

ISLAND'S ECONOMIC PROBLEMS

Continued from page 2

on the ferries coming to and leaving the island, or to arrive in the middle of the night because train connections on the mainland are irregular. Highway facilities, too, must be adequate, for no tourists will remain or return if the roads are bad. Again, other industries benefit from the tourist trade. For example, we have 208 resorts and in one of them alone \$5,000, in wages and \$11,000, in purchases of agricultural products and fish were paid out in two months. Every improvement in transportation will bring more visitors and increase the benefits to the people as a whole.

VACANT FARMS

If we have the transportation facilities, we can provide the labour for the processing industries we desire. Farms are now mechanized and hundreds of our young people move away each year to seek employment in industrial centres. They have been brought up in this Province and educated at public expense. There is land for them on our vacant farms, if we can increase the demand for the products of these farms through local processing plants, as well as provide jobs for them in the proposed plants. They want opportunity and we want to give it to them.

There is capital, too, for we have learned of several business interests who would invest in Island industry if local connections with markets were improved. Moreover, the provincial government would explore all opportunities, not only of encouraging industries to come, but also of assisting them to get started.

No factors of production are effective, of course, without markets. The demand for the kind of products which we can export is high and the quality of these products is such that we can easily satisfy the demand on that score. Our potatoes, lobsters, and oysters, for example, are famous and we can assure equal quality in other commodities. Moreover, we can meet the attractions of many of the food products which other provinces now import from the United States. But, we must be able to get our products to the markets quickly and at a reasonable cost. Only geography holds us up and we must overcome its hindrance by improved transportation.

PROVINCIAL SERVICES

Because of geography and early colonial policy Prince Edward Island has had, since 1767, the status of a province and the resulting responsibility for the administration of its affairs and the

provision of local services. The lack of urbanization are reflected in a total real property tax yield which is only one-fifth the Canadian per capita average. The Province's lack of any public domain is responsible, of course, for the absence of revenue from that source. . . . The absence of any notable concentration of corporate or personal income and wealth in the Island makes it impossible to secure a substantial yield from income taxes and succession duties.

The result of this situation is an inability to pay for needed services and to pay adequate salaries to governmental personnel, teachers, and others who are now remunerated at rates much below the national average. The present situation is bad enough but there is no indication that additional resources will appear to bring in the revenue with which to meet rising costs.

OTHER PROVINCES

Other provinces have new resources and possibilities, such as mining areas, power developments, oil fields, and of course the St. Lawrence Seaway. We would welcome something like the discovery of oil or uranium under our soil, but it appears that we will have to be content with improving existing enterprises with that revenue we can secure from presently available sources. We are not interested either in taking on activities for which we are not suited or in merely keeping up with the provincial Jones.

Even accepting financial assistance from the Dominion or sharing in Dominion-Provincial financial arrangements involves difficulties peculiar to Prince Edward Island. Per capita calculations,

the province "does not form a satisfactory unit from the point of view of public finance, and particularly for raising revenue." The subsistence nature of the economy, the low average net value of agricultural production, and the

basic minimal needs for services cannot be provided. And accepting matching grants means accepting responsibilities which are harder for us to meet than for others and risking the certainty of having to give up the services concerned if Dominion policy were changed.

NATIONAL ENTERPRISE

The economy of Prince Edward Island has from earliest times been directly affected by general policy determined outside the Province for enterprises not affecting the Province, or affecting it adversely. For instance, when it was established as a colony its land was divided among political favorites in London to suit imperial policy. As a result the absentee landlord system kept back the economic development of the island for a hundred years. And, at Confederation the island's provincial trade channels into a Canadian tariff economy despite the fact that it thrived better under free trade. The result of these and other similar problems was the familiar compensations which were made from time to time down through the years, and which have been dealt with in detail in various studies on the island and in briefs before

other royal commissions and Dominion-Provincial Conferences. **CHIEF CONCERN** What we are most concerned with today is emphasizing before this commission, not the "injustices" and "disadvantages" of Confederation, but rather the possibility of this province participating more actively in the economy of Canada as a whole and sharing more equitably in the results of federal enterprises designed for the national benefit.

We mentioned above the possibilities of increasing our economic capacities by improving transportation facilities. We feel that this is not only an obligation assumed by the Federal Government at Confederation, but also a national enterprise which, as the late Hon. Norman Rogers used to say, "strengthens the Federation by sharing its advantages with all partners." To go even further, it is not only a sharing of national investment, for the activities which will result will amply justify the expenditure and they will benefit not only this Province but also the nation as a whole.

There are other possibilities too. For instance, while the national government is heavily committed to the St. Lawrence Seaway which

will bring innumerable advantages to the Central Provinces by way of increased shipping and power facilities, could it not at the same time adopt, both as a regional benefit and national policy, the comparatively tiny project of improving shipping and power facilities here? We wish to open up trade routes by steamship from Island ports, especially if our projected processing industries develop.

As it stands the Dominion provides about four million dollars in steamship subsidies for coastal services and of this amount the Island gets nothing for its purely coastal trade.

POWER REQUIREMENTS

As for power, the Island has no hydro facilities; it must burn oil to get electricity; and its kilowatt hour cost is very high. If industry increases as we would hope, we will need power and we think that a national interest in developing local power in the Maritimes and transporting some of it to Prince Edward Island could be based, albeit in a very small way, on the same principles that apply with respect to power policy elsewhere.

Again, the returns, although comparatively tiny, would bring enormous benefits to this area and

proportionate advantages to the nation as a whole. The point we wish to establish is that economic prospects resulting from such important national enterprises as defence, federal participation in the seaway, tariff policies, and the opening up of the North bring enormous benefits to several provinces but have very little effect on the future prospects of Prince Edward Island. We are

interested, therefore, in the possibilities of more national enterprises of a regional nature which would strengthen the nation by strengthening the region. We are prepared to show that the nation as a whole gets from Prince Edward Island and existing local economic activities almost exactly, and "may not . . ."

dollar for dollar, what it puts into the Province and that further enterprise will be more than justified by the probably results. We don't wish to be identified as a "have not" or a "can not" province. Our policy with respect to economic prospects is to ask "why not . . .?"

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Boys' Bagpipe & Drum Band

A LIMITED NUMBER OF APPLICATIONS WILL BE RECEIVED FROM BOYS AGES 11 TO 16 INTERESTED IN BAGPIPE INSTRUCTION RELATIVE TO FORMING A SCOTTISH BAND UNDER THE SPONSORSHIP OF THE CALEDONIAN CLUB OF P. E. I. AND DIRECTED BY PIPE MAJOR HAROLD SUTHERLAND OF NOVA SCOTIA, ORGANIZER OF PIPE BANDS IN CANADA AND U. S. A.

INTERVIEWS WILL BE RECEIVED AT
106 KENT STREET AT 6:30 P.M. OCT. 26th

Why isn't all boys' underwear made like STANFIELD'S

Here's the underwear that has everything! It's extra washable, and boy's underwear needs to be! It's extra long wearing, and nobody can deny the need for this. And of course it's extra warm, extra comfortable, and extra protective. You can buy from a complete range of Stanfield's boys' underwear at your nearest Boys', Men's or Department Store.

SHIRTS (01711) AND LONGS (01712)
of natural colour high grade cotton yarns.
SHIRTS, sizes 2-4 1/2 years.....each \$1.00
Sizes 8 to 16 years.....each 1.25

DOUBLE-SEAT LONGS
Sizes 2-4 1/2 years.....pair 1.50
Sizes 8 to 16 years.....pair 1.95

Available also in cream shade, shirts (01611) and longs (01612) at same prices.

COMBINATIONS
of fine cotton yarns. Strongly made to Stanfield's high standards for active boys. Available in short sleeves in white only (01601) or long sleeves in natural only (01700). Sizes 6 to 16 years, pair \$2.95

SHIRT (01611) AND SHORTS (01602)
cream colour of high quality medium weight cotton for Fall and Winter protection. Shirt is brushed inside for comfort. Shorts have DOUBLE-SEAT for extra wear. Require no ironing.

SHIRTS
Sizes 2-4 1/2 years, each.....\$1.00
Sizes 8 to 16 years, each.....1.25

SHORTS
Sizes 2-4 1/2 years, pair......75
Sizes 8 to 16 years, pair.....1.00



STANFIELD'S UNDERWEAR
STANFIELD'S LIMITED, TRURO, N.S.
SALES OFFICES: MONREAL, TORONTO, WINDSOR

Do you like to spend money?



Most people do if they have it to spend.

Most people who have it to spend - saved it.

Most people who saved it - bought

Canada Savings Bonds



The 10th Series Canada Savings Bonds pay 3 1/4% interest each year for 12 years—are cashable at full face value plus earned interest at any time. They are available in denominations of \$50, \$100, \$500, \$1,000 and \$5,000, with a limit of \$5,000 of this Series in any one name. They can be secured through Banks, Investment Dealers, Trust or Loan companies, or through the Payroll Savings Plan where you work.