

Opposition Brief By I.M.T. Ltd. Is Presented

The following brief opposing the C.N.R. application for bus licenses was filed with the Legislative Committee on Transportation on behalf of Island Motor Transport Ltd. in connection with the hearing which opened before the Committee yesterday.

"Island Motor Transport Limited is a highway carrier of passengers and express, long established and exclusively operating on all major routes in the Province.

"The brief in support of the proposal of the Canadian National Railways asserts that it has no desire or intention of interfering in any way with the rights and services of other bus operators. It is urged that if the Canadian National Railways operate a bus service it will not affect the existing highway carriers over the same route, as the services proposed are desired to handle traffic presently moving by mixed trains. The closing assertion is that the Railway does not seek a transportation monopoly.

"The routes over which the Canadian National Railways are seeking the right to operate are exactly the same routes now travelled by Island Motor Transport Limited and serve the same area now served by that carrier, so that to allow the application would result in duplicate services on all such routes. There is submitted herewith a map showing the routes now served by Island Motor Transport Limited and the routes over which the Canadian National Railways seek the right to operate.

Continuation of Services

"The disastrous effect of duplication of highway services has been recognized by motor carrier boards and public utility boards throughout the Continent. It is an axiom that two highway carriers just cannot operate on the same route. The traffic is not

available. That is especially true in Prince Edward Island, where times of travel are by individual choice, there being no mass movement to or from any centre of industrial employment.

"Notwithstanding the protestations of the Canadian National Railways, it does not require much realistic thinking to foresee that once the Canadian National Railways go on the highways Island Motor Transport Limited must go off unless there is the utmost protection afforded to Island Motor Transport Limited, and even that protection could not provide an encouraging prospect. There is just not enough passenger traffic available on Prince Edward Island to permit two highway carriers to operate over the same route, nor indeed to serve the same areas.

"With the utmost respect, we submit that in a democratic country a Crown Company cannot be permitted to force out of business a franchised privately owned public carrier without payment of adequate compensation.

"In all aspects of intent of public utility control, Island Motor Transport Limited had and has what virtually amounts to an exclusive franchise to operate on the routes now discussed, a franchise practically perpetual, while adequate service be maintained. Carriers, as all other utilities, are thus encouraged to pioneer new fields and operations with the assurance that if business circumstances and their own operating abilities permit, they may finally recoup early losses and enter upon a level of modest profit for services rendered.

Incorporated in 1936

"Island Motor Transport Limited was incorporated in the year 1936, and since then has been absorbing losses in the process of getting established and selling the advantages of highway transportation to the public. The Company realized that it was necessary to familiarize itself with the particular needs of the Prince Edward Island travelling public. Mistakes undoubtedly have been made. It was necessary to proceed by a process of trial and error. In that process deficits amounting to \$93,464.74, as of June 30th, 1951, the end of the last fiscal year, have been accumulated. These losses were taken with the expectation that if traffic increased, profits would be earned that over a long period would wipe out the losses to date and eventually show a net gain.

"The time for the Canadian National Railways to display interest in highway transportation was before other interest entered the field. Twenty-five years ago the Canadian National Railways sat back and looked askance at highway carriers. Today the Canadian National Railways complain vociferously of highway competition. Under those circumstances the Canadian National Railways are not today entitled to special consideration.

"The effects of the last railroad strike on Prince Edward Island should not be overlooked. If the Canadian National Railways are permitted to operate highway services there is no question but that the employees of the subsidiary bus company will be members of the same union as the Canadian National Railways employees. During the last strike travellers all over Canada and especially on Prince Edward Island leaned heavily on highway traffic. It is not necessary to suggest what would have happened if both the railway and the bus employees had been on strike. The Prince Edward Island Legislature has already expressed its opinion of the condition resulting from that situation.

"Island Motor Transport Limited does not want to be forced out of business, nor does it want Canadian National Railways competition thrust upon it.

"It is therefore submitted that Canadian National Railways proposals in respect to entering the highway field should be rejected in toto. Alternatively, Island Motor Transport Limited submits that if entry by the Canadian National Railways is permitted, it should be subjected to the stipulation that Island Motor Transport Limited will be reimbursed for its losses to

date and that Island Motor Transport Limited schedule over the same route will be given the fullest measure of protection. And even with that protection, Island Motor Transport Limited will have difficulty in breaking even, so it is further submitted that some type of subsidy to enable future operation should be provided.

Particular Stipulations

"In particular, Island Motor Transport Limited asks that the following minimum protection be afforded on the undermentioned routes:—

"(a) No trips by the Canadian National Railways within four hours of Island Motor Transport Limited trips between the hours of noon and 6:00 p.m.;

"(b) No trips by the Canadian National Railways within three hours of Island Motor Transport Limited trips between the hours of 6:00 p.m. and noon on the following day.

"The routes on which protection is particularly desired are:—

"(1) Tignish through Summerside to Charlottetown via both Kensington and Borden;

"(2) Souris-Mount Stewart-Charlottetown-Summerside-Borden;

"(3) Charlottetown-Wood Islands Ferry.

"It is assumed that the Canadian National Railways do not intend to put a run on between the Town of Summerside and the Summerside Airport. That is purely a local run.

"It should be recalled that some time ago it was proposed by the Provincial Government that Island Motor Transport Limited and the Canadian National Railways cooperate, and by mutual agreement provide a coordinated system of transportation on Prince Edward Island. Island Motor Transport Limited agreed with this proposal and made representations to the Canadian National Railways with a view to concluding an operat-

ing agreement. Such an agreement was discussed but not concluded. Island Motor Transport Limited is still prepared to enter into negotiations with the Canadian National Railways with a view to implementing a cooperative operating agreement."

POPULAR SPORT

OSLO—(CP)— The Norwegian soccer federation, celebrating its 50th anniversary, reported 65,000 active soccer players are listed with 1,265 affiliated clubs in Norway.

HISTORIC FLIGHT

LONDON—(CP)— Richard Gillespie, chairman of a chain of British theatres who started many music hall stars on the road to success, died at age 73. He claimed to have helped start the vogue for dance bands and swing music in Britain.

DUNVEGAN, CROSSING, Alta.—(CP)— A new ferry has been put into operation on the Peace River here, connecting the north and south areas of the Peace River District. Without the ferry, detours of up to 180 miles would be necessary.

"Shall I send it, Madam?"



"She's my favorite customer — Mary Jones' youngest. Comes in, regular, as clockwork, with her mother's grocery order. And am I happy to fill it!"

"Shocked us all when her dad died so suddenly. How would Mary manage with three youngsters to feed? But we needn't have worried. They eat regularly . . . and well. Jim saw to that.

"Wealthy man? My goodness, no! He just had his job, but he put every cent he could into life insurance. Guess Mary sometimes thought it was too much. She doesn't now!

"Yes sir . . . life insurance is the one thing no family man can afford to be without!"

THE MANUFACTURERS INSURANCE LIFE COMPANY

HEAD OFFICE (Established 1887) TORONTO, CANADA

SPECIAL REPRESENTATIVES
 B. H. HUGHES, Insurance Agency C. M. FRAZEE
 72 Grafton Street 179 Queen Street

BUY Firestone TIRES

THE Only TIRE PROVED ON THE SPEEDWAY FOR YOUR Safety ON THE HIGHWAY.

FRIDAY EVENING 6:00 TALKS—CANADA NETWORK

SCRAPE up your SCRAP

Lead, copper, brass, radiators, steel, batteries, beer bottles, hides — All mean MONEY to you.

We pay highest market prices for your scrap.

steel and cast iron delivered our yard we will pay \$20.00 per gross ton. For truck loads of mixed

MAURICE BLOCK & CO.

Centrally located on Kent St., rear of the new Block Building—Phone 2208.

B-H PAINTS

cover more area!



...in the greatest test of all

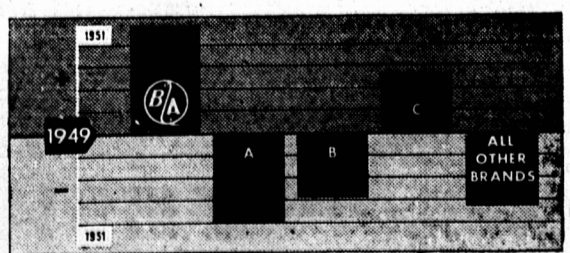
MORE PEOPLE Prefer B-A 88 & 98

The general public will give any product the greatest test there is! And it was in actual performance on the road . . . in all kinds of cars, with all types of drivers, under all driving conditions . . . that B-A gasolines soared to the top in public preference. There were reasons why more people than ever prefer B-A 88 and 98 gasolines. They found they were getting

extra power for pick-up; for hills, for long hours of steady driving. They found B-A was economical, and they found it was the right answer to top engine performance. They found, too, they liked B-A service, and the clean stations where trained attendants gave them courteous and skilful attention. It's no wonder that more people than ever prefer B-A!

independent survey shows big gain in preference for B-A

In 1949 and again in 1951 independent research panels asked thousands of Canadian motorists a simple question: "Which gasoline do you prefer?" In that brief period B-A showed a soaring increase in public preference. This survey was based on a cross-section of the Canadian motoring public from coast to coast. And it proves that after actual use by all kinds of drivers B-A is preferred by more people than ever before!



B-A 88 & 98 gasolines are top-rated by more people than ever before

THE BRITISH AMERICAN OIL COMPANY LIMITED
 The Largest Oil Company Owned by Canadians



I'll be ready for next Christmas - will you?



NOW IS THE TIME TO OPEN A CHRISTMAS SAVINGS ACCOUNT AT... **MY BANK**

BANK OF MONTREAL

Canada's First Bank

Charlottetown Branch, 106-107 Grafton Streets
 BEN ROGERS, Manager

WORKING WITH CANADIANS IN EVERY WALK OF LIFE SINCE 1817

