

REDUCTION IN N. T. R. RATES TO MARITIMES IS REQUESTED

Progressive Member for Mackenzie Declares Existing Charges From Armstrong Work Injustice to Great Industry

FLEMMING URGES SOUND POLICY

Quotes Agreement Entered Into in Construction of System and Urges Its Fulfillment in Carrying Grain to Seaboard and St. Lawrence

OTTAWA, April 19.—The Minister of Railways, Hon. C. A. Dunning, expressed willingness to have the subject of freight reductions on the N. T. R. referred to the House Railway committee but did not think there was much to be gained by such a compassing on the matter while it was under review by the Board of Railway Commissioners for Canada. Finally, debate was adjourned just before midnight by Thomas McMillan, Liberal member for South Huron, Ont. It is not likely that the House will get round to the motion again this session, unless it is given precedence by common consent.

OTTAWA, April 19.—A motion that "freight rate discriminations against the port of Quebec should be removed and grain should be transported over this particular route on the same mileage basis as that applying from prairie points to the head of the lakes" came up for discussion in the House of Commons today.

It was introduced by M. B. Campbell (Progressive, Mackenzie). The resolution submits that the Transcontinental Railway was built for the purpose of providing the shortest possible route to the sea for the benefit of the Prairies as well as to develop the ports of Quebec and the Maritime Provinces. The fulfillment of this purpose has been prevented by "the imposition of exorbitant and unjustifiable freight rates," says the motion.

Mr. Campbell declared that the prevailing rates from Armstrong, north of Port William and Port Arthur, to the port of Quebec, were working an injustice to one of Canada's greatest industries. He believed that a fair rate from Armstrong to Quebec on grain would be 11 cents. Under present conditions the only time the grain is shipped through to Quebec was at the close of navigation or when congestion existed at the head of the lakes.

WOULD HAVE SAVED MUCH. In 1921, if an equitable rate of 11 cents had been in use from Armstrong to Quebec, western farmers would have saved approximately \$7,000,000. In 1922 they would have saved about \$8,000,000.

The question had often been asked, said Mr. Campbell, whether present grain rates paid a profit to railways. In his opinion, there was no doubt in

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If there is any fever, take also MATHIEU'S NERVINE POWDER or TABLET.

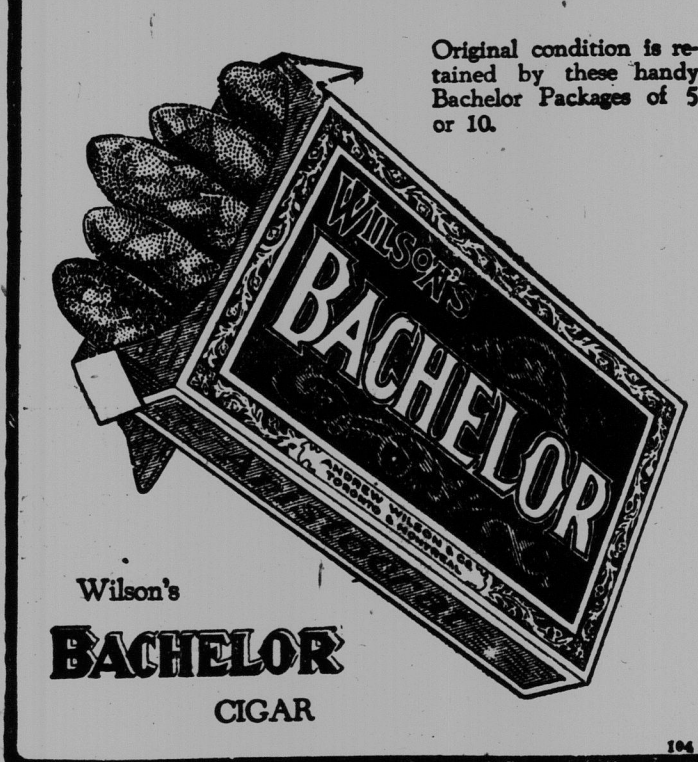
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Sherbrooke, Que. A. E. Morris, Amherst, N. S., distributor for the Maritime Provinces.



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instrumental in the construction of the National Transcontinental Railway.

Peter Heenan (Liberal, Kenora and Rainy River) and R. K. Smith (Conservative, Cumberland), spoke briefly in support of the resolution.

AVOIDS DUPLICATION

On behalf of the government Mr. Dunning said that there was no objection to referring the whole matter to a committee except that there would be a duplication of the work already under way in the railway commission offices. He reviewed the factors which entered into grain routing and pointed out that the shippers were influenced by many considerations in routing their grain.

A difference of six-pence a ton in the cost of shipping via one route as compared with another would influence the routing, and this cost was compounded of three or four factors which could not be controlled directly by railway heads. Dealing with the suggestion that Canadian products were being allowed to go without a struggle through United States Atlantic ports, Mr. Dunning said:

"All the influence which I can exert, will be used against that kind of thing."

DENIES LACKED ZEAL

The minister of railways, however, denied that there was any lack of zeal on the part of the government railways in getting traffic for the Canadian route. He claimed sharply with C. H. Cahan, Conservative member for St. Lawrence-St. George on the subject. He had understood Mr. Cahan to say, earlier in the debate that Sir Henry Thornton was using his influence to route freight over United States ports.

Mr. Cahan denied that he had made that suggestion or that he had quoted anybody as saying so. He had heard the suggestion made in the House and what he meant to say was that Sir Henry was not using his influence as president of the Canadian National Railway to get the fullest amount of traffic over Canadian lines to Canadian ports.

"It is percolating into even my dull brain that that is part of what he meant to say," replied Mr. Dunning. "But he also said a great deal more."

CATTLE TRADE HELD UP

No considerable cattle trade could be built up under the prevailing traffic. If the rate were made equitable, grain could be shipped through these Canadian ports to a large extent and utilization could be made of the facilities for handling cattle at Quebec.

FLEMMING SPEAKS

J. K. Flemming (Conservative, Carleton-Victoria), said that the question was one of national importance which would be considered with a view to establishing a sound, sane, Canadian policy. He referred briefly to the conditions which had led up to the building of the various railway systems in Canada.

Mr. Flemming quoted the agreement entered into by the railways at the time the Transcontinental was built. It imposed an obligation to bring the grain of the west to eastern Canadian ports and also to provide steamship service for its export, he said. That obligation was as binding upon the Canadian Government as operative of the Canadian National Railway, as it was then upon the Grand Trunk Pacific. There had been a "damnable failure" to carry out this obligation.

RATES PROHIBITIVE

The Canadian National lines had never carried this business over this route and never would because the freight rates were prohibitive. He would prefer to use the word "prohibitive" in the resolution rather than the term "exorbitant and unjustifiable" used in the resolution. Otherwise, he agreed with Mr. Campbell in his remarks about the freight rates.

Mr. Flemming said that if the Transcontinental Railway section of the Canadian National Railway was made to do the work it was built to do it would provide a handsome surplus to take care of any loss which might occur west of Port William.

QUOTES FROM RESOLUTION

Charles Macle (Liberal, Bonaventure) quoted from a resolution passed by the Quebec City Council and reported to the Senate and Quebec Harbor Board which, he declared, furnished convincing evidence of the outstanding importance of the matter. While Canada's relations with the United States were friendly, it was essential that the interests of the Dominion and Canadian citizens should be given first consideration. The eastern ports, Quebec, Saint John and Halifax, should be properly developed. This was due to the people of Eastern Canada, and would fulfill the dream of those in-

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Face Badly Broken Out With Pimples Cuticura Healed

"My face was so badly broken out with pimples that it was actually disfigured. They first started with a few blackheads on the sides of my face, and feasted. The pimples spread to my forehead, chin and neck. They itched and burned so that I could hardly rest. They looked so badly that I was ashamed to be seen in public. The trouble lasted about three years."

"I read an advertisement for Cuticura Soap and Ointment so I purchased some. I used about two boxes of Cuticura Ointment and four cakes of Soap and was healed."

(Signed) Mrs. John Kelly, Rte. 3, Bay City, Mich., Nov. 5, 1925.

Nothing so insures a healthy, clear complexion, soft, smooth hands and glossy, luxuriant hair as Cuticura Soap, assisted by Cuticura Ointment when necessary.

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ways and as Minister of Railways for Canada may I say that I intend to try and do the same thing here."

Every year, he said, there was a considerable quantity of United States grain which traveled through Canadian ports, for the same reason that Canadian grain traveled through United States ports: the variation in transportation conditions. In 1922, 89,500,000 bushels of grain grown in the United States had gone through Canadian ports. Since that time, the smallest annual traffic of the kind had exceeded 21,000,000 bushels.

DEAN OF STAGE DIES

Was Sir Squire Bancroft Who Reaped Fortune From Theatre

LONDON, April 19.—Sir Squire Bancroft, dean of the English stage, died in London tonight after a short illness.

Squire Bancroft was born in luxury in 1841 but his father's early death greatly changed his circumstances and he first appeared on the stage at the Theatre Royal, Birmingham, in 1861, at a salary of a guinea a week. He retired from a career of successful management in 1886, having realized a fortune in his own right.

His wife, Lady Bancroft, died in 1921.

ALL FOR NAUGHT

"My dentist can't think much of his own work."

"He has plugged and tinkered my teeth for 20 years and now he says they must all come out."—Louisville Courier-Journal.

DO YOU GET HOT FLASHES?

Is that old devil of yours kicking up? Get hot flashes—spots in front of your eyes, or dizzy spells? Beat them for good with the world's best remedy for hot flashes. Try it and see for yourself.

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so I tried it, and it has done me a world of good. I just took two and a half bottles, and I haven't had a headache for a long time, now."

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FINED FOR FAILURE TO DECLARE INCOME

Tracadie Man Two Days in Default, Must Pay Extra \$50

BATHURST, April 19.—In the police court here today Jeffrey Dismore, of Tracadie, pleaded guilty to an information laid against him under the income tax act. The accused was charged with failure to make a return of his income for the year 1925. This is the first case of this nature to be brought against a resident of Tracadie for three years. Parties of Bathurst were charged with the same offence. The accused in this case was fined \$50 and costs, two days default having been alleged in the information. The presiding magistrate, John Lemarquand, also made an order directing the accused to forthwith file the return for 1925 required of him by the department.

"The story I heard about Miss B-n-k-s and the m-a-j-o-r is even more s-c-a-n-d-a-l-i-o-u-s," said the caller who spelled the words to keep little Johnny from understanding the gossip.

"There's only one 'I' in scandalous," remarked Johnny, nonchalantly.—Kansas City Star.

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