

Mr. McLure Charges Neglect Of PEI Interests At Ottawa

Charges that the Federal Government has neglected this Province in the matter of transportation and necessary public buildings were made in a strongly worded speech in the House of Commons on March 17 by Mr. W. Chester S. McLure, M.P. for Queen's. Following are excerpts from the Hansard report of his address:

"I have suggested this before," Mr. McLure said, "and again I charge them with wilful neglect, with not doing justice to Prince Edward Island under the terms of the union. Since I came here in 1945 I am not unmindful of getting after the Minister of Transport (Mr. Chevrier) with regard to the new steamer for us. Finally, after a couple of years of waiting, we secured an excellent boat, the Abegweit, to replace the S.S. Charlottetown which was lost. Then the S.S. Charlottetown was lost while on her way from Borden to Saint John, N. B. for repairs.

"Had the government of the day fulfilled the terms and the recommendations of the Andrew Rae Duncan commission of 1926 and had fulfilled the terms of union of 1873, we would not have lost the S.S. Charlottetown because she would have been repaired in the province in which she was in service. Recommendations were made by the Andrew Rae Duncan commission for the improvement of the harbour situation of Charlottetown and for building what was called today a marine railway slip. This was a promise that was given to us by the government, but it is one that they have never even tried to fulfil.

Maritime Commission's Veto

"I want to say just a few words further with reference to transportation. To my surprise I find that the Canadian Maritime Commission, authorized by this Government, has now the full authority over all our transportation problems. They say yes or no, and with respect to our problem of transportation they do not seem to know anything but no. Let us look for a moment at the last decision so that they have given us. We in the Maritimes know, as do most of the members of the House, that we have two ferry systems. One is called the Borden-Tormentine ferry system, with

two ships, namely the Abegweit and the Prince Edward. This Borden-Tormentine ferry is doing an excellent job for us. This ferry was given to us by the Borden Government as part of the fulfilment of the terms of union of 1873. Besides the Borden-Tormentine ferry, we have another ferry operated by Northumberland Ferries Limited, giving service between Wood Island and Caribou. This ferry is a little different from the other one.

"The Borden-Tormentine ferry is a government ferry, a government service, while the Northumberland ferry system is a private enterprise ferry subsidized by the Dominion Government. This ferry, known as the Wood Island-Caribou ferry, has given an efficient service to farmers, fishermen and others. As a matter of fact, during the last two years the traffic on this ferry has become so great that it is impossible for the company to handle it.

Invaluable Service

"I might say further that this company have done a great deal in the interests of farmers, fishermen and the tourist industry. It is, however, a common thing to go down to this ferry, either on the Wood Island side or on the New Brunswick side, and to find there long queues of cars and trucks waiting for transportation, notwithstanding the fact that they have two boats. One of them is small and one of them is fairly large. They are the Prince Nova and the Charles A. Dunning; but they cannot handle the traffic at all, especially in the months of June, July and August.

"This company has submitted facts and figures to the government, and I am not going to put on record, as I did before, the figures showing growth of traffic over this ferry, because, within the last ten days, the government has had the facts and figures placed before them; they have been placed before the Maritime Commission and, through that Commission, before the Department of Transport, with all the details to which consideration should be given. The Commission listened to the delegation that came here and spent three or four days. I was not on that delegation nor was I even invited in on it; but I learned that they did not have a good reception given to them by the Canadian Maritime Commission.

"Nothing Doing"

"The Commission accepted their briefs in order to stow them away, but the decision they came to, when the briefs were presented, and they were asked to assist in getting a new boat of larger dimensions for this Wood Island-Caribou ferry the answer given, without even going over the brief, was 'Nothing doing'; and they never gave a legitimate reason for it.

"You could not, however, expect anything else from this Commission. In the first place, I do not believe there was one man on that Commission who knew the terms of Confederation of 1873 or the recommendations with regard to transportation contained in the report of the Andrew Rae Duncan commission of 1926. For a Commission of that kind to veto the proposals of this delegation, to the detriment of traffic from Wood Island to Caribou, is something that I think should be fully considered.

Federal Responsibility

"In my humble opinion the

delegation made a mistake twice over. The first was this. When this Commission told them 'Nothing doing,' right there and then the motion was stated: We will not accept your decision in any form. The other mistake they made was this. They should never have gone before this Commission, notwithstanding the fact that it may have been appointed in some way by the Government.

"On transportation questions we are not dealing with sub-contractors—although sometimes we have been subjected to them—but we must deal directly with the Minister of Transport and the Government. If we were dealing with them, we could turn around and say: Here is our proposition; you owe this Province of Prince Edward Island proper transportation according to the terms of Confederation. Give this to us at the present time.

"One little excuse was made about three months ago that there was a shortage of steel. When the delegates come back again they will have another excuse about the economy of the country. And yet they want our people to become producers of foodstuffs they will not give them the proper means of transporting their produce to market. I mention this to show—that the Commission had no right and no knowledge to study a problem of that kind.

"I wish to say on behalf of the Wood Island ferry that during the railway strike of two years ago it was the only connecting link, in so far as transportation is concerned, between our Province and the mainland. During that time the ferry gave a wonderful service.

Company Willing

"I hope that hon. members will not look in this question as if we were trying to get something for nothing. This company was willing to pay its share of building the boat. They were willing to enter into a contract over a period of years. Even when they were shut off and it was said that there was nothing doing for them they went to the United States and found that they could get four or five boats there that, with a little alteration, would have given good service in the Northumberland ferry service. But an order in council was passed which said that no Canadian could buy boats for the next five or six years. Therefore that proposition was vetoed. "I hope that our Legislature in Prince Edward Island, which is sitting at the present time, will not accept the refusal of this commission. I guess right on this—that they will bring a new petition before the Minister of Transport (Mr. Chevrier) and the Government and that they will succeed in getting what they truly deserve.

Election Promises

"I have a few more things with reference to my constituency that I wish to mention. While they may not be of direct interest to other hon. members, that does not bother me. They still are of interest to me as one of the representatives of Queen's constituency. In our Province we had two elections recently. Going back to 1945 I find that a great number of promises were made by the Liberal Party. First of all, in 1945 we had the promise that a fine Dominion Building would be erected in Charlottetown. It was a good promise for an election, but we heard nothing more of it until we commenced asking questions on the floor of the house; and even up until the other day nobody seemed to know anything about this building at Charlottetown. "They told us repeatedly that it would be built. They even bought some properties on which the building is to be erected. In addition to that, they drew extensive plans and they even made cuts of the building and had them published before the election by the press of the Island, saying: Here is this wonderful building. When I ask the Minister of Public Works (Mr. Fournier) when it is to be built I find that he does not know. I suppose it will be held out as another promise to be made use of in the next election. We will have to wait for that.

Naval Barracks

"For the last five years we have also been promised—and the records of the House will show that—a Naval Barracks. In answer to a question of mine last year the Minister told us that the Naval Barracks would be built. We have had that promise ever since 1946. The same thing is true of the armouries.

"The Armouries Building was promised definitely three years ago, but we are farther away from it now than we were then, because the last excuse was that there was one other place promised one first, and when it was built then we might have ours next. I understand that they are not going to build the other one for the next four or five years, but we are still playing second fiddle.

"Another thing we were promised definitely was harbour improvements and marine railway slips. I have brought this matter up on several occasions. Every government and every party are committed to these two particular promises. These things are badly needed in our province, but nothing has been done so far with regard to them.

Incapacitated People

"I shall leave the Public Building for the time being. In reading over the Speech from the Throne I was disappointed to find no mention of incapacitated people. I had hoped, as many others had, that in the speech from the throne we would find that that part of the social security plan would come into effect at this time. The only thing I see is that in the notices of motion on the order paper I find motion No. 10 which reads:

"That, in the opinion of this House, the Government should consider the advisability of co-operating with the Provincial Governments for the purpose of providing pensions, equal to old age pensions, for all those who are in-

Island Man Shops In Germany



Shopping in down-town Hannover, where they are stationed with the 27th Canadian Infantry Brigade, are Privates A. A. MacDonald, Morell, P. E. I. (left), and J. T. Mawdsley, Amherst, N. S. Both men are serving with 55 Transport Company, R. C. A. S. C. (National Defence Photo).

Deserving Class

"In closing I would repeat what I said earlier with respect to transportation, and I would hope that the other hon. members would take up the cause of the incapacitated people in all districts of Canada. To them more than to any other class we owe a livelihood, in this fair country of ours. "Prince Edward Island is certainly one Province that has done and is doing its full share in the production of foodstuffs for both the domestic and export markets. As I said earlier, however, if we do not have proper transportation facilities our people will find it difficult to produce, only to find that it cannot be transported to the point of consumption. I had intended to make some further observations, among which were some references to the postal service in Prince Edward Island, but I shall defer those remarks until a later time."

Needy Pensioners

"Then I would turn to another matter connected with pensions. In common with many other hon. members, I have referred to pensioners paid to those who have retired under the old pension plan. Before the increased cost of living, the amount they received was almost sufficient for their purposes. Today, however, it is quite inadequate. I am thinking particularly of those who worked for the railways, as well as others who held civil service positions. "Many of those pensioners retired on amounts as low as \$25 a month. But even those who are receiving \$90 or \$100 today are not receiving sufficient to live. This is also true, and even more unfortunate, in respect of widows in receipt of pensions. There was some inkling in the Speech from the Throne that action would be taken.

"Before I left my home to come to Ottawa I had visited a number of these pensioners. I have in mind one man who had worked 43 years, having entered the service at an early age. Upon his retirement two years ago he felt that, after working that length of time, he would have enough pension on which to live. He found, however, that he had to sell his property and then look for a job. This man had a family to support. "Because of the small pension he received, he had to come again

into the labour market. However, if the Government had increased his pension as it should have been increased, to a point where it would take care of the increased cost of living, he would not have had to re-enter the labour market and thus take a job from someone else.

Tenders Congratulations

In his opening remarks Mr. McLure congratulated two young men from Prince Edward Island, Mr. Allan McDonald, a Scotsman, and Mr. Walter Read, an Irishman. "These students from St. Dunstan's University," he said, "have won the debating championship of the whole of Canada, according to press reports; and their final score was made right here in the Federal capital of Canada about ten days ago."

"I also want to congratulate the farmers of my constituency and my Province. Again according to the press Prince Edward Island won the reputation of having the best hogs for bacon to be found anywhere in the world, and last year we led every Province in Canada in our percentage of first quality animals. "Also within the last two weeks or so an exhibition has been going on down in Florida, and Prince Edward Island seed potatoes have topped all others as the only ones absolutely free of disease. That is something very worth while because if you do not have the best seed you cannot grow good potatoes."

HISTORIC DEFEAT

There were 132 vessels in the Spanish armada against England in 1588, of which only 50 returned to Spain.

Two Can Sing

by James M. Cain

CHAPTER ONE Part Two

She was going back to singing because she wanted to go back to singing, but she wasn't satisfied just to do that. She had to harpoon me with it, and harpoon me where it hurt. And, in the second place, all we had between us and starvation was the dough I had salted away in a good bank, enough to last at least three more years, and after that the house, and after that my share in the Craig-Borland Building, and after that a couple of other pieces of property the firm had, if things got that bad. I had never asked Doris to cut down by one cent on the household expenses or give up anything at all. I mean, it was a lot of hoovey, and I began to get sore.

"Doris, be your age, you're only trying to make a bum out of me, and I'm not going to buy it."

"You have to thwart me, don't you, Leonard? Always."

"There it goes. I knew it. So I thwart you. How long have you had this idea?"

"I've been thinking about it quite some time."

"About two months, hey?"

"Two months? Why two months?"

"It seems funny that this egg comes back from Europe and right away you decide to resume your career."

"How wrong you are. Oh, how wrong you are."

"And, by the time he gets his forty a week, or whatever it is he takes, and all the rest of his cuts, you'll be taken for a swell ride. There won't be much left for the husband and kiddies."

"I'm not paying Lorentz anything."

"... What?"

"I've explained to him. About our—circumstances."

I hit the roof then. I wanted to know what business she had telling him about our circumstances or anything else. I said I wouldn't be under obligations to him, and that if she was going to have him she had to pay him.

"But I lost the fight, just as I always did. I wished I could stand up against her, but I couldn't."

That night she undressed in the dressing-room, and when she came out she went to the door of the nursery, where the kids slept before they got old enough to have a room. . . . I've decided to sleep in here for a while, Leonard. I've got the exercises to do when I get up and—all sorts of things. There's no reason why you should be disturbed."

"Any way you like."

"Or—perhaps you would be more

comfortable in there."

"Yes, I even did that. I slept that night in the nursery, and took up my abode there from then on. What I ought to do was go in and sock her in the jaw, I knew that."

So for the next three months there was nothing but vocalizing all over the place, and then it turned out she was ready for a recital. For a month we got ready for the recital, and the less said about it the better. Never mind what the hall cost and the advertising cost, and that part. What I hated was drumming up the crowd. I don't know if you know how a high-toned Social Registerite like Doris does when she gets ready to give a recital to show off her technique. She calls up all her friends and sandbags them to buy tickets, at \$2 a ticket. And not only does she call up all her friends, but her husband calls up his friends, and all her sisters and her cousins and her aunts call up their friends, and those friends have to come through, or else it's an unfriendly act. Oh, yes, culture has its practical side when you start up Park Avenue with it.

I don't know when I tumbled to it that Doris was no good. But some time in the middle of all the excitement it just came to me that she couldn't sing, that she never could sing, that it was all just like a pipe dream. I tried to shake it off, to tell myself that I didn't know anything about it, because that was one thing which had always been taken for granted in our house; that she could have a career if she wanted it.

But I couldn't shake it off. I just knew she was no good, and didn't know how I knew it.

The recital was in February, at eleven o'clock of a Friday morning. About nine o'clock I was in the nursery, getting into the cut-away coat and gray striped pants that Doris said I had to wear, when the phone rang in the bedroom and I heard Doris answer. In a minute or two she came in.

To be continued

CHAPTER ONE Part Two

CHAPTER ONE Part Two

KING COLE TEA
Fragrant and Delicious

A Quick and Easy Way TO STOP COCCIDIOSIS
"COXINE"
in the drinking water
SIMPLE TO USE - ECONOMICAL
TABLETS No. 2315
25 tablets \$4.85 - 50 tablets \$9.40
CONCENTRATE No. 2528
4 fl. oz. \$1.30 - 16 fl. oz. \$4.10

WORTHY'S
DRUG STORE
LEIGH SEMPLE, Mgr.
PHONE 271
178 Queen St.

COAL
UNLOADING TO-DAY
HARD COAL
OLD SYDNEY SCREENED
SPRINGHILL SCREENED
BRAS D'OR STOKER
ACADIA NUT

SOLD IN ANY QUANTITY AT
LOWEST PRICES

A. Pickard & Co.
PHONE 240

PRICE

FERTILIZER
THAT MAKE FIRM FRIENDS

AMMONIUM NITRATE	\$99.00	(\$93.00)
SULPHATE OF AMMONIA	\$69.00	(\$63.00)
SUPER. (Granular)	\$41.00	(\$35.00)
MURIATE OF POTASH	\$64.00	(\$64.00)
3-15-6	\$49.00	(\$44.00)
3-15-6 (3% Borax)	\$52.00	(\$47.00)
*5-10-10	\$51.20	(\$46.00)
*5-10-13	\$53.80	(\$49.00)

Per Ton F.O.B. Charlottetown
*For \$1.00 per ton additional we guarantee 1% M.G.O.
Our 1951 prices in brackets

PRICES SUBJECT TO CHANGE WITHOUT NOTICE
Discounts to recognized dealers.
Orders subject to confirmation

Make Your Fertilizer S's Go Further

The **Island Fertilizer Co.** Ltd.
Charlottetown, P. E. I.

VALUE

Home for Easter
by
PREPAID RAIL TICKET

Make this a really Happy Easter! Bring home those you love with the thoughtful gift of a Prepaid Rail Ticket. It can be a single or return fare, first class or coach. All details will be handled by your Canadian Pacific agent, who will send a Prepaid Rail Ticket to any place, at no extra cost. Meals can be paid for in advance, too! And remember—travel by train is safe, dependable, economical.

Full information and reservations from any Canadian Pacific agent.

Canadian Pacific

Spring
AUTO SERVICE
Package Offer

here's what we do:

- Adjust carburetor and clean fuel pump and filter.
- Clean and adjust spark plugs
- Clean and adjust distributor points
- Replace oil filter cartridge if necessary
- Adjust fan and generator belt.
- Service battery
- Completely lubricate chassis
- Drain and refill crankcase, transmission and differential
- Clean and refill oil bath air cleaner
- Inspect front end and steering
- Inspect entire braking system
- Adjust brakes
- Service the cooling system

Put new "ZIP" into your car . . . make it "shiny-eyed" for Spring. Drive in for our spring change-over and tune-up . . . you'll get dependable, complete service . . . where the best costs less.

STEWART MOTORS LTD.
224 GT. GEORGE ST. PHONE 831
Genuine Parts for all Ford of Canada Products