

Stresses Importance Of Highway Freight Service

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ation. Waterways now have a distributive network on rivers, canals and lakes for the receipt and delivery of cargoes which assists materially in increasing their efficiency. It would be hard to imagine how airlines could operate without trucks and busses to pick up and distribute both air freight and passengers. The petroleum industry is a very large and important shipper by rail and yet a substantial portion of this business would be denied to rail transport if it were not for the existence of highway transportation.

Today, according to reliable authorities, two out of every three tons of freight moving in Canada's commerce moves by truck. Railroads are still the prime movers in terms of ton miles. Waterways are magnificent carriers of huge tonnage of bulk items. No form of Transport approaches the airlines for speed of transmission.

Yet in this day-to-day operation of Canadian business there is at

work this young, virile and versatile facility, the motor truck, which each day moves two out of every three tons of property in motion in this country. It is an astounding development and one to which our whole modern economy is geared. To thousands of industrial plants all over the nation truckers have become an integral part of mass production. Right here in the Maritimes truckers are becoming more and more an important factor in the movement of fresh fish to distant markets.

Occupying a key place in Canada's expanding economy is not only a source of pride—it is also an assumption of responsibility.

I have observed how well you have accepted that responsibility in many areas and I should like to urge you to widen the base of that acceptance of responsibility and to increase your activity in at least one major area. I refer to the highway problem. This is not your problem alone. The automobile owner, the farmer, the businessman, the

petroleum industry, the tire maker, and dozens of other classifications of Canadian business and Canadian life, share it with you.

I am referring to the highway problem in terms of traffic volume—to what has been described as "Hardening of our traffic arteries."

The first trucks in Canada appeared in 1903—2 Wintons.

In 1929 there were 1,188,929 motor vehicles, including 155,639 trucks, in Canada.

In 1945 there were 1,497,081 motor vehicles, including 315,606 trucks, in Canada.

In 1950 there were 2,601,287 motor vehicles, including 617,194 trucks, registered in Canada.

The building of the highways and the opening of byways gave the Canadian people a freedom of movement known to no other people, with the exception of the United States. It conquered space in a big way.

By 1930 and in many areas earlier, the patterns of Canada's highway system were laid out—for better or worse. It should be noted however that this highway system was put down long before the present day commercial vehicle transportation industry came into being.

Two main points loom whenever

the subject of financing highways is discussed. One is that we are paying heavily and the other that we are often paying for poor roads and not investing in good roads.

"Let's not kid ourselves, highway transportation is going to grow bigger and bigger, and when highways are being built they should be built strong enough not only to take the truck trailers of today but the larger trailers of tomorrow."

Mr. Russell went on to say that "when highways are being built there is a certain basic cost, and for very little more a highway can be built that will carry the ever increasing load of passenger cars and trucks at very low maintenance cost." He further stated that the roads that are being built in the Maritimes today and those that will be built tomorrow are not being built because the truckers demand them but because the car owners demand them, the tourists demand them. "Adequate roads is one of the most vital needs in Canada today," he said. "Vital to the nation's social and economic well being and to its adequate military defense."

In conclusion Mr. Russell emphasized that adequate roads are vital to Canada's social and economic well being and to its military defense.

Keith MacKinnon Transport Signs With North American

Keith MacKinnon, owner of Keith MacKinnon Transport, St. Avards, announced today his firm's appointment as agency by North American Van Lines Canada, Ltd. In signing a contract with the Canadian subsidiary of North American Van Lines, with headquarters at Hamilton, Ont., Mr. MacKinnon greatly increases his facilities. The firm now offers long-distance moving service to all points in Canada, the U. S., Alaska and Mexico. Other services include the packing, moving or storage of household goods, plant equipment and trade-show exhibits.

According to Mr. MacKinnon, North American Van Lines, Inc., the parent organization in Fort Wayne, Indiana, at present has over 1000 agents in the U. S., 50 in Canada, and two in Alaska. North American Van Lines Canada, Ltd., was established by the U. S. company and its original Canadian agents in 1952, the same year the firm began moving household goods to Alaska overland via the Alcan Highway. North American, to this date, is the only carrier of household goods making the Alcan run. In addition to its headquarters office and agencies in Canada, North American maintains dispatch offices at Hamilton, Ont. and Calgary, Alta. Mr. MacKinnon stated that excellent communications between all points in the company's international system assured fast movement of shipments with a minimum of waste motion.

Through his affiliation with one of America's largest household goods carriers, Mr. MacKinnon also offers modern storage facilities in all principal cities.

A GOOD DRIVER CHECKS HIS EQUIPMENT

- Good driving involves not only the actual operation of the vehicle, but also includes responsibility for making necessary checks of equipment at definite intervals. Such checks, points out Commercial Car Journal, not only pay dividends in human safety, but also contribute to longer vehicle life.
- Before starting on a trip, then, a driver should check the following items:
1. Brakes—for application, reserve pedal, side pull.
 2. Horn—for operation.
 3. Windshield wiper—for operation, wear of blades.
 4. Tires—for cuts, bulges, bruises, fabric breaks, inflation.
 5. Steering—for excessive play, loose nuts, bent parts.
 6. Springs—loose U-bolts, deflection.
 7. Lights—for operation of head, dim, parking, tail and clearance, flares, and safety equipment.
 8. Fifth wheel—for locking, lubrication, mounting.
 9. Fuel system—for evidence of leakage.
 10. Oil leaks.

yard—and about the big girl who doesn't believe in Santa Claus. We talked about a lot of things—tremendously vital, unimportant things—and then we studied spelling, reading and arithmetic—and then to bed. She's back there now—back in the nursery—sound asleep—with "Princess Elizabeth" (that's a doll) cuddled in her right arm. You guys wouldn't hurt her, would you? You see, I'm her daddy. When her doll is broken or her finger is cut—or her head gets bumped, I can fix it—but when she starts to school—when she walks across the street—then she's in your hands.

She's a nice kid—she can run like a deer and darts about like a chipmunk. She likes to ride horses and swim and hike with me on Sunday afternoons. But I can't be with her all the time—I have to work to pay for her clothes and her education. So please help me look out for her. Please drive carefully—please drive slowly past the schools and intersections—and please remember that children run

Business Started
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is provided.

It is a far cry from the early 1930's and the boy and a truck. Mr. MacKinnon today operates a fleet of ten vehicles with twelve employees.

In addition to operating his Highway Freight Service, Mr. MacKinnon has taken an interest in civic and provincial affairs. He is past president of the Charlottetown Kinsmen Club, a member of the Council of the Board of Trade, a director in the Maritime Motor Transport Association, a member of the Canadian Warehousemen's Association and chairman of the Board of Central Christian Church.

He married to the former Gladys Huntley of Vernon. They have two children, Kathryn and Kenneth.

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