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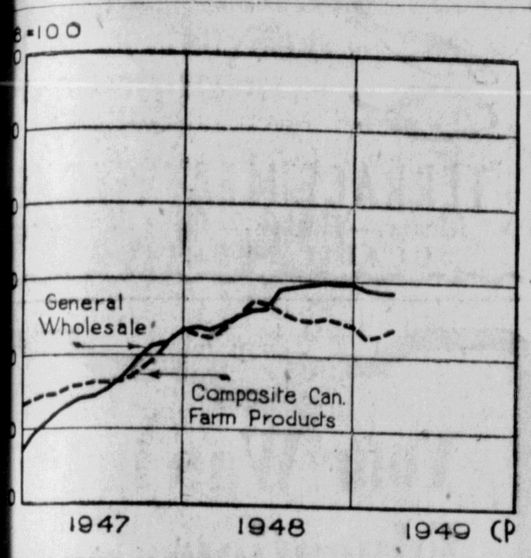

ADIAN PRICE TRENDS—The general wholesale price level the composite of Canadian Farm Products prices have re- ed pretty close together since the beginning of 1947. A Bur- f Statistics graph shows how they have twined around one er, with the general wholesale ahead in the latter half of but with the farm composite climbing closer to it in recent hs. (C. P. Photo)

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IMPORTANCE
(Continued from Page 1)

"There are many instances of thin traffic lines which are performing essential service but which are operated at a loss, even when consideration is given to their feeder value to the rest of the system. Lines of this nature will be found in all parts of Canada—the line from Halifax to Yarmouth, the line from Centreville through Fredericton to Saint John, the line from Matapedia to Gaspe, the service from Quebec to La Malbaie, portions of the National Transcontinental. Many agragian branch lines are also of the category. To be added to this category are the Newfoundland railway and steamship services which were recently entrusted to the Canadian National for management and operation.

"These services were operated at a loss prior to union. The loss will be aggravated by substantial decreases in freight and passenger tolls and by increased operating costs and the discontinuance of subsidies.

"Under the condition described above, heavy deficits are bound to occur," says the statement.

SUPPORT ASKED

The railway indicated that it will seek the support of Royal Commission recommendations for some form of regulatory and economic support which will allow the railway management to perform its broad social functions efficiently. "It will be submitted," says the Canadian National, "that it is highly desirable that the railways should carry the traffic which they can best handle in the national interest, while leaving to the other modes of transportation the fields in which they have special advantages of cost or convenience, also that an enquiry be undertaken to determine how this can be fairly accomplished."

The railway will urge upon the Royal Commission:

(1) That consideration should be given to determine whether it is essential in a national transportation policy that all forms of transportation be under a unified control.

(2) That notwithstanding the present division of authority between the federal and provincial governments, it would be beneficial to control competing services from the standpoint of national public convenience and necessity.

(3) That the railways should have a scale of rates which would accomplish the following objectives:

OBJECTIVES

(A) Secure to the railways a fair return on prudently invested capital.

(B) Apportion transportation charges as equitably as possible between different sections of Canada and as applied to various commodities.

(C) Enable the railways to perform that portion of the country's transportation which can be performed more economically by railway than by other means of transport.

(4) That the "agreed charge" provisions of the Transport Act should be amended to make the agreed charge more effective in securing to the railways traffic which they can carry more economically that competing forms of transportation.

The Canadian National states that it favors the principle of uniform accounting for Canadian railways, subject to mandatory rules and regulations. It considers that the Canadian National - Canadian Pacific Act, governing co-operation between the railways, is satisfactory in its present form.

Discussing the basis of the national transportation policy, Canadian National says that this must primarily be concerned with railways because the railway is and probably will always be the major land transportation agency.

Other modes of transportation by water, highway and air, have their respective advantages. The advantage which appertains to the railway is the ability to conduct land transportation in volume at an economic cost far less than by any other medium.

The aim of a national transportation policy should be to secure the optimum advantage from each type of transportation and from a division of service between the various agencies to achieve and maintain a proper balance of cost and convenience. This is not a simple problem at best, and in Canada, with division of control of transport between federal and provincial governments and their respective regulatory bodies, it is especially difficult. The present chaotic condition has resulted in the railways being severely handicapped.

CANADIAN WOOLLENS—Peering through a porthole of fabrics of intriguing design, this attractive girl adds considerable to the display. The cloth surrounding the young lady in this photo by Malak of Ottawa is wool from the Canadian woollen textile industry. With increased manufacturing skills, better dyes and more proficient designers, the industry is going all-out to meet the demands of customers. (C. P. Photo)

New Swim Pool Open

Many Turned Out at McClymont Park Sunday For Inauguration

With Bill Stone taking the initial plunge and spending a full twenty minutes in the fresh, cool water, the Gyro Club's fine new swimming pool in McClymont Park was informally inaugurated on Sunday afternoon and possibly two hundred children, as well as a number of adults, disported themselves therein during the remainder of the day. The official opening wil be conducted at the middle of June by International Gyro President Isaac Isaacson as one of the feature events of the district convention to be held in Prince Rupert at that time.

Plenty of spectators were also on hand Sunday and there was a general expression of gratification and satisfaction at this latest and the Gyro Club's finest public service accomplishment.

The pool will be under regular supervision during open hours each day. In the summer holiday months swimming classes will be conducted under the direction of Rowland Miles of the Civic Centre staff.

P.C. LEADER TO TOUR MARITIMES, NFLD.— Progressive Conservative leader George Drew, shown as he addressed the Progressive Conservative Women's Election Committee in Toronto, Ont., made a series of speeches in Newfoundland, Nova Scotia and New Brunswick. Later he spoke in Sydney, N.S., and Saint John, N.B.

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General Motors—John Wilson, Boulter, Robinson, Sunberg, Olson, Haugen, Lien, McKay, Pat Wilson, Currie, Mercer, Owens.

Referee was Sid Woodside and linesmen, Halverson and Greer.

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More funds: customers' deposits now reach nearly seven billion dollars. *More services:* to farmers; to personal and small-business borrowers; to war pensioners; to people receiving Family Allowances.

It's an event, too, because of the kind of men and women who have joined our ranks. Eager to get ahead, they are finding in banking an interesting job, a challenging career. *They* can tell you how important privacy in banking is to the Canadian way of doing things.

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