

RAIL PROBLEM OF CANADA HAS MANY ANGLES

Freight Rates Are Factor of Immense Import To Farmers.

AFFECT RURAL WELFARE

Western Growers Seek Return To Crow's Nest Pass Agreement Basis.

BULLETIN.
CHATHAM, Jan. 17.—James Murdock, minister of labor, will be returned from Kent by acclamation. The Progressive convention here this afternoon by an overwhelming vote of 100 to 8 decided not to enter a candidate in the by-election of February 2.

OTTAWA, Jan. 17.—The consolidation of the Grand Trunk with the C. N. R. system, while it will be a most helpful prelude, will not of itself provide any definite solution of Canada's basic railway problem.

Of this the real core is that the cost of maintaining and operating the gigantic mileage and plant, which has been constructed within our bounds, demands annual revenues which can only be raised by

LIVER TROUBLE

BAD BILIOUS ATTACKS

When your liver becomes sluggish and inactive your whole health suffers. Your bowels become constipated, the tongue coated, the breath bad, the stomach full and sick, and bilious attacks occur on account of the liver holding back the bile which is so essential to promote the movements of the bowels, and the bile gets into the blood, instead of passing out through the usual channel.

The only way to keep the liver active and working properly, and thus get rid of the nasty bilious attacks, is to keep the bowels regular by using

MILBURN'S

LAXA-LIVER PILLS.

They are purely vegetable, small and easy to take, work smoothly and gently, and there is nothing of the griping, weakening and sickening effects of the old-fashioned purgatives.

Mr. John S. Carson, Donovan, Sask., writes: "I was troubled with my liver and had severe bilious attacks. A friend advised me to try Milburn's Laxa-Liver Pills, so I took two pills and I have had no more attacks."

MILBURN'S

LAXA-LIVER PILLS

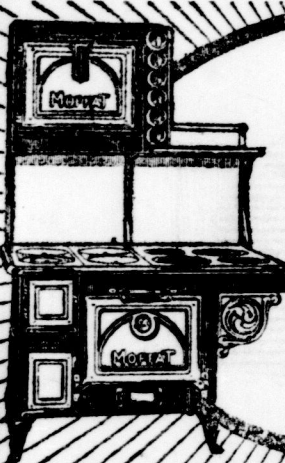
are 25c a vial at all dealers, or mailed direct on receipt of price by The T. Milburn Company, Limited, Toronto, Ont.—Adv.

THE DOMINION SAVINGS AND INVESTMENT SOCIETY

5½% INTEREST PAID ON DEBENTURES
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PAYABLE HALF YEARLY.

Security of over \$2,000,000 is ample for depositors and debenture holders. We keep on hand a metal bank for those who wish to save small sums. Full information on application at the office.

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Moffat's Combination

Here is the last word in combination—coal and electric—ranges. We build nothing else but ranges and water heaters and our lines are the models from which others try to build. Write for booklet to Moffat's, Limited, Weston, Ontario.

MOFFATS ELECTRIC RANGES



The Ideal Bathtub for Baby

EDDY'S Indurated Fibreware Washbath is just the thing for baby's bath. Besides being light, easy to handle and unbreakable, it has a surface which cannot cause injury—no cracks, no joints, no nails or rivets. It is moulded in one piece and unlike wood, it cannot splinter or come apart. It is much superior to metal because it

cannot dent or rust. Metal tubs quickly absorb heat and are liable to scald baby's skin, even after cold water is added. In a like manner, metal cold will strike chill to the skin and also cause the water to cool quickly. Eddy's Indurated Fibreware does not radiate heat or cold and is quite safe. For the same reason it keeps the water warm longer.

Ask Your Dealer to Show You One.
The E. B. EDDY CO., Limited
HULL, Canada

OUR BOARDING HOUSE.



THE MONTHLY MYSTERY OF THE MISSING MAZDA

BY AHERN.

Fort William on a bushel of wheat grown near Saskatoon consumed 5.9 per cent of the price received; on Dec. 15, 1921, it absorbed 18.4 per cent. On number six wheat the percentage for the same place taken today is 27.2 of the value. This state of affairs extended to other lines of farm produce.

Why Farmers See Red.

The Grain Growers' Guide states that hides are being left to rot on many farms because if shipped to the nearest market the cost of the freight or express charges would take the whole of their value. When farmers are faced with these conditions, they see red when they read member Mr. Carvell's dictum that the C. P. R. must be allowed to earn its capital dividends of 10 per cent on its capital and set something aside to its reserve. Hence there is abroad in the West a sullen spirit of resentment which, in some districts, threatens to find expression in next spring.

There are signs that the railway executives are alive to the perils of the situation and are not averse to substantial reductions in the near future. The latest returns available show a great improvement in the operating ratio of the government railways while the C. P. R.'s is as usual excellent. In the month of October the Canadian Northern, the Canadian government and the Grand Trunk Pacific Railways expended respectively 90.6, 92.7 and 94.4 cents for every dollar earned.

The main factor in this happy change from the conditions prevailing last spring has been the reductions. Further negotiations for further reductions are in progress and then a fresh curtailment of freight rates ought to follow.

Sticks Out Everywhere.

But at the best, if the Carvell doctrine is to be permanently accepted, the alleviation can be slight in proportion to the tolls which will still be levied, and will not suffice to halt the agitation in the west. Pick up any western paper today and the freight rate question sticks out on every page. The speech from the throne in the Manitoba Legislature contains a long allusion to the need for reduction, and the problem is being debated at the farmers' conventions and the provincial legislatures.

On Jan. 12 in a debate in the Saskatchewan legislature, Mr. C. A. Dunning, the provincial treasurer, pointed out that the entire freight rate structure for Western Canada had been built up on what was known as the Crow's Nest Pass agreement concluded between the Canadian government and the C. P. R., which fixed certain rates in consideration of the subsidy of \$11,000 per mile.

The people of Canada, argued Mr. Dunning, have performed their share of the contract by paying the subsidy, and should not be deprived of the benefits of it. But this agreement

has been held in abeyance for the last three years, and its benefits lost. However, unless parliament passes fresh legislation, it will come into effect again in July, 1922.

According to Mr. Dunning, if this agreement were reverted to it would mean a reduction of 50 per cent from the rate in force on Jan. 1, 1921, the peak date, on grain from Winnipeg to Fort William, 77 per cent from Qu'Appelle, 68 per cent from Medicine Hat, and 62 per cent from Calgary.

Would Satisfy Them.

Mr. Dunning declared that he and many other people in the west would be completely satisfied if during 1922 the rates on staple commodities could be brought back to the Crow's Nest Pass agreement basis. To secure this he urged that the western members must unite in a determination that under no circumstances should subsection 5 of section 325 of the railway act be re-enacted by parliament.

Mr. Dunning's speech contained this significant passage: "It might be said that the railways must operate. I agree, but the farms of Saskatchewan must be operated also. They cannot operate successfully under present freight rates and produce prices for products of the farm. The railways must operate because farms here are not much use without transportation. The interests of the railways and the interests of the farmers in regard to these basic products are identical."

BOARD TO ISSUE WAGE SCHEDULE

TORONTO, Jan. 17.—The minimum wage board is preparing to issue conditions governing minimum wages for women in the retail stores of the entire province. Up to the present rates have been fixed to govern in cities and towns, and range up to a minimum of \$12.50 a week in Toronto, with slightly lower rates in smaller cities and in towns.

In villages and towns of from one to four thousand the rate for experienced adults is \$9. Here no distinction is made in respect to age, but any inexperienced worker must be hired for not less than \$6, to be increased to \$7 at the end of six months, to \$8 at the end of twelve months, and to the full minimum at the end of eighteen months.

For villages of less than 1,000 population throughout the province generally, the rate for experienced saleswomen is set at \$8 with one year's earnings period where the initial rate is \$6, to be increased to \$7 at the end of six months. These rates are for saleswomen and those working with the sales force, and do not include office workers or operatives, such as milliners, dressmakers, etc.

The board will hold a public hearing in the Government Buildings on Jan. 21 at 8 p.m., where anyone with any suggestion to offer will be given an opportunity to be heard.

MODIFY LICENSE BOARD RULING

TORONTO, Jan. 17.—The Ontario License Board has modified to some extent its order of a few days ago, suspending over 300 doctors of the province for exceeding the limit of 50 prescriptions for liquor in one month.

A number of doctors, including two in Hamilton and several in Toronto have already had their suspensions lifted, and may proceed with the issuing of prescriptions as freely as they like—within the 50 limit. Today two well-known Hamilton doctors appeared before the board and gave an explanation of their position so convincing that the board decided to lift the suspension at once.

According to the vice-chairman, neither had overstepped the limit very much. The plea of the Hamilton men was that they had been the victims of their patients, who, with an eye to Christmas celebrations, had been saving up prescriptions for some time.

EXPECT LARGE CROWDS AT CHURCH RECITALS

The First Methodist Church should be well filled Thursday evening, as the committee has already sold more than 700 tickets for the entire course. Single admissions will be 25 cents in cash, as only course tickets are being sold. The course ticket is \$1 for the five recitals. It will be assisted by Miss Topley-Thomas, reader, and the choir of the church.

EXPECT DEBATE ON WATERWAYS TO TAKE YEARS

Ottawa Circles Believe Great Expense Involved Will Evoke Opposition.

PROJECT HAS ITS CRITICS

Economists Point To Heavy National Debt and High Tax Rates.

OTTAWA, Jan. 17.—Comment here upon the St. Lawrence waterway proposals submitted by the international joint commission, and made public in the United States Congress yesterday, is largely based upon the pertinent and important question: Where is the money coming from? The estimated total cost to be borne by the two countries of bringing tide water to the head of the Great Lakes is \$250,000,000; of this Canada is called upon to bear the smaller share. The scheme is one which has many supporters, especially in Western and Central Canada, but to which opposition of a strenuous character may be expected from Montreal, Quebec and the Maritime Provinces.

The appearance in the house of any measure for the implementation of the report might be calculated to bring about the most formidable lobby in Canadian parliamentary history. The scheme, however, has been declared desirable from a navigation standpoint, and from the standpoint of the development of a million and a half horse-power, from which Eastern Canada would benefit industrially, and Western Canada would stand to gain through lower freight rates. It has been declared by engineers to be perfectly feasible from the construction standpoint. The report of the joint commission is in the hands of Congress at Washington, where opposition to the scheme has already developed, and in the hands of Hon. W. L. Mackenzie King, minister of external affairs at Ottawa.

Cabinet Consideration.

Undoubtedly the most important consideration from the Canadian viewpoint at least is that of finance. At the present time the Dominion must provide \$100,000,000 for annual interest on the public debt alone, \$32,000,000 annually for pensions, and some \$150,000,000 for running the country. All of the above consolidated expenditures, totalling nearly \$400,000,000, must be met before any capital expenditure is embarked upon, and immediately facing the new finance minister is the necessity of meeting or refunding maturing Victory bonds.

Expenditures Reduced.

As it is capital expenditures have been practically cut to the bone, and outlay on public works has been reduced to the minimum necessary for the upkeep for the prevention of deterioration. Even on the Welland Canal, which is an integral part of the big scheme, work has been reduced, while work on such undertakings as the Hudson Bay Railway has been practically suspended. Capital expenditures for the first nine months of the present fiscal year total only about twenty millions, and is not likely to increase much.

Canada is in a somewhat different position to that occupied by United States, with regard to the scheme. In the United States 110,000,000 people will share in the cost, as apportioned in Canada 8½ millions must shoulder the burden. In the United States taxation shows signs already of decreasing; in Canada there is no such indication. In the Dominion also it may be noted that Canada's first task is to make its railways pay. It is not anticipated that any bill will be submitted by the Canadian government during the coming session at least. And there are those who predict that the proposal will be a factor in practical politics for several years to come.

JUDGE ARCHIBALD DIES.
OTTAWA, Jan. 17.—Judge W. P. Archibald, Dominion parole officer, fell dead here tonight.

HONOR PERLEY IN LONDON AS HE QUILTS POST

Duke and Duchess of Devonshire Attend Farewell Dinner At Canada Club.

GETS HANDSOME GIFT

Sir George Expresses Hope Dominion Building Will Soon Be Possible.

LONDON, Jan. 17.—(Canadian Press Cable).—Tonight the Duke of Devonshire, ex-governor-general of Canada, who was accompanied by the Duchess of Devonshire, presided over a well-attended dinner of the Canada Club of London, held in honor of Sir George and Lady Perley, who are returning to Canada in order that Sir George may place in the hands of the new government his resignation of the office of high commissioner. An innovation in gatherings of the Canada Club was made tonight, inasmuch as ladies were invited.

Responding to a toast in his honor Sir George Perley referring to his term as overseas minister of militia, said: "I strove to be fair in making appointments and also endeavored to eliminate favoritism. I doubtless disappointed some, but on the whole I think my efforts were appreciated. It is a matter of satisfaction that the policies put into force were continued to the end of the war."

Sir George mentioned that one matter he came to London particularly to inquire into was the question of a suitable site for a new Canadian office building here. He expressed the sincere hope that Canada's finances would soon be in such shape as to permit the erection of a suitable building to house the Canadian offices in London. Many kind things concerning both Sir George and Lady Perley were said by the ex-governor-general and by other

