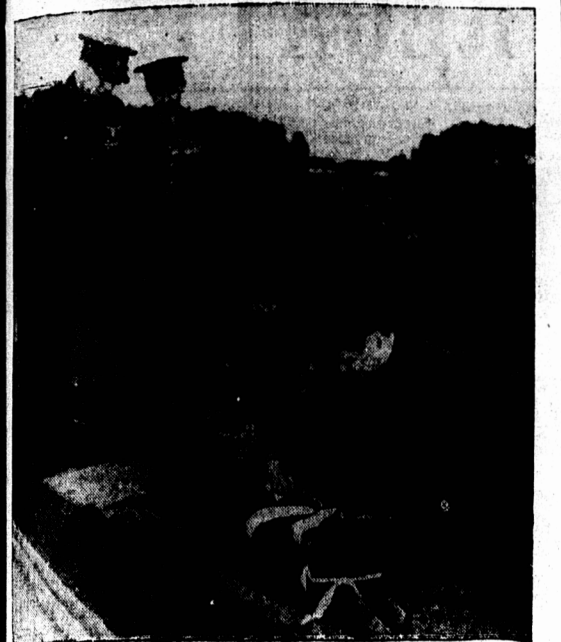


Cadet Inspection



Brig. W. W. Reid, DSO, ED, Lt. Col. Johnston, Ralph Williams, and a group of Prince Street head, Errol MacNeill, Jack White, school cadets go through First Flams, John Wheatley, The patient and drill. Left to right: Brig. Reid, is Don Moore.

CORRESPONDENCE

Continued from page 1

of a new structure. He also discussed proposals for a meeting which eventually took place between the Premier and Mr. Gordon in Montreal on April 18.

Railway Proposal

At that time Mr. Gordon promised to embody his remarks in a letter, which he did under date of May 4, 1950.

"As explained verbally," he wrote, "railway traffic over the existing bridge is relatively light and the volume of it affords insufficient justification for the Canadian National Railways to participate in the cost of the new structure, primarily designed and required to carry the new Trans-Canada Highway.

"In so far as freight traffic is concerned, stations on the line east of the Hillsboro River Bridge can be served via Mount Stewart Junction and continued passenger services could be provided by buses operating over the new proposed bridge.

"As a measure of assistance to the Province in developing its plans for the Trans-Canada Highway, and provided it accords with your desires, I would be willing to recommend to the proper authority that the piers in the existing bridge be donated to the Province to facilitate the erection thereon of a new superstructure to Trans-Canada Highway standards. Apart from this, and for the reasons indicated, the Railway would not be prepared to make any commitment for participation in the cost of a new bridge over the Hillsboro River.

Highway Service Proposal

The Railway proposal above referred to was outlined in a letter to Premier Jones from Mr. W. E. Robinson, vice president and general manager, C.N.R., Moncton, dated Feb. 18, 1950. This letter, along with the Premier's reply dated Feb. 27, was published in The Guardian at the time. Mr. Robinson's letter had reference to a conference held at Charlottetown on Feb. 8 and 9 between representatives of the Railway and Provincial Government, relative to the C.N.R. obtaining highway bus and truck licenses and of operating such highway services in lieu of certain existing rail services on Prince Edward Island. The routes proposed covered the areas Elmira-Souris-Charlottetown, bus and truck; Georgetown-Montague-Murray Harbour - Charlottetown, bus; Georgetown-Montague-Charlottetown, truck; Murray Harbour-Charlottetown, truck; Charlottetown-Borden-Summerside, bus and truck; Charlottetown-Summerside-Tignish, bus; Summerside-Tignish, truck.

It was proposed by the Railway to replace all rail passenger services on the Island with bus services, except trains No. 39 and 40 between Charlottetown and Borden, thus providing an improvement over the present rail service. Additionally the provision of truck service for the handling of mail, express and less-than-carload freight traffic, leaving Charlottetown and Summerside in the morning instead of in the evening as at present, would mean an improvement in service on these routes of approximately twenty-four hours.

The Railway offered to pay the same license fees and gasoline taxes established by the Province for other operators of similar services, and to be governed by the regulations established by the Public Utilities Commission for bus and truck services on the Island. Should their application be granted, they proposed to purchase and operate buses of 37-seat capacity and sufficient 6-ton trucks of the best type available. During periods when this service would be inoperative, the service would be operated by the Railway as at present. Should the highway operations result in bus and truck operations on the same routes with drawings in the period between the decline of water shipping and the advent of buses and trucks and the desirability of continuing and expanding the present rail and highway competition for traffic.

The Premier also stated he had been informed that the Supreme Court of Canada had ruled that it is within the jurisdiction of the Board of Transport Commissioners to regulate rates of motor services owned by railways although no machinery presently exists for the administration of such regulation.

"Your undertaking to protect the requirements of service deemed necessary by the Public Utilities Commission," he added, "inferred, of course, that the orders of the Commission to which you would so defer would be such only as are intra vires the Commission's power and authority. As you are aware, this whole question of jurisdiction as between the Board

of Transport Commissioners and the Public Utilities Commission is a highly technical legal one, and the Government of this Province is by no means convinced that, in the event of your proposed schedules resulting in the withdrawal of present bus and truck services, your substituted schedules would be completely or at all, subject to the provincial authority. Until this doubt is resolved, the Government does not feel justified in either accepting or rejecting your proposals.

"This Government had hoped that your Company would actively consider the co-ordination of existing or improved bus and truck schedules with your own rail facilities. I am sure that any proposals you might care to make of this nature would receive warm and sympathetic consideration."

Would Surrender Licenses

Mr. Robinson replied in a letter dated March 4, 1950, emphasizing that the Railway had no desire or intention of interfering with the rights and services of other bus and truck operators. Dealing with the question of jurisdiction, he said that Canadian National Transportation Limited, which would operate the proposed service as a fully-owned subsidiary of the Canadian National Railways, would be willing to agree that in the event of a change of jurisdiction developing in regard to its operations in Prince Edward Island as between the Board of Transport Commissioners and the Public Utilities Board of the Province, that the highway licenses involved in the jurisdictional dispute would be surrendered. Canadian National Railways would then render by rail such services as the Board of Transport Commissioners might decide was required to meet public convenience and necessity.

Bridge Route Closed

In a letter to Mr. Donald Gordon on March 13, 1951, Premier Jones noted that an order had been issued by the Board of Transport Commissioners condemning the Hillsboro River Bridge for railway traffic, and that the service had immediately thereafter been switched via Mount Stewart, an increased distance of about eighteen miles.

"I suggest as a temporary expedient," the Premier wrote, "that the train could come to the Southport station which is only one mile from Charlottetown and the passengers, mail and baggage be brought to Charlottetown by bus. The highways are now closed to buses and trucks at points outside Southport and transference of passengers and mails cannot be made from points such as Vernon River as was proposed by rail-road officials."

Mr. Gordon's Reply

In his reply dated March 17, 1951, Mr. Gordon said the Railway management was aware that the Hillsboro Bridge was approaching the end of its useful life as a railway facility and had considered the replacement of it. "We determined, however," he added, "that the cost of replacement was quite out of proportion to any benefits to railway-borne traffic and had reached the conclusion that the reconstruction of this bridge as a railway facility could in no wise be justified. Recognizing the value of the bridge and site as a highway facility, we have suggested that it be given to the Province.

Premier's Reply

In his reply Premier Jones said the Government was of opinion that the proposed bus schedules would be a decided improvement if the schedules would not result in a diminution of present services. They were, however, not entirely satisfied that such would be the case. He instanced the unfortunate dependency of this Province upon the Canadian National Railways in the period between the decline of water shipping and the advent of buses and trucks and the desirability of continuing and expanding the present rail and highway competition for traffic.

Alternative Proposal

"We do not feel that we would be justified in providing the co-ordination in just the form you have suggested," Mr. Gordon's letter continued, "but we are willing to do so if the Province would agree to the railway operating a bus service between Charlottetown and Murray Harbour on approximately the same time schedule of the railway train. The railway then would be in a position to offer even better service between Charlottetown and Murray Harbour than at any time in the past. During the period when the highways are closed to bus operation, the Canadian National would operate a train from Murray Harbour to the south end of the bridge at Southport and co-ordinate that service with bus operation to Charlottetown."

Trinity Afternoon Auxiliary June Meeting Yesterday

The Afternoon Auxiliary of the W. M. S. of Trinity United Church, Charlottetown, held their June meeting on Thursday at 3 P.M. in the Social Hall.

In the absence of the president, the vice-president Mrs. H. E. D. Ashford presided and extended a very warm welcome to over forty members and visitors coming out on such a rainy afternoon, and said it spoke well for the devotion of the Auxiliary.

The worship period was in charge of Mrs. Bustin, Temperance and Christian Citizenship secretary, assisted by Mrs. R. E. Mutch. After the singing of hymn 388, "O Master Let Me Walk With Thee", short prayers were offered by Miss Gwen Taylor, Mrs. Winston Churchill and Mrs. Long. Mrs. Ashford very feelingly offered prayers for a beloved co-worker, Miss Enid Morson, who lies in the Hospital and her sister, Miss Beryl Morson, Missionary in India. Mrs. Mutch closed the prayer period.

Mrs. Bustin, particularly stressing Christian Citizenship as her theme, read from the 13th chapter of St. John, which gives Christ's example of service. She spoke of the "Youth Caravan" last summer without any remuneration, giving their time and talents for so many, who are denied the blessings and privileges of church services. She closed her intensely thought provoking meditation with prayer.

Following the singing of hymn 356, "Jesus Calls Us, O'er The Tumult", the business period opened.

Mrs. Bagnall read the minutes and Miss Gillis gave the financial report of the May meeting, which was approved and adopted. The collection was taken and dedicated with prayer.

Mrs. Ashford asked the Corresponding Secretary to write letters conveying the prayers and sympathy of the Auxiliary to the families of the late Mrs. Maxwell Burgess and the late Mrs. George Bell, and quoted appropriate lines.

The Community Friendship Secretary, Mrs. Windsor, reported for her committee that 124 calls were made during May.

The Supply Secretary, Mrs. W. Mutch, asked for all clothing for the overseas box now being packed, be sent in very soon.

At this point Miss Maida Rogerson brought bright inspiration to the meeting by singing very sweetly "Count Your Many Blessings."

Mrs. Willard Coffin, Mission Band Superintendent, spoke of a parcel consisting of scribbles, pencils, etc., which the band were packing to send Miss Hamilton, Missionary in Japan, who visited here last fall, and also of their picnic to be held on Monday. Several members offered refreshments and at the close of the meeting the collection plate was gladly passed around and the money given Mrs. Coffin to buy ice cream for the Band picnic, postage on their parcel, and other expenses. The thanks of the Auxiliary were conveyed to Mrs. Coffin for her excellent work with the Band.

Mrs. Bustin read an exceedingly interesting and well prepared paper written by Miss Louise Callbeck, P. E. I. Presbyterial Temperance and Christian Citizenship Secretary. Miss Callbeck was to event we shall take immediate steps to put in the abbreviated bus service and plan for its extension to Murray Harbour as soon as spring restrictions are removed from the highways."

Premier's Reply

In his reply, dated April 17, Premier Jones said he could see no reason why the Canadian National should not make an application to the Public Utilities Commission of the Province along the lines suggested in the second last paragraph of Mr. Gordon's letter. Such application would, of course, be without prejudice to the pending application of this Province to the Board of Transport Commissioners respecting the abandonment of the line from Lake Verde to Southport. In the event of a franchise or license being granted to the Canadian National by the Public Utilities Commission, the assurance given by Mr. Robinson in his letter of March 4, 1950, with respect to surrendering the license in the event of a jurisdictional dispute, would be understood to apply.

The last correspondence tabled was a letter from Mr. Gordon to Premier Jones, May 3, 1951, stating that in pursuance to the Premier's suggestion there had been prepared and submitted to the Public Utilities Commission of the Province an application on behalf of Canadian National Transportation Ltd. for a bus franchise to operate over Provincial Highways Nos. 3 and 4 between Charlottetown and Murray Harbour. The application was submitted in evidence along with the correspondence.

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the guest speaker at the meeting but owing to bereavement in her family, was unable to attend. Mrs. Ashford asked that the thanks of the meeting be conveyed to Miss Callbeck for her excellent paper, and also the sympathy of the Auxiliary in the circumstances which caused her absence. The president, Mrs. Gordon Avard, very kindly sent an invitation to the Auxiliary to hold the July, August picnic meeting at her home. If a fine day, the meeting will be held in the garden. The Mizpah Benediction brought to a close a very interesting and enjoyable meeting.

Quickies by Ken Reynolds



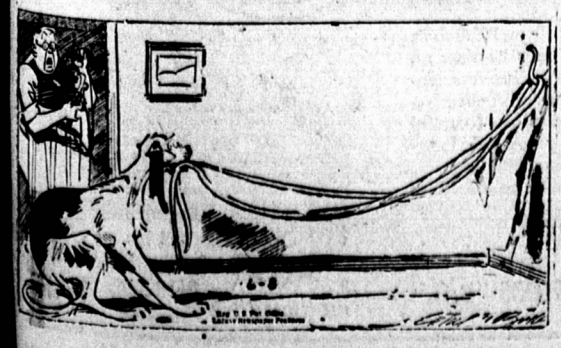
"Who tipped off these mice that we sold our cat with Guardian Want Ad?"

The Neighbors by George Clark



"Oh, yeah? Well, I too know where I can get a bright young lawyer!"

Napoleon and Uncle Elby by Clifford McBride



OUT OUR WAY By J. R. Williams



"THE PATIENT" COPY 1951 BY J.R. WILLIAMS, INC. V. L. BIRD, E. L. PATT, C.P.P.

OUR BOARDING HOUSE Major Hoople



"ESSAY ON ENERGY"

YOU'VE BEEN AS NICE TO ME AS A CADDIE ON THE EIGHTEENTH HOLE, MAJOR! SO I'M GOING TO LET YOU IN ON MY TOP SECRET, THE ONE BIG INVENTION OF THE ERA - PAPER SOCKS!



"THAT'S WHAT WE THOUGHT HE SAID, TOO"

