

ADVANTAGES

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Railway to abandon one foot of track. Mr. MacDonald asked if the proposed changeover would

not mean the abandonment of approximately 15 percent of the present train service. It was also brought out that the Railway proposes to continue a daily truck service operation, excepting on Sunday, for eight

months of the year. During the summer months the Railway feels that a thrice weekly service is sufficient. Mr. Frank Myers, member of the Legislative Committee, noted that many people in his district of First Queens were of the opinion that there would be many truckmen put out of business. It was brought out that under existing regulations the proposed truck operations did not enter into the present hearings. While passenger traffic is controlled truck movements have not been covered by Provincial legislation.

Mr. Gaffney also pointed out that there would be little change so far as the financial condition of the workmen was concerned. He expressed the opinion that for at least eight months of the year the Railway would need all the employees now on the payroll. But he admitted that for the other four months during the summer season there would be four or five "train crews" who would not be making as much money. At present, he said, there were about 60 engineers, 33 conductors and 53 trainmen on the seniority list.

If the proposal of the Railway is accepted there would be nine buses and nine trucks in operation. Besides this a maintenance staff of garage people of between 18 and 25 would be necessary. During the eight months previously mentioned Mr. Gaffney thought the company would need at least 25 more men than presently employed. However, under questioning by Hon. J. Brenton St. John he believed that the salaries to be paid would be under those now paid to members of the various running trades.

Bonshaw Route

In reply to a remark by the chairman the witness said that the suggested bus route through Bonshaw from this city was in answer to repeated requests from many people for a service via bus to the boat at Borden. He also stated that there was not "one man in a station service, a sectionman or a bridge and building worker who will be affected by the proposed change."

Mr. J. W. D. Campbell asked the witness regarding proposals for delivery points of freight and Mr. Gaffney said they would be the same as at present. In the larger centres the freight will be delivered at the stations, but at smaller points efforts will be made to deliver it at the business premises of the consignees. He did say that when the roads were blocked and trucks were unable to get to business houses the consignees could get their freight at the nearest point by train. He said that it was not contemplated that the railway would carry any L.C.L. freight by train. However, by not having the freight trains "tied to passenger schedules" it was felt that the system could give a much better freight service.

Mr. Gaffney assured the Committee that the trucks would operate on schedule regardless of the amount of freight offered.

Asked by Mr. St. John about the effect of a possible strike the transportation expert said that he frankly did not know. The Railway proposed to establish a Provincial company subject to Provincial control and all employees would be employees of that Provincial company and not of the Canadian National Railways. This had been done, he said, in other places and there was no interchange of employees. At the same time the

Spectators Thrilled At Dare Devils Performance

Featuring the eye-filling and precision-like driving of Ellis "Buttercup" Pearce and "Buddy" Young

company by this means was able to protect the seniority and pension rights of the men involved.

He could not state definitely what might happen, but did say, in reply to a question by Mr. Derby, that when the collective bargaining agreement came up for renewal next September the matter of keeping employees on the ferry boats in a separate category would be given serious consideration.

Evidence produced during the day showed that it was not intended to have the buses cross on the ferries and it is only sought to have the proposed buses make connections with existing services.

Decision With Commission

Mr. Gaffney did not believe that road conditions were good enough for his company to operate over what he termed the "middle highway" from Tignish to Summerside. But any decision as to routes would be in the hands of the Public Utilities Commission, as well as the stalling of a necessity for any "feeder" lines. He said that military maps of the Province showed that there were many more houses adjacent to the highways than to the railway. Mr. J. W. D. Campbell thought that the village of St. Louis was an exception and this was agreed to.

The Railway witness emphatically denied a reported rumor that the proposed buses would only stop at certain designated places in the larger centres. He said they would stop wherever passengers wanted them. After a remark by Mr. Campbell that there might not be enough passengers from Tignish to Borden to make the service pay, Mr. Gaffney said that the service would be operated regardless and there was no intention on the part of the company to abandon it.

Hon. Keir Clark asked if the company was ready to provide truck and train mail service from Charlottetown to the Eastern part of the Province. He said that last year that section of the Island had enjoyed a mail service by truck but it had been discontinued because of the lack of co-operation of the Post Office Department.

Mr. Gaffney assured Mr. Campbell that there would be stand-by trains at convenient centres and there would be no necessity of sending to Charlottetown for one when it was needed "unless we get tied up too."

The witness also quoted from evidence presented by Mr. E. Graham Rogers. However, on one point when Mr. Gaffney mentioned evidence which was presented before the Turgeon Commission Mr. Rogers stated that he apparently had not understood the question and the evidence he had given was based on the misunderstanding arising. He said that he had not fully understood the question presented.

Mr. Gaffney did state that in all probability the major portion of the maintenance work on the buses now in operation in Nova Scotia, as well as the ones proposed to be put into service here, would be done here. However, he

the Canadian Congress of Dare Devils opened a three-night stand at the Exhibition track last night before more than 3,000 excited spectators.

For two hours the Dare Devils thrilled and chilled the large crowd with their amazing driving feats. And when the drivers weren't in action two clowns provided the entertainment with amusing antics.

Climaxing the evening's driving was the "Jetmobile" number in which a car is propelled from a cannon almost 80 feet through space over another passing car.

Driving the car through the cannon was "Buddy" Young and the car over which he was propelled was driven by Pearce. Both drivers circled the track in new convertibles to start the act. As they came to the judges' stand Young drove into the cannon while Pearce pulled around in front and drove between the cannon and a ramp. Young landed on the ramp 80 feet from the mouth of the cannon.

In addition to the driving exhibitions the fans were treated to a motorcycle driving show by Jimmy "Thunderbolt" Curry, the International American track and fancy riding motorcycle champion.

Curry performed numerous outstanding feats such as driving a motorcycle at full speed while standing up, lying down, side saddle and on his back. His best act of the evening was his last, in which he jumped from one ramp to another through sheets of fire.

In all the spectators viewed 25 action filled acts including two and three-car precision driving, two and three-car criss-crossing, a slide for life through fire, an end to end upset and motorcycle leap frogs.

The master of ceremonies for the show was Lucien Jarrad. The show continues tonight and concludes Wednesday evening.

K "WE BUILD" THE KIWANIS CLUB

Announces its sponsorship of The Congress of Canadian Daredevils (formerly Hollywood Daredevils) at Charlottetown Driving Park, June 9th, 10th and 11th, and at St. Peter's Race Track June 12th.

The Club respectfully solicits your patronage by attending this event and assisting in the financing of a salt water wading pool for tiny tots in Victoria Park and in the continuing support of St. Vincent's and Mt. Herbert Orphanages.

Price of admission to Grandstand—

Adults—\$1.00 Children—50c

CONGRESS OF CANADIAN Dare Devils. 1952 FORD CONVERTIBLE SHOT OUT OF A GIANT CANNON. 2 HOURS OF THRILLS SPILLS CHILLS UNDER BRILLIANT TRACK LIGHTS. HIGH SPEED PRECISION DRIVING DARING JUMPS. 25 acts. Automobiles, motorcycles, FUNNY CLOWNS.

CHARLOTTETOWN DRIVING PARK MONDAY, TUESDAY AND WEDNESDAY—8:30 P. M. ST. PETER'S RACE TRACK THUR., JUNE 12—8:30 P. M. Sponsored by Charlottetown Kiwanis Club

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