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Royal Taste

Continued from page 2

not as well as Princess Margaret. All her clothes were handed down to Princess Margaret, who did not resent the inheritance at all, until she was 17.

As children, the royal sisters were not above taking a whack at each other, if roused. Princess Margaret was known to bite, and Princess Elizabeth's hand bore the royal teeth marks.

Once, they were put to bed early on a royal train, about to leave for Balmoral. A policeman on duty heard a persistent tapping at one of the windows. Upon investigation he found a little girl clutching a shilling and whispering, "Please, Mr. Policeman—go and get us some comics." He fetched them. But he used his own money and kept their shilling as a memento.

Before one garden party Princess Elizabeth was heard to caution her sister: "... and if you see someone with a funny hat, Margaret, you must not point at it and laugh. And you must not be in too much of a hurry to get through the crowds to the tea table. That's not polite, either."

Princess Elizabeth had several French teachers. One of them was a pain in the neck. Her methods consisted chiefly of writing out endless columns of verbs. One afternoon strange sounds issued from the study. Madame was shattered and horrified. The Princess, thoroughly bored, had rebelled. Without any warning she had picked up a silver inkpot and put it upside down on her head. She sat there, the ink trickling down her face and dyeing her golden curls blue. Madame could never explain. She was past explaining. She had to retire and drink water.

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York and Vicinity

Mr. and Mrs. John Holroyd, Winsloe, recently visited in York.

Miss Marie Craswell, North Winsloe, was a visitor to York recently.

The many friends of Mrs. Bessie Taylor are sorry to hear of her recent injury.

Mr. and Mrs. Robert Craswell, North Wiltshire, were visitors to York recently.

Mr. and Mrs. Rendle Houston, City, were recent visitors to York, the guests of Mr. and Mrs. Gordon Crockett.

Mr. and Mrs. William Harriman and son Vincent, North River, were visitors to York recently, the guests of Mr. and Mrs. Leonard Newton.

Mr. and Mrs. Claude Craswell, North Winsloe, were visitors to York recently, the guests of Mr. and Mrs. Gordon Crockett.

Miss Marlon Murray has returned to her employment at the Health and Welfare Office, Charlottetown, after spending her vacation at her home in York.

KIDNEY ACIDS Rob your Rest..

Many people never seem to get a good night's rest. They turn and toss—blame it on 'nerves'—when it may be their kidneys. Healthy kidneys filter poisons and excess acids from the blood. If they fail and impurities stay in the system—disturbed rest often follows. If you don't rest well get and use Dodd's Kidney Pills. Dodd's help the kidneys so that you can rest better—and feel better.

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CENTRAL GUARDIAN Full Text Of Judgment In Freight Rate Zone Case By Chief Commissioner Archibald

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LITTLE THEATRE GUILD of Charlottetown, Membership Week, September 15th—22nd. Buy your Membership now. Holmans Window, Friday and Saturday, Sept. 21st and 22nd.

A SPECIAL THANK OFFERING SERVICE for the North Wiltshire Women's Missionary Society, will be held in the Church on Sunday evening, September 23rd, 7:30 P. M. Guest Minister, Rev. John T. Irwin Special music.

RETURN FROM COURSE. — Miss Mary Gunn and Mrs. Walter White returned Wednesday from Moncton where they were attending a Post Graduate Course in Hair-cutting and Hair styling, etc., by Mr. Robert Plance of New York, noted Hair Designer.

ENGAGEMENT.—Mrs. H. Lodge Birt wishes to announce the engagement of her daughter Vivian Eileen Drake to Robert Neil MacKinnon, son of Mr. and Mrs. MacKinnon, St. Peter's Bay. Marriage to take place in the near future.

ENGAGEMENT. — Mr. and Mrs. Edgar Whitlock of Charlottetown, announce the engagement of their daughter Shirley Catherine to William Henry Soper, son of Dr. and Mrs. W. H. Soper of Charlottetown. Marriage to take place in the near future.

ENGAGEMENT. — Mrs. John A. MacKenzie, Victoria Cross, wishes to announce the engagement of her youngest daughter Edna Margaret to Clifford Russell son of Mr. and Mrs. Russell H. Campbell, St. Peter's Road, Charlottetown. Marriage to take place early in October.

KIWANIS TREAT. — In recognizing International Kids Day, Saturday, the Kiwanis Club of Charlottetown will play host to a free movie for the children of the city at both the Prince Edward and the Royal Canadian Mounted Police will give a short talk on "Road Safety". The committee in charge of the event includes Byron Grant and Dr. Leo McIsaac. The President of the Kiwanis is Jack Trainor.

IN MEMORIAM

GILBERT I. GALLANT

The news of the passing of Gilbert I. Gallant a life long resident of Fortune Cove, Prince County, on July 26th at the age of 78 years, was heard with deep regret by a host of relatives, friends and acquaintances. During his lingering illness he was visited by his pastor Rev. M. J. Rooney who consoled him with the Holy Sacraments of the church of which the deceased was a faithful and fervent member.

The late Mr. Gallant was an active member of the Holy Name and L'Assumption Societies and he will be missed at the meetings and in the different activities of those organizations.

His funeral which was largely attended was held on July 28th, from his late residence to St. Anthony's Church, Bloomfield, where Requiem High Mass was celebrated by his nephew, Rev. Plus Pinnan of Bathurst, N. B., who also officiated at the grave assisted by Rev. M. J. Rooney.

The deceased leaves to cherish his memory, two sons, Robert, Postmaster at Howlan and Arthur who resides at the old homestead; also three brothers and two sisters, namely: Sylvan and Paul of Kelly Road; Prosper and Mary, Mrs. E. R. Foster of Attleboro, Mass.; Elizabeth, Mrs. John Pinnan, Woodstock.

The pallbearers were — Alban Arsenault, Wm. E. Arsenault, Arthur Wallace, John Platts, Willis Brown and Earl Perry. May he rest in peace.

IN MEMORIAM

In loving memory of

LOYD O'BRIEN

who passed away

September 20th, 1948.

Nothing can ever take away The love a heart holds dear. Fond memories linger every day. Remembrance keeps him near.

Lovingly Remembered by Wife and Family.

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Following is the full text of the judgment given by Hon. Justice M. B. Archibald, Chief Commissioner, Board of Transport Commissioners, Ottawa, and concurred in by Deputy Chief Commissioner A. Sylvestre, in connection with the Board's ruling giving effect to the application for a single rate zone in Prince Edward Island for freight rate purposes:

Judgment

"By an application dated January 15, 1949, the Transportation Commission of the Maritime Board of Trade (now known as the Maritime Transportation Commission) on behalf of the Prince Edward Island Potato Shippers Advisory Association and interested Boards of Trade on Prince Edward Island, applied for the establishment of one rate zone on Prince Edward Island in respect of:

(a) rates on potatoes originating on Prince Edward Island destined to points in Canada outside of the Select Territory (as defined in Section 8 of the Maritime Freight Rates Act) and to the United States, and

(b) all class or commodity rates other than strictly distance rates applicable from, to, or between stations on Prince Edward Island or the one hand and to, from, or between stations outside the Maritime Provinces on the other.

Supplementary Application

"By a supplement dated March 1, 1949, to the said application the Same Transportation Commission applied on behalf of Boards of Trade on Prince Edward Island, the Prince Edward Island Potato Shippers Advisory Association, and interested shippers and receivers of freight located outside the so-called Inner Zone for the establishment of one rate zone on Prince Edward Island in respect of the rates generally described in the application dated January 15, 1949 but more specifically described in respect of paragraph (a) above as rates on potatoes originating on Prince Edward Island and destined to points in Canada outside of the Select Territory (as defined in Section 8 of the Maritime Freight Rates Act) and to points in the United States as per tariffs contained in statement marked "B" attached to the supplement, and in respect of paragraph (b) above more specifically described as all class or commodity rates other than rates that might be described as mileage scale or distance rates (i.e. rates applicable strictly according to distances) applicable

(1) from Prince Edward Island to stations outside the Maritime Provinces, and

(2) to stations on Prince Edward Island from stations outside the Maritime Provinces.

(3) between stations on Prince Edward Island and stations outside the Maritime Provinces.

Government Support

"Subsequently, the Government of the Province of Prince Edward Island joined with the Transportation Commission in the application.

"The applicants asked that a single rate zone be established on Prince Edward Island in respect of the above mentioned rates and that the level of rates applicable to the single zone be on the present Inner Zone basis hereinafter referred to.

"Prince Edward Island is presently divided in two rate zones, an Inner Zone and an Outer Zone. Insofar as domestic class and commodity rates from and to Eastern Canada are concerned, the Inner Zone comprises the Respondent's lines of railway from Borden to Charlottetown and Emerald Junction to Summerside. The Outer Zone includes all the Respondent's lines west of Summerside and east of Royal Junction, in other words both ends of the Island, as shown on Exhibits 9, 12 and 32.

"Rate zones in Prince Edward Island have been the subject of negotiation on several occasions between the Respondent and representatives of business interests of that Province, and have also been considered by the Royal Commission on Transportation, of which Hon. W. F. A. Turgeon was chairman. That Royal Commission referred at page 110 of its Report to the request of the Government of Prince Edward Island for the establishment of one zone for the whole Province, and stated that "It would be most desirable to have this request complied with."

Rates History Reviewed

"The history of rates from and to Prince Edward Island was dealt with at length by the applicants and respondent at the hearing of the application, and it appears from the evidence that changes were made from time to time in the rate zones and in the level of the rates in the zones in Prince Edward Island.

"The first through all-rail rates came into effect when the car ferry service was inaugurated in 1917 between Borden, Prince Edward Island and Tormentine, New Brunswick. At that time class rates between Montreal and Prince Edward Island were on a three zone basis in that Province, consisting of a zone corresponding to the present Inner Zone, and two Outer Zones, and the rates corresponded generally to what is known as the Halifax, Mulgrave and Sydney basis respectively.

"This three zone division was not eliminated until April 1924 when the class rates between Montreal and Prince Edward Island were constructed on the same basis as the class rates between Toronto and Prince Edward Island, and zones were restricted to the present Inner Zone and Outer



Hon. Justice Archibald

"As regards class rates between Toronto and Prince Edward Island the evidence is that in January, 1918, such rates in respect of the present Inner Zone were on the Mulgrave basis and in respect of the Outer Zone were on a little higher than the Sydney basis.

"On May 29, 1923, the rates from Toronto to the Inner Zone were reduced to the Halifax basis, and the rates to the Outer Zone were reduced to the Mulgrave basis, although rates from Montreal to the two Outer Zones previously referred to still continued on the Mulgrave and Sydney bases respectively.

"The reduction of the rates from Toronto followed a hearing held by the Board in April, 1923, concerning rates in Prince Edward Island. In the course of the hearing the question of zones was brought up, a conference was arranged between the complainants and the railway, and the reduction in the Toronto rates resulted.

Potato Rates

"Commodity rates between Prince Edward Island and stations in Canada outside of Select Territory are constructed on the same general basis as the class rates. As to commodity rates on potatoes, Exhibit 37 shows that the rates on potatoes to points in Ontario and Quebec are presently on the same grouping as the class rates from Prince Edward Island, the Halifax basis applies to the Inner Zone and the Mulgrave basis to the Outer Zone.

"It has also been shown that Prince Edward Island is treated as a single zone as regards the movement of potatoes from that Province to Western Canada, and shippers at Charlottetown, Summerside, Souris, Tignish and Elmira, for example, pay the same rate to Winnipeg and other destinations in Western Canada. These rates were established in 1936 and although they were dropped for a time they were re-established and are presently in effect without expiry date.

Rates To U. S.

"As regards International class rates between Prince Edward Island and points in the United States of America the evidence is that these rates were constructed on a mileage basis with the Canadian grouping broken into 20-mile blocks.

"The applicants urged the Board to request the railways to establish commodity rates on potatoes and turnips from Prince Edward Island to the United States on a one-zone basis.

"Mr. Headley, Assistant General Freight Agent, Canadian National Railway, testified that the same basis of mileage progression is employed in the United States portion as in Canada and that the United States carriers would not be willing to accept a class rate based on a single or a two-zone system in Prince Edward Island. I am not disposed to request the railways to change the present system of rates from Prince Edward Island to the United States.

"Evidence was given as to the course of the changeover from narrow gauge to standard gauge track in Prince Edward Island. According to the evidence the first train operation on standard gauge track took place in September, 1919. Standardization gradually proceeded and the final standardization, that of the Murray Harbour Branch, was not finished until September, 1930.

A Compact Area

"Considerable evidence was given as to what was called the "homogeneity" of Prince Edward Island as a compact producing and consuming area, 120 miles long and two to twenty miles wide, competitive in all areas, one with the other, to common markets; the distribution of acreage for potatoes; water competition; and the amount and character of freight originating and terminating in each zone.

"Evidence was also given as to the very considerable increase in freight traffic to and from the Province in recent years. The evidence in this connection shows for example that potatoes loaded at Prince Edward Island stations amounted to 60,136 tons in 1932, 229,963 tons in 1947, 210,539 tons in 1948 and 203,582 tons in 1950; and that freight unloaded at Prince Edward Island stations amounted to 202,590 tons in 1932, 494,900 tons in 1947, 541,752 tons in 1948, 471,436 tons in 1949 and 414,722 tons in 1950.

"Having regard to the Island position and characteristics of Prince Edward Island, the fact that Prince Edward Island is treated as a single zone insofar as movement of potatoes to Western

Canada is concerned and that the entire Island is also grouped as a single zone in respect of certain competitive rates on potatoes to United States points, and upon full consideration of all that was submitted, I see little reason why the present two-zone system should not be changed to a one-zone system.

"I do not think that the change would adversely affect the zoning presently in existence throughout the rest of the Maritimes. I am firmly of the opinion that a similar combination of the conditions that justify the establishment of one zone in Prince Edward Island does not exist in any other area of the Maritime Provinces, including Newfoundland.

Previous Board Judgments

"Counsel for the respondent referred to certain judgments of the Board in respect of the removal of unjust discrimination under which the lower rate creating the unjust discrimination should be increased or the higher rate reduced has been left to the railway concerned. However proper these judgments were on the facts on which they were given I do not think that they indicate the course that the Board should follow in the present case.

"I therefore direct that the Canadian National Railway Company establish not later than October 12th, 1951, one rate zone comprising the whole of Prince Edward Island in respect of domestic class and commodity rates, other than mileage or distance rates, applicable (a) eastbound between stations in Canada outside select territory as defined in Section 8 of the Maritime Freight Rates Act and stations in Prince Edward Island, and (b) westbound between stations in Prince Edward Island and stations in Canada outside the said select territory, and make applicable to the whole of Prince Edward Island the level of such rates now charged to and from stations in the present Inner Zone of Prince Edward Island."

A lengthy minority report, dissenting from the above judgment, was filed by Commissioner H. B. Chase.

Under the order issued by the Board, the Canadian National Railway Company is required "to file tariff amendments giving effect not later than Oct. 12, 1951, to the changes in rates and establishment of one rate zone comprising the whole of Prince Edward Island directed by the judgment herein of the Chief Commissioner and the Deputy Chief Commissioner dated Sept. 15, 1951."

The application for the above ruling was argued before the Board by Messrs. J. O. C. Campbell, K. C., and Rand H. Matheson, for the applicants, and Messrs. A. K. Dyart and A. H. Hart for the Canadian National Railway.

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