

# Potato Marketing Bd. Brief On Railway Transportation

Following is the text of the brief submitted yesterday to the Board of Transport Commissioners by Mr. D. A. MacDonald, Chairman of the P. E. Island Potato Marketing Board. The brief protests against the tentative scale of certain class rates mentioned in the Board's Order No. 80,410 dated December 12, 1952, and argues that the application of those rates would create an intolerable hardship to potato growers of this Province. The brief, prepared and presented by Mr. MacDonald, has the approval of the New Brunswick Potato Board as well as that it constitutes a joint brief on behalf of the potato growers of the two Provinces.

Mr. Chief Commissioner and members of the Board: The potato industry of Prince Edward Island and New Brunswick appreciates this opportunity to appear before your Board to submit views in connection with the proposed plan of equalized class rates for application in Canada.

About 20,000 farmers in New Brunswick and Prince Edward Island grow potatoes in commercial quantities, and their acreage and production during the past five years has ranged from 116,200 acres and 27,838,000 bushels in 1948 down to 76,100 acres and 16,315,000 bushels in 1952.

### Spiralling Costs

During the last six years the industry has been faced with spiralling transportation costs which have been placing us at a great disadvantage with each increment. In the presentation of this brief we wish to stress strongly the impact aspect of the freight rate increases that have been authorized in the post-war years.

— CHARLOTTETOWN —  
**MONDAY JULY 20**  
 AT EXHIBITION GRNDS.

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**KING BROS. & CRISTIANI COMBINED CIRCUS**  
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 AN ECLIPSING EPIC IN THE WORLD'S GREATEST AMUSEMENT INSTITUTION

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- 10 — MUSICIANS — 50
- 250 — WILD ANIMALS
- BUCKLE UP! WEAT! HIPPOGRAMMUS!
- 15 — ELEPHANTS — 15
- 5000 — SEATS — 5000
- DAILY OPERATING REVENUE \$7,400
- \$1,700,000 CAPITAL INVESTED

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 FREE BALLOON ASCENSION!  
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**TWICE DAILY 2 & 8 P.M. "7 & 7 P.M."**

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 Adults ..... \$1.25  
 Children ..... 60c  
 Reserve Seats:  
 Afternoon ..... 75c  
 Night ..... \$1.25  
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**HUGHES DRUG STORE**  
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**"SPEEDY"**  
 MAKE YOURSELF DOWN TO  
**HORNE MOTORS**  
 AND TRADE IN OUR PIECE OF JUNK ON A GOOD SAFE USED CAR — THE SICK AND TIRED OF TAKING CHANCES IN THE ONE WE HAVE  
 YES DEAR!

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I WILL?

**HORNE MOTORS Limited**  
 CHEVROLET & OLDSMOBILE Sales & Service

### Decline of Potatoes

However, since last February when the supply position in relationship to the consumer demand became relatively normal again, market levels rapidly declined and our industry for the past four months has again assumed the position where producers are not able to obtain production costs from the sale of their crop. In fact it now costs far more to move 100 pounds of potatoes from the Maritimes to Montreal and Toronto than producers are receiving for growing and packaging the product.

Our shipping records indicate that the movement by rail from Prince Edward Island declined from 8,835 cars in 1946, 8,026 in 1947, 7,893 in 1948, and 8,950 in 1949, to 6,712 in 1950 and approximately 4,680 in 1951. Those figures would indicate that even with the increased rates prevailing during 1950 and 1951 railway earnings from the movement of this product have not been equal to what they were in the three preceding years. Any increase shown for 1952 will be attributed to our unusually high yields of last year as acreage for the past several years has been only about 60 per cent to 70 per cent of former levels.

The Prince Edward Island or New Brunswick farmers, to market their potatoes in Ontario have to move them from the farm to the railway station by local truck and at the station is an agent to assemble shipments in carloads as required. Then this carload has to be sold by a shipper at this point, through a broker to a consuming outlet such as a chain store, wholesaler, etc., and it takes approximately ten days from the time negotiations start and the rate is made, until the car is delivered in Toronto. The approximate cost of those services is as follows per 100 pounds:

|   |         |
|---|---------|
| Farm to car truckage                    | 10      |
| Assembling and loading costs at station | .06     |
| Freight to Toronto                      | .73     |
| Refer Car Charges                       | .03 1/2 |
| Brokerage                               | .03 1/2 |
| Heat-November-April                     | .06     |
|   | 102     |

For the same services Ontario charges would be about 25c per 100 pounds.

### Ontario Farmer Favored

The Ontario potato farmer who has a truckload of potatoes ready for market notifies his dealer that such is ready and the dealer makes the sale by telephone, sends his truck at the time required and delivers practically from the farmer's storage to the wholesaler or distributing warehouse. The time between the commencement of negotiations and delivery of the goods is normally 24-36 hours. This difference in time and costs can easily force the Maritime grower out of the Canadian market except when adverse weather conditions leave the province of Ontario short of potatoes.

Our cost of distribution has risen to the extent that the principal growers and shippers feel that it will not be long before the Ontario farmer will produce potatoes in sufficient quantities to practically cut us out of that market. For the small trade that will pay a premium in excess of 75c per 100 pounds for Maritime potatoes.

During the period 1933-1937 before the threat of war developed, potatoes were moved in quantity by water from Prince Edward Island ports to Montreal, during the months of October, November and early December, and the month of May, by Associated Shippers, Inc., Simmons & Macfarlane, Canada Packers Limited, Potato Growers Association, Steamship lines are now making inquiries and offers to the trade for re-establishing services to ports along the St. Lawrence-Great Lakes waterway at laid down freight rates lower than rail. This is also a definite trend towards increased potato movement and distribution by truck. It is easy to foresee that with the further development of modern highway facilities an even greater volume will be diverted to this type of service. In fact already the major part of fertilizer used in our two provinces is shipped in this manner.

### Bigger Market Home

An impression has been evident in other parts of Canada that our chief potato markets are outside this country altogether but while it is true that we ship substantial quantities of seed and some table-ware to Southern United States and other markets, we have always had to depend on the larger centres of population in our own country to absorb the major part of our production, for while we have favorable water freight rates to those export markets, and such rates have dropped substantially in recent years, the tariffs and quotas which we have to contend with are similar in effect to the prevailing freight rate structure within our own country.

Another matter which has caused a great amount of dissatisfaction among Maritime Potato Shippers is the special charge imposed for Refrigerator Car Services.

We believe that carriers are under an obligation to provide adequate and proper facilities to transport any ordinary product and believe that this principal is generally recognized. Surely if railway companies can supply coal cars to move coal and stock cars to move livestock, without any extra charge, they should supply refrigerator cars to move potatoes and other vegetables in a similar manner. Furthermore, other perishable products such as fruits, meats, etc., are not subject to a similar charge.

The Eastern United States Railways were required by the Interstate Commerce Commission to eliminate refrigerator car charges several years ago. The rating on potatoes in the Eastern United States is very low. The Canadian railways followed the action ordered by the Interstate Commerce Commission on Maritime shipments to United States destinations. As a result when an Island shipper sends a car to Buffalo there isn't any charge but when he ships to Niagara Falls for example he must pay the amount of \$14.97.

### Unfair Nuisance Charge

We submit therefore that the time has come when this unwanted and unfair nuisance charge should no longer be allowed to remain as a further hindrance to vegetable shippers. This refrigerator charge aspect is being brought to the Board's attention now primarily to point out that in addition to freight rates there are other rail transportation costs which accentuate our problem in reaching Canadian markets. It is not intended to be a formal complaint at this time in that it is hoped that railways will as soon as possible review this matter and undertake to remove this unwarranted surcharge for equipment.

### Move At Commodity Rate

At the present time potatoes move on commodity rates to cer-

tain points, for example, Montreal and Ottawa, whereas to stations in Ontario west of Kingston the rates are basically the 8th class rates although published in a commodity rate tariff. Since the Board's Order No. 78164, dated January 25, 1952, it would appear that the hold-down on potatoes — that is, 12 per cent increase instead of 17 per cent — has placed this commodity more in the category of a commodity rate than a class rate. The question arises, therefore, whether or not the rates on potatoes are involved in this particular phase of the Board's equalization hearing. It is our understanding that where any commodity rate is related directly to a class rate it is involved. For example, it could well be that a reduction in the 8th class rate from the Maritimes to a point in Quebec or Ontario emerging from equalization would place this rate on a lower basis than the commodity rate. What we do not know at the present time is that in the event the proposed class rates fail to hold up the railways revenue in the region where increases are proposed, i.e. Central Canada,

will this result in further demands for freight rate increases which in application would be added to the increases which we have already incurred during the last six years?

So much for the impact of the freight rate increases which have been applied to date. The potato industry has studied the Board's Order No. 80410 and while it appears that there exists a possibility of some reductions in freight rates on potatoes from New Brunswick and Prince Edward Island origins to destinations in Quebec and parts of Ontario, a great deal in this connection depends upon what scale of rates eventually evolves from the Board's plan of equalization and whether or not in the final analysis reductions would actually result.

Moreover it is believed that many of the materials used in the production and marketing of potatoes such as machinery, insecticides, fungicides, some types of fertilizer, packages, bags, etc., most of which are brought from areas west of Levis and Diamond Junction, will carry additional freight charges and thereby further increase our already high growing costs.

### Difficult To Apply

The potato industry of Prince Edward Island and New Brunswick, therefore, is much concerned over what will happen to our potato traffic to the Central Canadian markets if freight rate equalization is implemented. This theory of freight rate equalization may appear to be very laudable but we submit will be one most difficult to apply in the light of the freight rate structure which has evolved throughout the years. The potato industry of Prince Edward Island and New Brunswick must, in its own interests, strenuously oppose any plan of freight rate equalization which would render more difficult our efforts to obtain entry into the markets of Canada.

We know by reason of their recorded words that the men who designed the Federation of Canadian provinces believed they were building the framework of a country

### Seek Industries

Respectfully submitted,  
 Prince Edward Island Potato Marketing Board: Donald A. MacDonald, Chairman.  
 New Brunswick Potato Marketing Board: A. M. Pugh, Chairman.

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HAVERHILL, England (CP) — Officials are circulating pamphlets to industrialists to attract more industries to this Suffolk town. Haverhill's population will be more than doubled in a plan to move 10,000 Londoners as a "population overspill" measure.

wherein all parts would enjoy an equality of economic opportunity and a common standard of existence. Unfortunately trade barriers which were broken down by the Confederation Pact have been replaced by a freight rate structure which just as effectively tends to strangle our very existence. Only bold and decisive action can correct this situation and give the potato farmers of New Brunswick and Prince Edward Island the opportunity to obtain fair access to the markets of Central Canada.

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### OUT OUR WAY



### OUR BOARDING HOUSE



### MAJOR HOOPLE



Everyone knows that elephants are intelligent animals, and the fact that they perform better for women than they do for men, proves it beyond a doubt. And, when one looks at the girls who present the huge beasts in the rings of the King Bros. and Cristiani Combined Circus, coming to Charlottetown, July 20 for afternoon and night performances under the auspices of the Kinmen Club at Exhibition Park, there just can't be any argument about it for the girls are very attractive and they know their job.

Jane King, pictured here with "Bess", is a girl who knows elephants. She can make them do their stuff and like it, — and, like her too, and you'll agree after you see her in the center ring as she puts them through their paces.

A prior glimpse of the huge lumbering beasts will be given circus fans when the spectacular, old-time circus street parade is presented downtown at 11:30 show day morning. It is the only circus parade in America! Bands, calliope, mounted circus stars, clowns, floats, allegorical units and all the traditional thrills seen in the circus parades years ago, will wind its way through the downtown streets.

More than 600 people comprise the personnel of the big show this season with literally scores of internationally known stars and features, headed as they are by the renowned Cristiani Family of bareback riding marvels, with Lucio, conceded the greatest riding comedian in all circus history.

Other headliners will include the Hermanos Rodrys, high trapeze sensation; the Carol Troupe, high-perch thrillers; Hugo Zacchini, the man who is shot from a giant cannon; the Cambera Troupe, acrobats from Australia; James Millet, suicidal aerial star; the Freddy Canestrelli Troupe, unsupported-ladder marvels, and many others of equal note from among the 150 stars and performers listed on this year's mighty program.

The performances starting at 2 and 8 p.m. open with a magnificent spectacle, "Persia" in which masses of people and hordes of animals take part, and for the convenience of circus patrons, a downtown ticket office will be in operation show day at the Hughes Drug Store at 150 Queen street.

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