

LOCAL AUTONOMY FOR MARITIME PROVINCES

Hon. W. C. Kennedy Announces Plan by Which Intercolonial Affairs Will No Longer be Controlled From Toronto—The Government Railway Figures for Last Year.

Ottawa, April 11—The complaints of the maritime provinces on railway matters have been listened to by the government of Hon. W. L. Mackenzie King. The new railway policy as outlined by Hon. W. C. Kennedy, minister of railways, in his statement to the commons this afternoon provides for local autonomy. No more will maritime province railway matters be dictated from Toronto. Mr. Kennedy has recognized the justice of the claims set forth by the strong delegation of members of the maritime provinces sent to support this government. In his speech this afternoon, Mr. Kennedy gave a straight hint about dividing the co-ordinated system. On the advice of the new board is to depend "the division of the immense mileage into suitable operating districts or divisions with regional headquarters which it is hoped will enable local or district matters to receive the consideration of officials most capable of understanding local requirements."

NO SIDE-STEPPING.

Mr. Kennedy said he had considered the men at present operating the roads and they agreed that the large mileage should be divided into units, each with its own local headquarters under the direction of a general manager who should have wide powers on all matters pertaining to his own particular division or district.

Part of the well-guarded secret of the government's railway policy was revealed to a waiting house of commons by Mr. Kennedy. The information came at the end of the minister's statement on railway matters.

There was no equivocation or side-stepping about Mr. Kennedy's remarks. He flung out his statements so that all may understand. "The first step in the reorganization of the railways," he said, "will be the establishment of a single representative board of directors for the unified control and co-ordinated operation of the government owned lines. Applause from all parts of the house greeted this statement, and then as though this were not plain enough, he said a little later: "The new board will be given the direction and control of the Grand Trunk Railway properties, the Canadian Northern Railway, the Grand Trunk Pacific Railway, the Transcontinental Railway and Intercolonial, Prince Edward Island and branch lines. I have mentioned these lines specifically so that there may be no question or misunderstanding as to where any or all of them stand so far as general direction of control is concerned."

The minister regretted he was not in a position to announce the names of the new board. That is a secret, and prudent. "We kindly realize the magnitude of our responsibility," he said. "We know what is expected of us, and when we appoint our board we wish it to fulfill on behalf of the government and the people of Canada these same high expectations." Instancing the need for prudence and folly of hasty decision, he pointed out that there will be turned over to this board properties in which the public has invested more than \$1,500,000,000.

He said that last year the country's railway executives had spent \$343,458,420, whereas the total expenditure of the Dominion of Canada on consolidated fund account last year was \$302,600,000.

Freight Rate Investigation.

Another important declaration of policy made by the minister was related to freight rates. He said he proposed at an early date to ask a special committee of the house to investigate the freight rates problem. This committee will have full power to summon the heads of the railways and gather all available information. He said a number of conferences had been held by the railway heads, but because of the Crow's Nest Pass agreement they had thought it inadvisable to reduce rates on commodities. The suspension of the Crow's Nest Pass agreement ceases on July 6 next, and unless that suspension is abrogated by parliament, low rates will prevail on about fourteen commodities, among them grain and grain products, all over the west as far east as the head of the Lakes.

An amazing array of railway figures was presented by Mr. Kennedy. The total deficit of all lines owned by the people of Canada for the year ended Dec. 31 last is \$72,346,238. Of this amount \$56,783,934 was incurred by the Canadian National, which has the Grand Trunk Pacific, and \$15,562,299 was incurred by the Grand Trunk system. In the year previous the deficit of the roads named totalled \$74,002,002, the difference between the previous year and the Grand Trunk did more than \$9,000,000 worse.

A reverse side may be given to this financial picture for the benefit of the friends of government ownership. There are practically only two railroads in Canada, the C. P. R. and the Government lines. Last year the government roads increased their percentage of gross earnings from 52.21 to 54.22 per cent. It is estimated that the government roads cut into the C. P. R. for gross earnings for about \$8,000,000. The government-owned lines comprise about 52 per cent of the total railway mileage of the country and the fact that they did 54.22 per cent of the business in a year of depressed trade is taken as a good omen for the future of the people's railways.

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Twenty-five bills were given their third reading in the house today and nine were passed in committee of the whole. Several new bills also were introduced, viz: An act to amend the protection act of 1921, an act to amend the election act, an act to amend the workmen's compensation act, an act to amend the highway act and an act respecting the police commission of the city of St. John. The act amending the highway act increases the road tax from twenty-five cents to forty cents and would add \$89,000 to the road tax fund. Hon. Mr. Veniot, who has been fighting any measures placing a fixed valuation for school purposes on any properties, introduced a bill to amend the act regarding the valuation of Ready's Beverages Ltd. This act was recently passed at this session and had been assented to by the Lieutenant Governor.

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Mr. Curran said it was little short of ludicrous to speak of the city of St. John assessing its own residents. The county was not consulted when the position was reversed.

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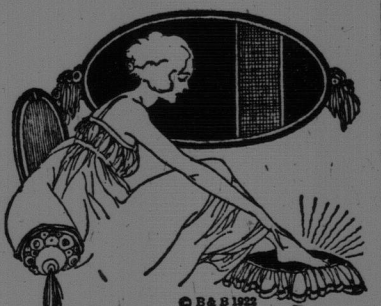
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Grand Trunk system were \$104,725,039, a decrease of \$4,159,789.

The Labor Problem.

The minister touched on the labor problem, too. In 1921 out of every dollar the workers earned 65.63 cents went for wages as compared with 78.61 cents the year previously. He stated that at the present time negotiations were under way looking to a modification of some of the working conditions which are difficult of application. Mr. Kennedy continued: "We must provide for a proper standard of living but they should have reasonable real relation to the importance and value of the work performed, and wages generally. The management informs me that the labor situation has greatly improved; that the spirit of the railway workers is better than it was; that labor has become more efficient and is doing more work and better work. I am glad to give expression to the views of the management in that regard."

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Several Bills Through House

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ENO'S FRUIT SALT

Passover, the Jewish festival of liberation, known in Hebrew as "Pesach," begins this year on this evening. Starting on this evening every Jewish household in the country eats Matzo, the unleavened bread. In some households no leaven of any character is eaten during the eight days of the festival of Passover is observed.

Among the more liberal Jews of this country Passover ends on Wednesday, April 19. In most Jewish homes, however, a portion of the elaborate ritual built up during the long centuries of this feast has been celebrated with the

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In the synagogue the note of spring is reflected in the reading of the scriptural passage from the Song of Songs wherein the worshiper is reminded that the winter is over and gone and the song of the turtle-dove is again heard in the land.

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Constipation is one of the commonest ills of mankind, and one too often allowed to go unlooked after, until some serious complication sets in.

A free motion of the bowels daily should be the rule of everyone then there will be no constipation, sick or bilious, speck, dizziness, heartburn, coated tongue, foul breath, sour stomach, floating specks before the eyes, jaundice, water brash, etc.

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and you will enjoy the best of health. Mrs. Frank Wilsey, R. R. 3, Belmont, Ont., writes: — "I have been troubled with constipation for nearly two years. I had bad headaches, faint and dizzy spells, and would blot terribly. I was nearly discouraged for I had tried so many things that gave me no relief. My mother got me a box of Milburn's Laxa-Liver Pills and told me to give them a fair trial. After I had taken one I felt much better and continued to use them. Now I have no faint and dizzy spells and am gaining nicely. I would not be without Milburn's Laxa-Liver Pills for the world."

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