

organization makes it almost impossible to ascertain grower opinion on policy related to such matters as tariffs and price supports. During the past year we have endeavored to encourage and assist the potato growers in making the Potato Producers Association their official voice. However, interest does not appear to be great and the problem re-

mains. The Federation stands prepared to assist the potato growers in whatever way may be indicated in arriving at a solution of this problem.

A P E C
The Federation of Agriculture has, since the organization of APEC, been a member of this body. We see great advantages in the Atlantic area from the

meeting and working together of leaders from each province and from practically every walk of life and industry in them. We note with approval the meetings which have been held by the four premiers of the area and see great possibilities in future developments from such joint efforts. We would particularly commend the joint setting up in London of Atlantic House. The full value of this experiment will become evident as time goes by

and can serve as the initial one in a number of similar joint projects. We feel that the fundamental research and various economic surveys which are planned by Government and APEC are much needed and will tend to be of very considerable value in our economic development.

JUDGMENT EXECUTION
In practically all provinces defaulting debtors are, under an Execution Act or under a Debtors' Assistance Act, allowed to retain certain minimum essentials for living and production. Where farmers are involved the goods privileged are usually seed requirements, some implements, fuel, groceries, clothing, etc. It is our understanding that in this province there is a limit of \$100.00 of goods privileged from seizure. We feel that such a limit is inadequate, so far as modern conditions in agriculture are concerned and should be extended (Continued on page 17)



SAFE DRIVING AWARDS MADE

Eight safe driving awards were presented yesterday to employees of the Charlottetown store of R. T. Holman Limited. The awards are made by the

Holman firm in conjunction with Stewart Motors Limited, from whom the vehicles are leased. Above are J. David Stewart of Stewart Motors, Russell Seller,

representing Holman's, George Whitlock (7); Scot Walker (5); Ralph Watts (1); Ben Bowerbank (7); Hollis Wood (1); Jack MacAleer (2) and Louis Gaudet

(7). The bracketed number is the number of safe accident free years the employees have been driving.

Federation Of Agriculture Presents Brief To House

A presentation was made by the Prince Edward Island Federation of Agriculture to the Premier and Members of the Legislature of Prince Edward Island on Tuesday, February 24, 1959. The main proposals were as follows:

This is at least the sixteenth occasion on which the directors of the Federation of Agriculture have met with the members of this legislature. A study of the sixteen briefs would reveal that many of the matters brought forward have subsequently become agriculture policy, a fact which indicates that our organization has exerted a degree of influence in these matters and that successive Governments have accepted in part at least ideas for the betterment of agriculture which originate at the grass-root level.

The Federation has consistently recommended such a policy of aid to young farmers and will continue to support it. Unquestionably the full utilization of our land resources should be our goal but this does not mean that we should fly in the face of economics in attempting to sustain farms which are too small to support the capital investment in land and buildings and at the same time bring a satisfactory standard of living for the operator and his family.

TEN YEARS AGO

A review of our brief presented on the eighth of March, ten years ago brings out the fact that our organization was at that time urging the importance of rural electrification and the setting up of a veterinary service. At that time we commended the Government for its action in resisting freight rate increases and in seeking to develop trade with Newfoundland. The success of the rural electrification program is one which we are happy to note. The Veterinary service policy continues to render satisfactory and expanding services and we note with approval the announcement that the service is to be extended.

We regret that transportation problems and freight rate increases continue to persist and support the Government in its vigorous opposition in this connection. We believe that it is very important that the railway system of Canada be maintained in a sound and healthy condition but we are not convinced that freight rate increases serve this purpose. While there are undesirable features to subsidization nevertheless the time appears to have arrived when the Government of Canada should give serious consideration to spreading the burden of freight charges more equitably than may be done by horizontal freight increases.

MARKETING

In spite of the importance of production in this province marketing nevertheless continues to be one of our most urgent and rapidly developing problems. Agricultural authorities the world over are recognizing the importance of systematic and orderly marketing and the necessity of the type of quality control which will guarantee not only maximum returns to the producer but also protection to the consumer.

Continually we are asked the question, "Why does not Prince Edward Island grow such and such?" The obvious answer appears to be that there is little point in growing anything if there is no way to provide prospective buyers with a uniform supply and growers with an assured outlet. Recent developments in the potato industry point to the necessity of much firmer control in packaging, grading and of quality.

With these thoughts in mind, we believe that the time has arrived when a provincial marketing service employing a competent marketing director should be established as a division of Government in this province. Such a service could give needed direction in the organizing of marketing and in encouraging practices which would improve the esteem of Island products no matter where they are offered.

ward Island potatoes are being offered. To our knowledge no such study has been made by an impartial authority. We feel that such a survey would be of value to both growers and shippers and prove useful in encouraging sounder marketing practices in our potato industry.

TRANSPORTATION COSTS

We commend the action of the Government in resisting the recent 17 per cent increase in freight rates granted the railways. We will continue to support this resistance in future increases. If the time has arrived when subsidies to the railway are necessary, they should certainly be applied in a manner which does not make them in the minds of the public a subsidy to agriculture.

However we think it should be pointed out that the railways are not the only factor in transportation costs. Due to the necessity of public hearings on freight rate increases the railways must run the gauntlet of public opinion while other carriers, water, air and truck also reap the benefits of increases but escape the wrath of public opinion. Our transportation costs can be influenced by attempting to sell a higher portion of our production in markets nearer home and by concentrating on production of articles which are relatively valuable in relation to their weight and bulk.

Certainly there would appear to be advantages in a closer integration of the various transportation facilities rather than in the competition which seems to be an inherent part of the present system. Unless the railways are allowed to introduce economies and allowed to curtail uneconomic services they can not be expected to offer efficient service. We commend the intention to make a study of the freight rate structure. This study should be made by highly competent personnel but due to the importance of the time element should not become the subject of full scale public debate which would follow the setting up of a Royal Commission.

We note a tendency in the east to blame railway problems on the statutory rates particularly those under the Crows Nest Pass Agreement. It should be pointed out that even as late as 1925 the railways moved grain at less than these rates and that they have never been able to prove that they are losing money on our grain business. The real problem lies not in the rates but in the fact that cars must be returned empty from the Lake Head, this is not the Western farmers' fault and he should not be penalized for it.

NORTHERN TRADE

Great areas not capable of producing their own food surround this province. This immediately suggests the existence of markets which have not been fully developed. In Labrador exciting industrial developments are taking place.

We have noted with interest and approval the experiment instituted by the Department of Industry and Natural Resources in having a ship carry Island produce to ports on the Gulf of St. Lawrence. It is likely true that

the pattern of supplying these areas will in the very near future be set. This factor indicates the necessity of aggressive action if this province is to obtain for the future a share of the business.

There will of course be competition to meet from Central Canada but there will certainly be products which this province can supply and we support efforts being made to develop this business. The value of our Newfoundland trade warrants very close service referred to earlier could do much in this connection.

ROADS TO RESOURCES

The people of this province have always been extremely road conscious and have noted with interest the extensive road building program jointly planned by the Federal and provincial authorities. We note that much stress is placed on roads to service the tourist and fisheries industries.

We are constrained to point out that agriculture is and will likely continue to be our major industry and that roads built to service it will make a proportionately greater continuing contribution to our economy. The linking up of our market towns and paved cross highways joining main trunk roads will do much to encourage production and maintain population in areas so serviced and will in addition be of marked value to the tourist industry as well.

THE TOURIST INDUSTRY

The Federation of Agriculture is keenly aware of the exciting possibilities of this province in the tourist industry and believes that this industry is and can be of increasing value as a domestic market unburdened by high transportation costs for our farm products. We believe the province is justified in encouraging the development of improved accommodations and catering on the part of those who provide services for tourists.

The national attractions of our landscape can be improved by roadside beautification and in particular by the elimination of all unsightly derelict buildings. Possibly a small expenditure of public funds which would encourage by way of a bonus to owners to remove these unsightly objects would be justified.

EDUCATION

Our organization continues its interest in education and support for all efforts to bring about improvements. The Federation was one of the sponsors on the first Prince Edward Island Conference on Education held last November. We note with approval the announcement that a school finance survey is to be carried out, this is a matter on which we have made recommendations in the past.

It is also noted that our recommendations covering bursaries to students attending the Nova Scotia Agricultural College has been acted upon. At the same time we are pleased at the improved response to the short courses in agricultural training at the Vocational School.

EDUCATION CONFERENCE RECOMMENDATIONS:

1. That the establishment of larger units of administration be considered vital to the solution of rural school needs.
2. That, in view of present

dissatisfaction with the inequities of a school tax structure based largely on real property, the provincial government be asked to name and appoint a competent fiscal committee to devise a fairer method of raising money for education.

3. That this Conference endorse removal of Grades 9 and 10 from one-roomed schools and commend the government for its efforts to have this done.

4. That, since inadequate salary seems to be the most important deterrent to attracting and keeping teachers, the following increases in salary be made: (a) substantial increases in basic salary (b) greater increments for years of service (c) increased differential for higher qualifications

5. That, since it is the general consensus of delegates that a continuing effort be made to sustain the spirit of this Conference which plans the important issues before this people:
 - (a) the existing Conference organization be continued to complete the work of this Conference, but with wider rural representation. It is further recommended that the Conference consider the organization of a provincial trustees' association to assist in liaison with the people.
 - (b) that the recommendations of this Conference be conveyed to the appropriate authorities or associations and that every effort be made to secure their implementation. The Committee felt that equality of opportunity in education would follow.

POTATO ORGANIZATION

The Federation of Agriculture is seriously concerned with the continuing inability of the potato growers of the province to join themselves into an effective organization. It would hardly appear to be necessary to elaborate on the importance and value of an active potato group. There are many improvements in both production, quality and marketing which can only be brought about through the type of support which can be developed by the joint action of growers in general.

Finally the lack of an active

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