

# Lively Battle Continues Before Royal Commission

OTTAWA, Dec. 23 — (CP) — The freight-rates that boiled up as a national issue just three years ago steamed on without let-up through 1949.

Hard-fought hearings in railway rate cases and before the Royal Commission on Transportation kept the fires going steadily, and as 1949 closed, there was every prospect that freight rates would still be a national concern for some time to come.

Aside from the original issues that started off the long rates battle, new fuel was added during 1949. That was the entry of Newfoundland into Confederation, which was soon followed by a formal claim from the new province that it was not getting a fair deal in freight rates under the terms of union.

Newfoundland thus joined seven other provinces — all except Ontario and Quebec — which are fighting for many kinds of revisions in the freight — rate structure and in the transportation picture generally.

But if one complexity was piled on during the year, another was subtracted. British Columbia was made happy when the Board of Transport Commissioners ordered the railways to remove their "mountain differentials" freight rate on Rockies traffic.

British Columbia climaxed a fight of several decades in winning that decision, which lowers the province's freight-rate bill by something over \$3,000,000 a year.

But in other directions the scrapping — chiefly between the railway and their original seven provincial opponents — went unabated throughout the year.

At year's end, the Canadian Pacific Railway was still fighting a September decision of the Board of Transport Commissioners awarding the railways only eight per cent of a requested 21-per-cent general rate increase. The case had gone to the Supreme Court of Canada.

F. A. Turgeon had been set up in response to the freight-rate clamour of the seven provinces, and they deluged it with a miscellany of claims and proposals.

The western provinces, whose freight-rate level is somewhat higher than in centre of the country, wanted a form of "equalization" of rates across the country. Saskatchewan wanted western rate reductions financed from the Dominion treasury.

The Maritimes sought overhauling and extending of the 1927 statute that gives them subsidized rate reductions. And Prince Edward Island came out flatly for railway amalgamation under national ownership.

The railways came back with some proposals of their own. The C. P. R. opened up perhaps the most explosive issue before the commission when it called for elimination of the statutory low rates on western grain movements, known as the "Crow's Nest Pass" rates.

Western governments and grain interests promptly girded for an all-out battle to preserve the favorable rates and won the first round when the commission declined to delve into the Crow's Nest rates to the extent sought by the C. P. R.

The trucking industry got into the fight, too, when the Railway Association of Canada demanded greater restrictions on highway transport, claiming it was offering unfair competition to the railways. The truckers retorted there was discrimination against them in favor of the railways.

While the public battles were being fought out before the Royal Commission and the Board of Transport Commissioners, the board itself was conducting an inquiry of its own into the freight-rate structure with a view to rate "equalization" across the country. This was ordered by the federal government before it set up the Royal Commission. The board's experts are doing the job without public hearings.

Thus it probably will develop that some time during 1950, the government will have placed in its lap two reports proposing changes in the freight-rate set-up. There is some likelihood it may have them before the 1950 session of parliament is concluded.

**Royal Commission Busy**

And the year-old Royal Commission was still accumulating voluminous material in its broad investigation into national transportation problems after already receiving well over 3,000,000 words of evidence.

The commission under Hon. W.

From an election standpoint, 1949 was a dud as far as Canadian women were concerned. But it wasn't for lack of effort.

The year still saw some talented women playing leading roles in the national and international scene, and women's organizations had a good deal to say and do that was both necessary and constructive.

Not a single woman won her colors in the federal election of June 27. When the first session of the 21st parliament opened in September it had the first all-male representation in 28 years, and this in spite of the fact Prime Minister St. Laurent had said he felt "it would be really helpful" to have women in the House of Commons.

The Prime Minister made the statement in a broadcast during his election tour. He also invited the women to write him personal letters.

Hundreds took him up on his letter-writing invitation. But as for politics, the 15 women who tossed their hats into the ring failed to make the grade. Among them was the only woman of the last parliament, Mrs. Gladys Strum, who was C.C.F. member for Qu'Appelle, Sask.

Despite the fact women failed to place in parliament, two members of this so-called weaker sex, one a senator and the other a member of the British Columbia legislature made some national and international history.

Senator Cairine Wilson of Ot-

# Year's Politics Rude To Women; None Elected

tawa one of the two women in the Senate, was Canada's representative on the third committee of the United Nations General Assembly. She was called upon to express the Dominion's views on such questions as freedom of information, the draft convention on the suppression of traffic in person and Polish charges of discrimination against immigrant labor.

In British Columbia, Mrs. Nancy Hodges was appointed speaker of the legislature. A 61-year-old newspaper woman, Mrs. Hodges is the first woman speaker of any government in the British Commonwealth. She has been Liberal-Coalition member for Victoria since 1941.

On the home front, the Canadian Association of Consumers kept a sharp eye on climbing prices and nudged the government's elbow whenever it saw the need. At its annual meeting in September, the group dealt with resolutions calling for the extension of rent-control, the establishment of consumer study courses in secondary schools, fish consumption, vitaminized apple juice, vitamin-fortified flour.

Representatives of another group, the National Council of Women, called on the Prime Minister in October to urge the establishment of a national housing policy.

The not-so-serious-minded will remember 1949 as the year when beauty contests began losing ground.

Margaret Lynn Munn of Toronto and formerly of Vancouver, was crowned "Miss Canada 1949."



With best wishes for the Holiday Season  
May your Christmas be happy and your New Year prosperous.

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**JUST PLAIN POOPED**—For his alertness in spotting the human interest qualities in this scene and for his skill in following through with the camera, Rudolph Vetter, Memphis Commercial Appeal photographer, was awarded a \$25 prize by the Scripps-Howard News. The attitude of the dozing damsel, 7-month-old Sharon Hart, shows how completely tucked out she was after an exciting all-day tour of the Mid-South Fair and Livestock Show in Memphis.

# Family Allowance Benefits Reviewed

More than \$200,000 per month, or approximately \$2,500,000 annually, are being received in this Province in family allowances, stated Mr. Alan Nicholson, Regional Director of Family Allowances, in an address before the members of the Provincial executive of the Women's Institutes recently. 33,318 children in 13,182 Prince Edward Island families are receiving the allowances.

Explaining the details of the scheme, Mr. Nicholson said that a considerable number of children in both orphanages of the Province are now receiving family allowances because the parents have made an effort to provide the required \$5.00 per month per child. The main reason why the allowances are not paid direct to the orphanages is that these institutions would soon be overcrowded with children, and less effort would be made by individuals and agencies to find homes for them.

Very close co-operation exists in this connection between the family allowance office and the Provincial Department of Child Wel-

fare and child caring agencies, he stated.

Only a small fraction of 1 per cent of families paid family allowances have been found, upon investigation, to have been mis-using the moneys received.

**Children's Aid**

Mr. Nicholson said that while no active Children's Aid Society is functioning at present in the Province, he anticipated that within a very short time at least one accredited Child Placing Agency will be established. He added that he believed the need of a "modern, virile Children's Aid Society in our Province is a long-felt need." He quoted a statement by Hon. Paul Martin, Minister of National Health and Welfare, to show that these organizations are by no means outdated, or replaced by Government agencies.

Mr. Martin said the Federal Government takes from the Maritime Provinces approximately 4 per cent of its total tax collec-



# Air Agreement Talks Adjourned

OTTAWA, Dec. 23 — (CP) — The Government announced an adjournment in the Canadian-American air-agreement talks today without throwing any light on the tangled, confusing controversy that involves both Governments and two air lines.

The External Affairs Department said in a statement that talks, started here last Friday, have been adjourned "until an early date to permit each Government to consider the other's position in greater detail."

# Smaller, Cheaper Chocolate Bar?

TORONTO, Dec. 23 — (CP) — Chocolate bar manufacturers are considering reducing the size of bars and selling them at five cents, it was learned today. Bars which sold at five cents each before the war now cost seven cents.

May your Christmas be a glorious one!  
Gay times, joyous smiles.



And your New Year be twelve months of happy hours and successful days!

**A. PICKARD & CO.**

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**Greetings**

and  
**A MERRY CHRISTMAS**  
and  
**HAPPY NEW YEAR**

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