not even charter them, and they do not own them. It is a wonderful proposition if it is turned over to them. We will look forward, Mr. Vaughan to proper consideration with respect to freight charges.

Mr. Vaughan: "We are giving it our consideration now, Mr. McLure. I was just going to point out that there is no revenue from that ferry which comes to the Canadian National Railways, and the expenses are taken out of our accounts, the operating expenses do not come out of our funds at all."

Mr. Hatfield: "What account does it come out of?"

Hon. Mr. Chevrier: "We all have a soft spot in our hearts for the Island."

Mr. Vaughan: "The loss is naturally offset by the subsidies; that is to say the dominion government reimburses us for any loss there may be on the operation of the ferry."

Mr. McLure: "You would have to have the revenue freight last year. Now, there were 170,000 passengers passed over that ferry."

Mr. Vaughan: "That accrued to the ferry and the expenses are charged to the ferry, but in the final analysis the government pays the loss, whatever it may be."

Mr. McLure: "You may pay out, first the charges for repairs on the ferry and then charge it back?"

Mr. Hatfield (Victoria-Carleton, N.B.): "Does not the ferry come into your operating revenue?"

a few flowers and cleaning up the lawn as well." A red tractor on a neighboring slope puffed away, busily drawing a set of harrows.

"And" continued James "other farmers on the land—and us with so much to do that we hardly know where to begin. Do you know what my mother'd do? She used to sweep every inch of the lawn and thin nothing of it and now your mother," he said to Jock "can't get time to even rake it!" James stoops sometimes to strategy to obtain feminine help. This is an unflinching method. Not that it was at all difficult to leave the indoors this afternoon, not when a brown bird sang in an orchard tree and a sparrow with a cumbersome load of feather in his beak listened a moment while his better half asked with interest: "And what's she saying now?" "The daffodils are coming!" I had called to Jeanne "but oh dear, the hollyhocks, are gone—every last one of them."

James caught my words. "Hollyhocks be," he said "never mind poking about those beds. Come and hold the mare while we load

(Continued from Page 2)

on some of those branches. I was simpler than you to haul them here in the first place."

The work is done now and bird song is stilled except the odd sleepy murmur that comes from a wide old eave outside the window, where sparrows nest. At the barn a calf lows plaintively; a heifer answers. The trees are held still in the peace and calm of the evening. Not a breath of a wind to whisper among the branches. It has been an altogether enjoyable day this—the one when we landed the yards.

Until tomorrow — Diary—Good-night.

PREPARE FOR SUMMER

PORTAGE LA PRAIRIE, Man.—(CP)—Thousands of young flowering plants grown from \$60 worth of seed this spring, are being groomed for the public's critical eye in the Island Park greenhouse. They will be transplanted to the many decorative beds throughout the park.

Advertisement for ENO'S FRUIT SALT. Text includes 'HOW WILL YOU FEEL TOMORROW?', 'Safeguard against discomfort of DULLNESS SICK HEADACHE ACID INDIGESTION CONSTIPATION', and 'take ENO Tonight! Tomorrow Feel BRIGHT!'. It also lists 'EFFECTIVE DOUBLE ACTION!' and '1. ANTACID - relieves sour stomach, gas and heartburn promptly. Take anytime. 2. LAXATIVE - quickly relieves temporary sluggishness... cleans the system. Take before breakfast when needed.'