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P. E. I. (17th Recce) Regiment Activities



Officer Cadets of the P. E. I. Regiment (17th Recce) snapped this week during their regular training schedule. The group of new officers are pictured above receiving instructions in the Browning Machine Gun from instructor Major Earl Kennedy. From left to right, front row, they are Officer Cadets D. A. MacLeod, D. S. Campbell, E. G. Kerr, W. A. McAdam, R. V. Lafferty, D. B. MacBeath and Major Kennedy. Back row, Officer Cadets W. L. Thompson, H. B. Carr, W. S. Veale, W. W. MacEachern and M. I. O'Brien.



Shown above and left are a group of members holding important posts in the P. E. I. Regiment. Top left is Capt. R. J. Mahar, Adjutant of the Regiment, who is also in command of the famous Recce Band. Centre is Lieut. W. B. (Benny) Peters, M.M., who was recently named commander of B Troop, No. 1 Squadron. On the right is Lieut. L. W. (Pete) Ford, newly appointed Transport Officer of the Regiment. Bottom left is Sgt. George Orford who has just been promoted to that rank and posted to Orderly Room duties.

MANY REFERENCES

Continued from page 1.

Statutory Preference was not intended for that purpose." With regard to the position taken generally by the dissenting Provinces, the report notes that Prince Edward Island and New Brunswick both "apparently feel that regulation by the Board (of Transport Commissioners) is not the answer to their disadvantages, but rather that the answer lies in further reductions under, and extension of, the Maritime Freight Rates Act."

Railway Responsibility

The report concurs in the view that horizontal increases aggravate the disadvantage already suffered by long haul shippers and consignees. It adds however: "The remedy does not lie in the prohibition, statutory or other, of horizontal increases, but is in the hands of the railways themselves. The railways should make studies of traffic conditions in all their bearings and should present to the Board proposals showing not only their maximum percentage increase requirement, but also, among other particulars, varying percentage increases on different commodities, flat, instead of percentage increases when these are more suitable, and maxima in appropriate cases in cents per 100 pounds or other unit."

"Special attention should be given to long haul traffic and to rates on basic (or primary) commodities. The Railways should be in a position to do this especially in the light of new statistical procedure. But if the railways do not approach the task in this way, it ought to be the duty of the Board to see that they do so." (Page 61). No legislative amendment dealing with horizontal increases is recommended. The report notes that the Railway Act in its present form gives to the Board ample power to deal with matters of this kind. "In all future cases," it adds, "it is to be hoped that the Board and the Railways will pay due regard to the considerations referred to in this section."

Nationalization

Note is taken of the "extensive brief and argument" submitted by the Prince Edward Island Government in favour of nationalization of both railway systems. This brief, the report says, was "of much assistance in studying the question of state monopoly of transportation." However, the continuation of Canada's present system would appear to be assumed in the order-in-council creating the Commission, as there was no reference to this matter in the enumeration of subjects requiring particular attention. The report adds: "A proper study of such a subject would have required an expenditure of time and an employment of skill that it has not been considered reasonable to embark upon. There is, therefore, no reason whatever to recommend either unification, amalgamation or public ownership of all railways in Canada."

With regard to feed grain assistance, the report notes the Prince Edward Island statement that disastrous consequences to the livestock, dairy and poultry production on the Island would fol-

low the withdrawal of this policy. The Commission, however, concluded that this question was outside their terms of reference, and was not one upon which it was able to make any recommendation.

Airports

Note is taken in the report of the request that the airport at Charlottetown be improved to permit the use of larger aircraft for the transportation of certain agricultural products and fresh fish (especially lobsters) to points in the United States and the Provinces of Quebec and Ontario; also that landing strips be constructed in King's County.

In this regard the Commission finds that "the provision of adequate facilities at both domestic and international airports is a matter for the attention of the Department of Transport and the Department of National Revenue, and representations should be directed to these departments."

Monopoly Position

In a memorandum attached to the report by Dr. H. A. Innis, one of the Commissioners, it is noted: "From the evidence submitted by Prince Edward Island it was apparent that the monopoly position of the Canadian National Railways had been used to restrict motor vehicle operations. The Province is particularly exposed to the dangers of a monopoly of a relatively obsolescent type of transportation in restricting an extremely important source of revenue in the motor car and the tourist truck. Complaints were made of the monopoly of the railway over the ferry between Borden and Cape Tormentine on the mainland in restrictions on trucks and that shippers in Prince Edward Island were at a disadvantage with shippers in New Brunswick. The Province argued that the Canadian National had become an instrument through which the intent of the terms of Confederation were being flouted."

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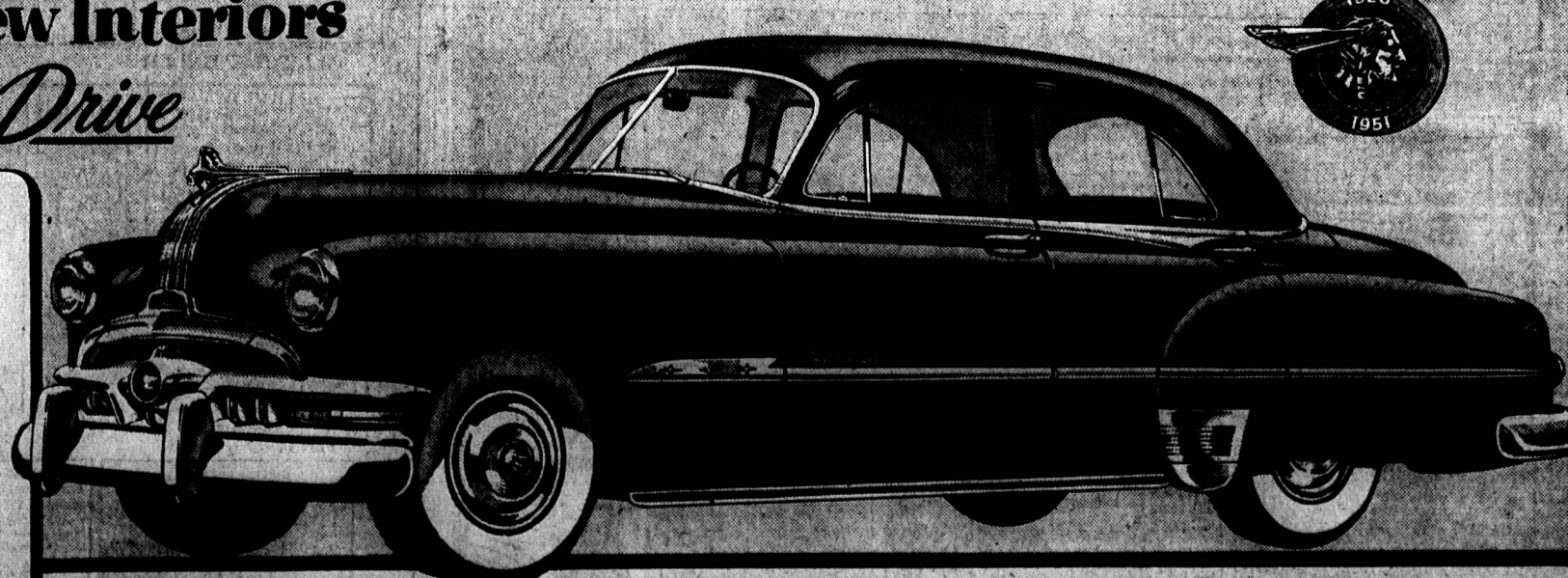
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