



"... the building of my herd"

Many a farmer knows that initiative, hard work and the financial support of the bank can all play their part in developing a successful farming operation.

One such man, a rancher in the West, recently wrote to his bank manager:


"I wish to express my appreciation of the way your bank has treated me through the years... the encouragement you have given me in the building of my herd. I feel the success we have achieved could hardly have been obtained without your intelligent support."

The farmer uses bank credit in many ways: to develop his land, buy livestock and equipment, market crops. Aiding Canada's food producers is an important part of the broad service the chartered banks perform for all Canadians.

This advertisement, based on an actual letter, is presented here by

THE BANKS SERVING YOUR COMMUNITY



1792  1952

POLICYHOLDERS' INTEREST COMES FIRST

WHEN you buy Fire, Marine and Casualty Insurance, the reputation of the Company that issues the policy is all important to you. Does the Company settle policyholders' claims promptly and fairly? "North America" Companies do.

COVERAGE through "North America" is arranged to meet the insurance requirements of the individual or the corporation.

SERVICE Offices, coast-to-coast, are staffed by qualified Fire, Marine and Casualty specialists ready to provide complete insurance facilities and render immediate service through "NORTH AMERICA" Agents or Brokers.

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179 Queen St. Phone 714

A. R. McINNIS
INSURANCE
25 Queen St. Phone 1040

TRADE BOARD BRIEF

Continued from page 9

vice again when the highways are closed to vehicle traffic for any reason.

"5. Main effect of the proposed switch to bus service will be a speedier service to Island patrons at approximately the same cost.

"6. Another effect would be improved carload services to Island importers and exporters.

"7. All repair and maintenance work in connection with the said bus services would be done here in Charlottetown, as compared to most of the present train repair and maintenance work being done out of the Province, and new repair and maintenance facilities will be erected here to fill this need.

"8. All drivers and workers for the proposed bus service would be Islanders.

Personnel Protected

"9. Present C.N.R. personnel will not be much affected by the changeover as they will be protected under their seniority system. Any displaced to the bus service will be the ones with least seniority in the C.N.R. service.

"10. Approximately the same number of trains will continue to be operated but in future passenger traffic would be carried by bus instead of as at present.

"11. There are presently approximately 475 C.N.R. personnel engaged in the running trades in this Province, with some 34 booking stations.

"12. There will be no reduction in the number of such stations or station help.

"13. Every last man who is regularly employed by the C.N.R. now will continue to be regularly employed under the new system.

"14. While approximately 100 of the present C.N.R. personnel get laid off regularly in summer now it is anticipated that not as many would be laid off in summer under the new system.

"15. The general scale of wages for employees will be generally lower under the proposed bus service than for C.N.R. employees.

"16. Bus service employees will probably be Union men but said Union will be a local one only.

"17. Because of such they would not be affected by any general Railway strike.

Under Provincial Laws

"18. Provincial laws and regulations will apply entirely to all aspects of the proposed bus service here.

"19. Employees will be given option of either staying on as C.N.R. personnel or going over to bus services, and those going over to latter will be protected by seniority system and will automatically be absorbed into train service again at such times as busses cannot operate.

"20. Proposed bus service will not mean an end to present bus companies and schedules now operative here, same as the C.N.R. truck service operated last year didn't mean an end to existing trucking services.

"21. The Public Utilities Commission of this Province will lay down the services which the proposed bus company is to operate in this Province.

"22. In event of possible strikes our Provincial Government could always seize the bus operations and continue such at its pleasure.

"23. There are a number of similar bus operations carried on now under the C.N.R. and these have been quite profitable and successful.

"24. During the general rail strike of 1950 such bus operations continued in service throughout said strike.

"25. The proposal is for busses to operate on our highways as long as they can during the year, with records revealing about three weeks in winter and six weeks in spring the average periods when it is anticipated that rail services would have to be resumed in lieu of bus services.

"26. No Sunday service is contemplated as the C.N.R. has no Sunday service now. They would be prepared to operate such a service however if called upon to do so.

"27. There would be bound to be some conflict with present I. M. T. schedules but the intention is to interfere with the latter as little as possible.

"28. The C.N.R. is not particularly interested in taking over the I. M. T. but if I. M. T. withdraws from the field then the C. N. R. will be available and willing to substitute their own service in lieu thereof.

"29. The C.N.R. hasn't considered the point of having its own and I. M. T. tickets interchangeable but agree it might be a good idea, except for the mainland business to the Island concerning which they will be in direct competition with the I. M. T. for this business.

Service At Borden

"30. Buses will meet all train ferries at Borden.

"31. Trains 39 and 40, being the morning boat train from Charlottetown to Borden, and the evening boat train from Borden to Charlottetown will continue to operate daily except Sunday despite establishment of bus services. It will be noted that the Pullmans form a part of these trains.

"32. The C.N.R. claim they want to every length to make a suitable deal with the I. M. T. but concluded they couldn't do business with that Company and have no intention of re-opening negotiations.

"33. If the I. M. T. is forced out of the Province by competition from the proposed bus service then all I. M. T. employees would definitely get priority in finding employment with the C.N.R. bus services.

"34. The proposed bus company will have an uptown terminal, waiting room, and office so as to better serve the travelling public.

"35. There would be a local manager and local policy would be laid down here, although general policy would be laid down at Montreal.

"36. All equipment proposed to be used here will be new equipment.

"37. Because of the intention to interfere with the I. M. T. as little as possible the C.N.R. doesn't propose to run to Wood Islands and meet that ferry, but they can and

Let's Pamper Papa on Father's Day June 15th

FATHERS



COME IN ASSORTED SHAPES SIZES AND TYPES...

and we have

GIFTS

for all of them

The CIGARS Are On Us FRIDAY and SATURDAY

A FREE Cigar for Dad with the purchase of a Father's Day Gift in our Men's Wear Department.



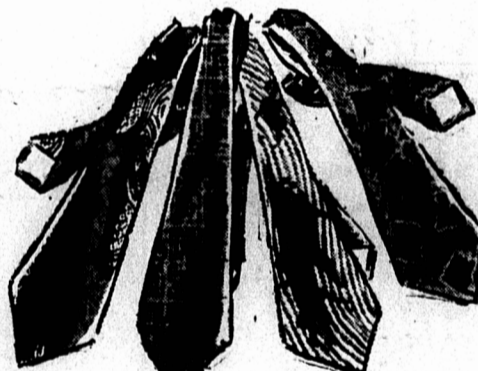
BILLFOLDS of smooth leathers with plain, snap or zipper closings. These have generous change compartments, plastic window sections and full sized bill pockets. Black or brown colors 1.95 to 6.95



CUFF LINKS AND TIE BAR in brand new designs can be purchased as a set or individually. Get Dad a symbol of his favorite sport—Fishing or Golfing! These are nicely boxed for gifting 2.00—3.00—3.50



PYJAMAS of fine quality broadcloth, gray, blue or sand with contrasting piping on the collars and cuffs. Well made for comfortable sleeping. A full range of sizes to "E" 4.95



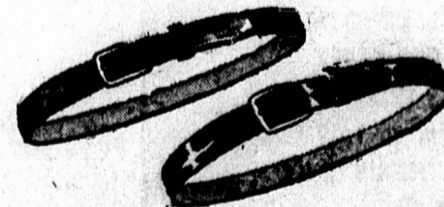
TIES of foulard, satin or sturdy gabardine in plain and edes or smartly designed patterns. These Ties will complement Dad's suits and you'll have no trouble choosing from the largest selection in town 1.00—1.50—2.00



ARROW SHIRTS of fine quality Sanforized broadcloth in white, tan, gray or blue. These feature Mitoga tailoring, all the favorite Arrow, Non-wilt collar styles and the superb Arrow workmanship. All sizes and sleeve lengths 4.95



NYLON HOSE, guaranteed for 90 days. Choose from the selection of plain colors or smart stripes. Neat elastic cuffs. Sizes 10 to 11 1/2 1.00



BELTS of genuine leather in either plain or fancy grains. These Belts are available with plain or smartly designed buckles—initialled too! A full range of lengths 1.00 to 3.95

PAMPER YOUR PAPA With A Gift From

HOLMAN'S



SPORT SHIRTS in smart new color combinations, blue, brown and gray. Made of cool, light weight, Sanforized broadcloth. These feature the smart two-way collar to be worn either with or without a tie. Sizes small, medium or large 3.95

will if the Public Utilities Commission should require it.

"35. With similar bus companies as subsidiaries in other Provinces, the C.N.R. deals with Provincial Public Utility Commissions and finds no difficulty in these dealings—would prefer as a matter of fact to deal with such Provincial Commissions rather than with the Board of Transport Commissioners.

"36. The Board of Transport Commissioners will have no say at all as far as the proposed bus operations in this Province go.

On Main Highways

"40. The intention is to operate on the main highways, as maintaining schedules is the important thing and this can only be done by setting times and keeping to them. You can do this by disregarding off the main highways into all sorts of secondary centres. If, however, coverage of such secondary centres is required, it can be arranged, but of course the schedules will suffer accordingly.

"41. It appears there are more persons living on our highways in any event than along the railways.

lem, but if the same becomes extensive then trucks will follow along behind the busses to adequately look after such baggage.

"42. It is expected the proposed bus service will cost approximately 38 cents a mile to operate as compared to from \$1.50 to \$3.00 for operating mixed trains as at present.

"43. If gas is used as fuel, the Provincial Treasury will benefit through our provincial gas tax, while if diesel is used, it is expected a new provincial tax will be established to cover such fuel as has already been done in most Provinces.

"44. Regarding the question of baggage, this may present a problem, but if the same becomes extensive then trucks will follow along behind the busses to adequately look after such baggage.

"45. It is expected the proposed bus service will cost approximately 38 cents a mile to operate as compared to from \$1.50 to \$3.00 for operating mixed trains as at present.

"46. If gas is used as fuel, the Provincial Treasury will benefit through our provincial gas tax, while if diesel is used, it is expected a new provincial tax will be established to cover such fuel as has already been done in most Provinces.

"47. It is expected the proposed bus service will cost approximately 38 cents a mile to operate as compared to from \$1.50 to \$3.00 for operating mixed trains as at present.

"48. The proposed busses would

of course be subject to our Provincial highway weight restrictions.

"49. As regards the mail, if the present afternoon service continues, the mail will go out on the busses, while if it ever reverts back to a morning service, it would go out by truck.

"50. Following the discussion on the proposed bus service the C.N.R. officials present were thanked for their presentation by the acting president on behalf of the Board.

"51. The Railway officials replied by thanking the Council for the opportunity of meeting with it and invited further queries at any time, all of which they would be glad to let the Council have the

answers for to the best of their ability.

After quoting the above minutes as approved on May 16, the brief concludes:

"If the Government of Prince Edward Island can secure adequate assurances for the due performance and implementation of all of such proposals re the substitution of bus services in lieu of mixed train passenger services by Canadian National Railways in this Province, then the Charlottetown Board of Trade would be in favor of the granting to Canadian National Railways of the bus franchises requested by the Company."