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Contract Bridge By Josephine Colburn

South wins and knocks out either the heart or the club ace. If the former, West has no more spades to lead; if the latter, East loses his entry before spades are established. South must simply take care, if he leads the club first, to shift immediately to hearts if the club ace is held up.

PRECIOUS LOOT

PETERBOROUGH, Ont. (CP)—Loot was estimated at \$10 after thieves broke into a house here and stole various items of food. Included in the loot was two pounds of butter.

NAMED AFTER FOUNDER Reuters, the leading British news agency, was founded by Baron Julius Reuter.

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Speed Building Of Hydro Plants In Soviet Union

By TOM WHITNEY

MOSCOW, April 21 — (AP) — The last month has seen important developments in the field of hydro-electric power in the Soviet Union.

It was recently announced that the immense Parkhad power station and dam in central Asia was completed and had begun to give current. This immense development began during the war and will be little less than the largest hydro-electric power installation now operating in the Soviet Union. It will, in addition, irrigate an immense area of 500,000 hectares (more than 1,000,000 acres) of some of the richest and most fertile in the world in the so-called hungry steppe.

It was also announced that construction of a tremendous new power station and dam on the Volga River at the large city of Gorki had begun. The dam will be 11 kilometres (about seven miles) long, and will produce hundreds of millions of kilowatt-hours of electricity for the central industrial region of Russia upon its completion. The excavation work for this dam alone will be several times as great as that for the Dnieper dam in the Ukraine, the biggest hydro-electric installation in Europe.

Another tremendous new dam and power plant are under construction in the Altai region of eastern Kazakhstan. A Soviet magazine has reported that "the day is not far off" when the first hydro-turbine of the plant using the water-power resources of the Irtysh river will give current. Little information is available on this dam but it is clear that it is a development of first importance for one of the newer industrial areas of the U.S.S.R.

Power For Moscow

A fourth power turbine — with a capacity of 55,000 kilowatts — has been installed at the Shcherbakov (Rybinsk) power station near Moscow. This is a further step in the realization of the electric power of the Volga which at Rybinsk is dammed back into one of the biggest artificial lakes in the world. The current will flow to the industries of Moscow.

The reconstruction of the Dnieper dam and power station is proceeding at full speed. Four turbo-turbine-generator units now have been installed and put into operation at this largest station in Russia and Europe which was so seriously damaged by the Germans when they occupied the Ukraine. This leaves five more turbine-generator units to be installed before the plant has surpassed its pre-war capacity.

It has been announced from the Caucasus that construction work is progressing rapidly on a great project for harnessing the power of Lake Sevan in Armenia in a series of cascades and hydro-electric plants. The largest hydro-electric plant in this series is now being built and work is in an advanced stage on lengthy tunnels through mountains which are to bring the water to the turbine blades.

These are only some of the more important dozens of hydro-electric projects in the Soviet Union now in the process of being realized. But they alone are sufficient to show that the U.S.S.R. is determined in the not distant future to become the greatest producer and consumer of hydro-electric power in the world.

P. E. Island Disadvantages

(Continued from Page 13)

men in the lower wage brackets should have an increase at an early date because some of them from their low wage earnings, had not really sufficient money with which to live in a proper way.

However we are also looking for better transportation service from the railways; we are looking for better passenger service as well as better freight service. When we make those demands on the railway, we know that good transportation service requires good facilities and those in turn can be maintained only by economical operating methods and by proper charges for services rendered to the different provinces.

Government Responsibility

I give it as my opinion that if the railways cannot continue to operate and give us an improved service, then it is definitely up to government to decide how to take care of this service and how it is to be paid for by the people of Canada.

After all, the railways were built for the purpose of developing Canada and having trade move from east to west and west to east, under certain conditions with respect to freight rates. If there is to be this great loss of some \$33,000,000 according to the last report of the railways, it is a matter for the Government to look into and see how this amount can be made up. On the basis of this 21 per cent horizontal increase right across the board, it is an injustice to certain provinces and means discrimination against certain products.

Last evening the hon. member for Royal (Mr. Brooks) carefully reviewed the whole situation in the Maritime Provinces, so that it is not necessary for me to go into the same details. I agree 100 per cent with his remarks concerning New Brunswick, Nova Scotia and Prince Edward Island, but I should like to add a few words with particular reference to my own province of Prince Edward Island, where I believe we are the most victimized of all under this increase.

Under proper conditions, and if we can be shown the need, we are prepared to pay our average share of the cost, having in mind the service we get and the freight we are producing for the long haul.

P.E.I. Potato Crop

Just here I should like to mention one particular item. In the case of Western Canada the great cash crop is wheat, followed by coarse grains. I was pleased to note that under the order granting the increase the rate on wheat was not changed, that it remains as it has been in the past. In Prince Edward Island our cash crop is seed and table stock potatoes, followed by turnips. Our cash crop is not given the consideration that is given the cash crop of the west.

This outstanding industry in Prince Edward Island should not have to pay this increase while the rate on the cash crop of the West remains the same. As I said before, I do not object to the West having this advantage, but the cash crop of Prince Edward Island should be placed in the same position.

With respect to potatoes, we get it both coming and going. We shall have to pay a much higher freight rate on our potato machinery, and it has been stated that fertilizer brought in for use in connection with the production of potatoes will cost \$140 or \$150 a ton more because of the increased freight rates. Then, when we ship our potatoes to the Central Provinces to Montreal and Toronto, where we have to meet the competition of home grown potatoes, we shall pay an additional \$1.50 a ton. These increases on both incoming and outgoing freight make a considerable difference.

After Reces

When the House took recess at six o'clock, I was talking about the discrimination against our cash crop of potatoes. As hon. members are aware, this is a perishable crop as compared with wheat and it needs a great deal of care in storage and handling prior to shipment. I submit that the board should have given special consideration to our cash crop as has been given to the cash crop of wheat in the West.

When the Minister of Transport was making his able speech with reference to this subject a few nights ago he seemed to fear that if this measure did not carry, as suggested by him there would be amalgamation of the two great railroads. I would remind him of the slogan that we used to hear at one time: "Amalgamation never, competition ever." We have no fear of amalgamation in Prince Edward Island because there is no competition as far as the railroads are concerned.

This is a serious question for our producers. For instance, our shippers were handicapped for a time last winter because of a shortage of reter cars. If there is a shortage of cars in New Brunswick the people there can appeal to the Canadian Pacific and obtain the same number of cars that they would procure from the Canadian National. Since we have no com-

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petition, we are entirely in the hands of the government-owned Canadian National. I was glad to be able to put on the record that the Minister of Transport had been able to meet the need for reter cars. However, as I said, if there were competition we could appeal to the Canadian Pacific when such a shortage arose.

Many Telegrams

The other night the hon. member for Royal stated that he had received a great many telegrams, letters and telephone calls from people in the Maritimes. I think most hon. members from the Maritime Provinces have received scores of telegrams, letters and telephone messages demanding that the members from the Maritimes stick together on this issue and fight to have it left as it was before, especially as far as the Maritime Provinces are concerned.

When the hon. member for Waterloo South (Mr. Hornuth) was speaking on this question the other night he said that in his opinion the great Province of Ontario would be willing to pay its share of the cost of any revision of freight rates. I suppose it was quite reasonable for him to say that, because if there is a deficit to be paid by the Government it would mean that Ontario, considering the amount of taxes which that Province pays, would probably pay 50 to 60 per cent of the deficit.

ceived letters and telegrams from their own people, most of them complaining of a violation of the provisions of the freight rates act of 1927 as well as of the recommendations of the Duncan commission of 1926.

Rates Act Nullified

Apart from repeating what the hon. member for Royal has said, I have covered the ground pretty well. Prince Edward Island is differently situated from New Brunswick and Nova Scotia. Those Provinces produce certain manufactured goods but there are few industrial plants in Prince Edward Island. Our Province is largely agricultural. If this commission were making due inquiry into the conditions of our Province with reference to the freight shipped therefrom I cannot understand why they should ask the Government to nullify the provisions of the Maritime Freight Rates Act and the recommendations of the Duncan commission.

A demand has been made of most members from the Maritime Provinces that we implore the Government through the Minister of Transport to delay this matter until the representatives of the seven Provinces have had an opportunity to make their protests known to the Government. I should like to read part of one telegram which I received, as follows: "We look to the members from the Maritime Provinces to fight for the restoration of our former position under the act."

OUT OUR WAY



By J. R. Williams

THE BIG INFLUENCE