

# Crucial Point Said Missed In Transportation Study

By NEIL MATHESON

Fears that transportation needs of the Atlantic Provinces may not receive the consideration they merit from a group of consultants making a comprehensive survey for Ottawa, have been expressed by the four Atlantic Premiers. The fear was voiced by the Maritime Transportation Commission.

The survey of transportation needs is being undertaken by a group including the Economic Intelligence Unit of London, England, the H.G. Acres company, Niagara Falls, Ont., with a member of the department of transport.

The Maritime Transportation Commission (MTC) said, for example, "the study commissioned does not appear to be based firmly on the premise that the purpose and intent of the Maritime Freight Rates Act are sound... The examination of the

act is limited inasmuch as it is to be in light of the two recommendations of the MacPherson commission on transportation.

**IMPAIR EFFECTIVENESS**  
"It is understood," the MTC suggests, "the study will not consider the effects that changes in transportation as expressed in Bill 120,"—the federal bill incorporating the MacPherson suggestions—will have on the Atlantic Provinces... such omission will seriously impair the effectiveness of the study."

Unless the premiers, or their advisors, and the MTC are kept fully informed and consulted at all stages of the study, the interests of the Atlantic area may not be fully considered, the report to the premiers warned, and "this would not be in the best interests of the region."

Also suggested is that "the study appears to be more of an economic study than one of transportation... It appears to overemphasize the provision of facilities and under-emphasize the cost of transportation to the user."

The MTC "is concerned that the study might very well fail to find a satisfactory solution to the transportation problems of the region," its report emphasizes.

**WANT TO COMPETE**  
The position that the Atlantic area wants to protect and maintain is one that is designed to let them land their products in the lucrative central Canadian markets on a competitive basis with other Canadians who are much closer geographically.

That was the intent of the Maritime Freight Rates Act which came in 1927 as a result of recommendations made by the Duncan Royal Commission—an Island man Cyrus Macmillan was a commission member.

Newfoundland was not a province of Canada when the MFRA was passed, but its terms of union with Canada gave it substantially the same provisions.

The MFRA provided a subsidy of 30 percent on freight going out of the Maritimes. It also provided for the same rate on inter-

provincial freight within the Maritimes.

When a series of horizontal freight rates following World War Two robbed the Maritime area of much of the value of the MFRA's 20 percent subsidy, the subsidy was raised to 30 percent in 1957.

Discussing the problem with The Guardian E.D. Reid prominent Charlottetown businessman who has 12 years experience in the MTC, said the goal is to evolve a policy that will compensate automatically for fluctuations in the freight rate, so that the goal of the MFRA will be maintained—this is to let Maritime people land their products in the large Canadian markets on a competitive basis.

The MTC suggests to the premiers and they voiced agreement last night, that the group making the overall survey— it will require perhaps 18 months to complete—should maintain a close liaison with the MTC so that they would at all times be aware of the real needs of this area.

A study of the terms of reference given the people making the comprehensive transportation study, though, seems to indicate that at least some of the MTC's fears are not well founded.

For example the group is told to examine the effectiveness of the present transportation system of the Atlantic Provinces, bearing in mind the existing obligations of the federal government under the Terms of Union with Newfoundland, the Maritime Freight Rates Act, the Atlantic Development Act and the general policy of the federal government to foster the economic development and well-being of the Atlantic Provinces.

**BEST MEANS**  
It is asked "to make recommendations as to how the existing transport framework can best be developed to serve the Atlantic Provinces, and what new institutional arrangements, or additional transport facilities are required."

To examine the operation of the Maritime Freight Rates Act in the light of the recommendations of the 1959 Royal Commission on Transportation.

Specifically the group is asked to pay special attention to such things as an assessment. Of the present day effect of the MFRA on the economic development of the Maritime area.

Of the desirability and feasibility of implementing the recommendations of the Royal (MacPherson) Commission. Of the present methods of making payments to the railroads under the MFRA.

The formulation of appropriate recommendations on the above points.

The study is asked further: To co-ordinate the recommendations for the improvement of the transportation system, with the comprehensive plan for the economic development of the Atlantic Provinces now being prepared by the Atlantic Development Board.

To formulate a sequential plan for the improvement of the transportation system of the Atlantic Provinces, paying special attention to:

(a) The adjustment of railway rates.  
(b) The available alternative routes in relation to all forms of transport.  
(c) The provision of competing private services with or without subsidy.

And to approach the special situation of Newfoundland from within the economic setting of the region as a whole.

The terms of reference as set forth here, appear to be broad enough to cover the problems of the area. It is understandable though, indeed it is desirable, that the Economist Intelligence Unit, and Acres Research and Planning Ltd., the people charged with making the survey, should maintain liaison with the Maritime Transportation Commission a group of Maritime business and professional men who have long been associated with a study of the area's transportation needs, and the at-

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Plans, specifications, form of tender, and related forms and instructions may be obtained from the Department at Halifax upon the deposit of \$50.00 in the form of a certified cheque or money order made payable to the Receiver General of Canada. Deposits will be refunded when plans and specifications are returned in good condition.

The lowest or any tender not necessarily accepted.  
(Signed)  
A. W. H. Neider, Deputy Minister.  
D. J. O'Hagan, Area Purchasing Agent.

tempis made from time to time NOT SO SLOGGISH  
to meet those requirements. And that is one of the requirements suggested by the MTC and endorsed by the Atlantic Premiers who met here Monday.

## ELIMINATE WARBLE FLIES

Warble Flies cause financial loss to every cattle owner.

Gadding of cattle in the summer causes loss of milk production, meat production and physical injury.  
Larva or grubs cause slower weight gains in the fall and winter as well as damage to meat and hides.

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Treat Cattle by December 10 for Warble Fly Control.  
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## FEDERATION of AGRICULTURE County Annual Meeting

Kings—Thursday, Nov. 25, 1965  
8:00 p.m.—Cardigan Parish Hall  
Prince—Monday, Nov. 29, 1965  
8:00 p.m.—Athena High School, Summerside  
Queens—Thursday, Dec. 2, 1965  
8:00 p.m.—Birch Court

**SPEAKERS AND INFORMATION ON:**  
The Canada Pension Plan  
The Warble Fly Campaign  
Resolutions on Current Farm Problems  
Report on Federation Activities  
**ALL INTERESTED PERSONS WELCOME.**  
**ALL MEMBERS URGED TO ATTEND.**  
Shirley Sutherland Albert Linkletter  
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## IOOF GRAND MASTER VISITS HERE

Ray Goodwin of Paradise, N.S., grand master for the Maritime Provinces and Newfoundland for the Independent Order of Odd Fellows, made his official visit to St. Lawrence Willey Lodge, No. 163, here last night. The lodge held a joint meeting with Alpha Rebekah Lodge No. 10 in the IOOF Hall on Spdney Street. A large number were present to hear the grand master's address on the order. Forrest E. Clow, grand guardian Maritime Provinces and

## Premiers Object To Rail Rate Hike

Transportation provided the Atlantic premiers with the main source of agreement Monday, but the regional unity theme appeared to founder on the question of offshore mineral rights. A communique issued at the end of the Atlantic premiers conference said a large portion of the one-day closed session had been devoted to the transportation question. Indications were that all delegates agreed to maintain a solid Atlantic front in the face of any attempts to increase rail freight rates.

Premier Walter Shaw of Prince Edward Island told reporters after the meeting ended, there was a "long process of investigation" involved in the whole transportation field, but "Atlantic interests will be fully protected."  
Premiers Stanfield of Nova Scotia and Robichaud of New Brunswick and Finance Minister Frederick Rower of Newfoundland—standing in for Premier Smallwood—all agreed on the necessity of holding freight rates at their present level while a current study of the region's transportation problems is being held.

Spokesmen for the premiers were critical of the MacPherson royal commission reports on transportation saying the document failed to recognize the special needs of the Atlantic area.

**WOULD HARM EXPORTS**  
They said higher freight rates would disrupt efforts by Atlantic producers to transport their goods to central Canadian and American markets and still remain competitive.

The disagreement on offshore mineral rights came on top of a basic agreement that any offshore minerals belong to the provinces. In dispute was the method of determining whether such rights belong to the provinces or the federal government.

Dr. Rowe said Prime Minister Pearson's decision to refer the question to the Supreme Court of Canada was "the logical thing to do" because of the federal government's claim to the rights. If the Supreme Court ruled in Ottawa's favor, Newfoundland was "optimistic the federal government will be most generous" to the provinces.

But two premiers, Shaw and Stanfield, questioned the decision. If the federal government wanted to make a favorable settlement with the provinces, it was unnecessary to refer the matter to the Supreme Court beforehand, they agreed.

The communique said the premiers had considered possible ways of increasing trade with the New England states, and the premiers said the possibility of an Atlantic free trade area was included.

Mr. Shaw said all provinces had agreed the free trade possibility had to be "thoroughly examined" and said the proposal was "chiefly a matter for the legal men."

**WITHHOLDS ANSWER**  
Asked if he were hopeful the four provinces could be brought into the free trade arrangement with the New England states, Mr. Shaw said he could not be "either optimistic or pessimistic" until a legal study had been made.

In other business, the premiers agreed to ask the Association of Atlantic Universities to undertake a study on the question of reciprocal university aid.

Mr. Stanfield had said before the meeting opened he would press the other provinces to accept a system of granting students aid which could be carried into other Atlantic provinces.

He said after the meeting he hoped the other provinces would join in "organizing our resources" in education, but said he was satisfied with the decision to call for a preliminary study.

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## NOTICES

**Benevolent Irish Society**  
**Regular Monthly Meeting**  
Wednesday, November 24th  
8 P.M.  
All members are urged to attend.

## DEPARTMENT of HIGHWAYS

### CLOSING of ROADS REGULATIONS

Made under the provisions of Subsection (b) of Section 52 of The Roads Act, 1965.

1. Regulations made under Subsection (c) of Section 51 of The Roads Act, 1965, are hereby rescinded.

2. In these Regulations:  
(a) "Heavy Traffic" means the use of any Road or Highway by any motor vehicle having a gross weight with load, in excess of 6000 pounds.  
(b) "Pavement" or "Paved Road" means those roads which have been paved or otherwise topped with bituminous asphalt or concrete.  
(c) "Publication" means publication in a newspaper published in the province.  
(d) "Public Notice" means notice given to the public by or on behalf of the Minister, either by publication, or by radio or television announcement, to the effect that all or certain roads, as specified, are closed to heavy traffic, or to all traffic, or that such roads as may have previously been indicated as being closed, are now open, and such public notice may be given on Sunday or on a holiday.  
(e) "Traffic" means the use of any Road or Highway by motor vehicles.

3. Upon giving of public notice, all paved roads, or such as may be specified in such notice, shall be closed to heavy traffic, or to all traffic, as the case may be, and shall remain closed from midnight on the day upon which such public notice is given, or stated effective, until public notice shall have been given removing such closure.

4. It shall be an offence against these Regulations for any person to operate a motor vehicle, or a motor vehicle of the type prohibited, over or upon such roads as may have been declared to be closed pursuant to such public notice.

5. Peace Officers, as defined in Section 2 (t) of The Roads Act, 1965, are hereby empowered to enforce these Regulations.

6. In any prosecution for an offence against these Regulations the production of:  
(a) a copy of a newspaper containing a public notice, or  
(b) an affidavit of the Manager or person in charge of a radio or television broadcasting station, stating that public notice has been given over such station, the date of such public notice, and the words used therein,  
shall be conclusive evidence that such public notice was given, the contents of such public notice, and the date and fact of such public notice.

Charlottetown  
Prince Edward Island  
November 23, 1965  
J. Philip Matheson  
Minister of Highways