

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, FEBRUARY 4, 1922.

GOVERNMENT TO AID MARITIME PROVINCES SOON

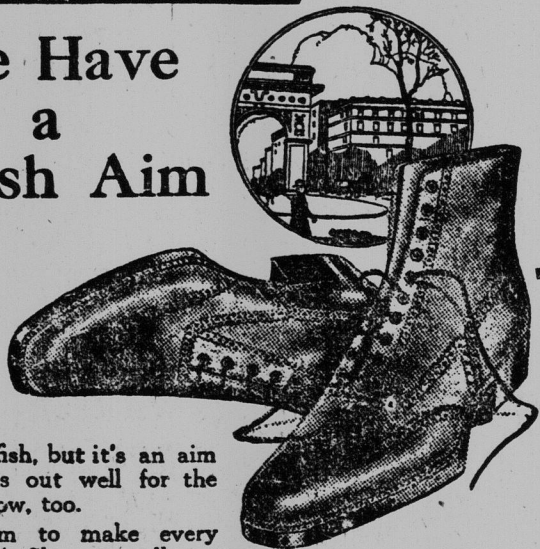
Ottawa, Feb. 3.—Opponents of government ownership of railways in general and of the amalgamation of the Grand Trunk with the Canadian National, in particular were greatly disappointed over the attitude of the maritime provinces Liberal delegation which waited upon members of the government here this week. It was thought by the enemies of government ownership that these men would demand the complete isolation of the Intercolonial and would press for a complete return to old conditions. What transpired during their interview with Premier King is not known, but several of them have since expressed themselves in sympathy with the idea of one big national railway system. They are careful, however, to add that they will still demand local railway autonomy. For instance some of them point out that the C. P. R. is divided into two systems east and west. They say that a national system could be divided into three, one for the maritime provinces, one for Ontario and Quebec and one for the west and still, it could be run as one road under one trusteeship.

The maritime province men are greatly concerned over freight rates. They argue that freight rates should be a local consideration. Some of them even go so far as to say that officials of the Intercolonial should be allowed to bargain as any other business would on the question of freight rates.

No Serious Obstacle.

They tell a story of the old days when a company planned a large transportation. The Intercolonial officials at Moncton on hearing of this wrote the company asking for a meeting with the company's officials. At a subsequent meeting to either the railway's rates were so arranged that the large plans were dropped altogether, though they had been completed. It is now believed that no

We Have a Selfish Aim



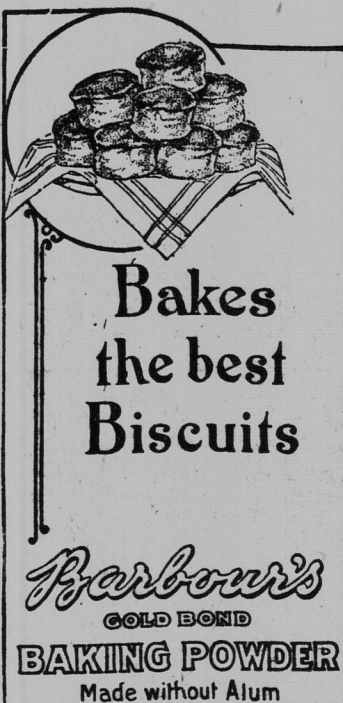
It's selfish, but it's an aim that pans out well for the other fellow, too.

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termined to knite the government unless the Intercolonial is returned to its

former status standing alone as a separately owned government line. They acknowledge that there must be co-ordination with the rest of the system. However, one point, upon which they feel strongly concerns the future of the Grand Trunk line through the United States from Montreal to Portland. They say that Canadian ports like Halifax and St. John should not be penalized by a government road to help Portland even though the haul from Montreal to Portland is much shorter. From Montreal to Portland the distance is roughly 300 miles. From Montreal to Halifax over the Intercolonial is about 900 miles. From Montreal to St. John over the C. P. R. it is about 482 miles. In railway business the shortest haul governs the freight rates. According to a memorandum of 1919 in connection with the G. T. R. acquisition there is against this line from Montreal to Portland guaranteed six per cent stock amounting to \$5,483,800. This is also classed as a rental in the government reports, through the rental is based on a five per cent figure.

In any new arrangement which the government may make regarding an amalgamation of the people's lines the plea of the Maritime province folks for the Canadian route will have to be considered.

A FEDERATION OF POSTAL EMPLOYES

Ottawa, Feb. 3.—Elected representatives of postal department organizations



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are meeting in Winnipeg on February 6 to discuss a dominion-wide federation of postal employees. W. E. B. Mann and R. S. Bartlett (Toronto) will represent the dominion postal clerks' association. The other organizations each of which will have three delegates are the dominion federation of letter carriers, the railway mail clerks' federation, and the amalgamated postal workers. The proposed amalgamation is called the Canadian Federation of Postal Employees.

TRIBUTE TO MR. GOLDING. Sussex Record.—Friends in Sussex of Walter H. Golding, manager of the Imperial Theatre, St. John, will regret to learn that he is confined to his home through illness and will wish him a speedy recovery. The Imperial Theatre is a popular resort for Kings county visitors to St. John, and its manager and his attentive staff spare no pains in extending courtesies to their patrons.

The Farmer Holds the Whip-Hand at Washington

Today the American farmer strangely finds himself simultaneously at the ebb-tide of his economic fortune and at the flood-tide of his political power; and it is to his poverty that he owes the discovery and assertion of his strength. As a result of this paradox President Harding calls a great conference at Washington to devise ways to rescue our rural population from imminent disaster, and almost in the same breath protests against the domination of Congress by the agricultural bloc. News dispatches describing the desperate plight of the farmer appear side by side with others averring that the farmer holds the whip at Washington as never before in the nation's history, and that his dictation amounts to a "super-government," an "invisible empire."

Senator Capper, of Kansas, in his publication, Capper's Weekly, says that "the farmers lost three and one-half billion dollars in 1921 in crop values alone compared with 1920, or eight billion dollars compared with 1919." "Concerning the grim reality of the present crisis in agriculture there can be no difference of opinion among informed people," declared President Harding. On the other side of the picture we see the agricultural bloc defying the "Old Guard," and disturbing the calculations of leaders in both parties. The symbol and instrument of their power is the famous "farm bloc," a group of Republican and Democratic Senators and Representatives who come from the agricultural sections of the West and South, and who are said to hold the balance of power in Congress.

The leading article in THE LITERARY DIGEST this week, February 4th, under the heading "The Farmer's Need and the Farmer's Power," presents in an illuminating way all phases of this subject, which is occupying so much attention.

Other news-features of almost equal importance in this number of THE DIGEST are:

Setting the Stage for a Coal Strike
The Irish Getting Together
Death Toll of the Automobile
Two Years of Prohibition
Peace Insurance in Mid-Europe
England's Errors in Egypt and India
Why America Should Help Russia
Laws That Favor Dust Explosion
Our Starved Patent Office
The "Amazing Achievements" of Pope Benedict

Beans as Breeders of Divorce
The Gospel by Wireless
First Aid to Income-Tax Payers
An "English Yankee" Who Interpreted America
Ohio's Girl Mayor "Has 'Em Scared"
The One-Man Power Behind German Politics
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By "BUD" FISHER

