

**SLATS' DIARY**  
(By Oliver N. Warren)

Sunday: Well, Jake had to have his hare cut last evening & the barber ast him did he want to get him a sham-poo. No sed Jake I dont want no thing sham about me. Aint Jake igerent?  
Monday I been a giving the onct over to sum of these wimmen & girls witch cum out of these here buty stops & my konklusen is that they must of lookt some thing offle when they went in to be butfide.

Tuesday: Jane is mad at me agen & tuck my pitcher to the post offis to return back to me. The clk. ast her was it 2nd class matter & she stuck out her chin & replide I shud say not. Meneing I was not that by class I suppose. The clk. sed she was very sarcastlike.

Wednesday: Pa pulled a nother boner in the noosepaper. He sed a feller that sold booz got 2 yrs. in the house of representetivs for his punishment. Pa sed he was mixed up by riteing about the legislaher so much but 1 was just as bad as the other 1.

Thursday: Ma sed she seen in a paper whair in sum forrin kuntry a wife cood be boughten for only 2 \$ \$. & she sed to Pa aint that offle & he made her about 1/2 sore by sayen he dunno hede seen sum wirth neerly that mutch.

Friday: In the klass we was a konsiderin the armie & the teacher sed she had herd they air a lotta grath in same. Blisters up & sed he herd the bayenets was fixt, witch were korrobratetv. I had to laff neerly out loud.

Saturday: Ma handed Pa a fast 1. He sed she diddnt make biskets like his muther usta make & she replide & sed No & you dont make doe like my father usta make. So now theys a chillynest among both of them.

**The Week in Parliament**

By Wilfrid Eggleston

Ottawa, March 30.—The Trans-Canada Airways is a stage nearer reality, now that the legislation providing for the creation of a company to fly the mail, passengers and express across the country has been introduced. Exactly what form the company should take has given the government deep and prolonged thought in the past year. To leave it to private companies, such as Canadian and Colonial Airways, Eastern Canada Air Lines, Wings Limited, and so on, would have meant, perhaps, several competitive services across the country, with costly duplication and possibly not one really adequately equipped. No one wanted a repetition of the railway duplication which gave Canada three trans-continental lines when she could hardly afford two.

Nor did the Dominion Government want to go into the aviation business itself, and run the Trans-Canada service in the same way as it runs the Post Office.

The only other alternative was a cross between a private and a public enterprise, and apparently that is what is being attempted. The Canadian National Railways takes over the capital stock, 50,000 shares of \$100 each, and allocates to the private concerns, including the Canadian Pacific, if it wants to go in, such portions as they desire to obtain. Presumably if there is a greater demand for the shares than the available supply they will have to be divided on some basis still to be arranged. The Canadian National would retain a considerable percentage of the shares itself.

Of the \$5,000,000 capital, a sum of \$1,250,000 will be subscribed for the mammoth company being formed to fly the mails across the Atlantic. Imperial Airways, Pan-American Airways, an Irish company, and the Canadian company will all share in the operations of this service. The northern route across the Atlantic, which will be used in the summer, will be from London to Ireland, thence to Newfoundland, and then up the St. Lawrence to Montreal.

The new company, Trans-Canada Airways, will have the exclusive right to fly mails, passengers, express, on the main artery from Halifax to Vancouver, with certain connecting links to be designed. The Post Office department will sign a contract with it to carry the mails. For two years any deficits will be met by the Dominion government, and after that a rate for carrying the mail will be set likely to allow the company to operate at a small profit. It is expected that it will cost a million dollars a year, in actual operating expenses, to run the route across Canada.

The department still hopes to begin the western section this summer; all landing fields are to be ready by the end of 1937.

A committee has now for two sessions been studying the elections machinery of the country, with an eye to reforms. It has rejected proportional representation, the single alternate vote, compulsory registration and compulsory voting. They do, however, recommend a number of minor changes expected to improve the democracy of the electoral system. A bill incorporating these changes will be prepared during the recess, it is expected, and will be introduced next session. The idea of a permanent voters list will almost certainly be abandoned. While it has many useful features, it is very expensive, and fails to maintain an accurate record of the persons entitled to vote in each riding. It was brought in during the Bennett regime, several years ago.

The session will either conclude or adjourn on April 10th it is said. The government wants a couple of weeks free before the sailing date for the coronation. If the work now before the House cannot be completed in that time it will be dropped, or, if too important to defer, will be postponed until after the session.

Measures still to be dealt with include the Trans-Canada airways bill, the new Combines measure, the annual unemployment relief bill, the supplementary estimates, one or two small customs bills.

It is quite possible that the Combines measure will run into a snag in the Senate, and parts of it may be defeated. Last year the Senate killed amendments to the same bill, and may do so again.

(Curious Tariff Twists)

Some queer twists and quirks occurred in the debate on the tariff items of the United Kingdom agreement. In one day we have the spectacle of Mr. Bennett—one time champion of high tariffs—pleading for free entry of galvanized plates. W. Ross MacDonald, a Liberal, chiding the Toronto Conservatives because the Toronto Transportation

Commission had imported buses from the United States instead of buying them in Canada, several western Liberals assailing the Minister of Finance because he did not reduce the tariff enough to suit them, Mr. Dunning in his turn repudiating the suggestion that he was a free trader or had ever been one, and stating his belief that there was only one out-and-out free trader in the House.

The Minister of Finance obviously referred to R. J. Deachman of Huron North, but shortly afterwards J. G. Ross, Moose Jaw, arose and subscribed to the Faith, and other western members restated their belief in much lower tariffs on such things as clothing. The truth is that there is a dissatisfied insurgent group within the Liberal party which is by no means satisfied with the progress the government is making in reducing duties. It is necessary to remember, of course, that tariffs have probably been cut more in the past eighteen months than ever before in Canadian history; also, that there are other interests in Canada besides those of the western farmer clamoring for attention. The government, as usual, has to steer a middle course, and suits nobody. The important thing is to hold the country together as well as possible, and that means compromise.

The by-election results in Hamilton West and Bonaventure proved very little. The former is traditionally Conservative and the latter quite as traditionally Liberal, and they remained true to their faith. It may be argued that Kennedy Connor, the Liberal, obtained several thousand more votes in Hamilton than he did 18 months ago, but as against that, on the former occasion there were two Liberal nominees. It is interesting that the C.C.F. candidate polled a heavier vote in 1937 than in 1935, but again, in 1935 much of the normal C.C.F. vote was picked up by the Reconstruction candidate. It cannot be said that the C.C.F. group makes much progress, and this is all the more remarkable because the conditions in the past six or seven years might well have fostered the development of a substantial party of protest against the existing parties, and this, one would guess, would be socialistic in tinge.

An unusual step was taken by the government in announcing before any trouble had actually come to the surface, that 'sit-down' strikes would not be tolerated in Canada, that the government would use all the resources and authority at its command to prevent such illegal methods obtaining a foothold in Canada. It was deemed that a 'strong arm' attitude at such a critical moment would serve a useful purpose.

A big storm has been brewing over the small loan corporations. Several of these companies have been seeking incorporation, change of name, or something of the sort, and it is necessary to pass a private bill through both Houses to obtain these things. That is how they come before the tribunal of parliament. The whole principle of such loan companies has been trenchantly attacked on the ground that they collect usurious rates of interest from poor people who cannot avoid falling into their clutches. Parliament has been asked to pass stringent laws making it illegal to collect such high rates of interest.

For the companies it is argued that they provide the only present means whereby some people can borrow at all. Some members with a constructive turn of mind suggest that the remedy for such high interest rates are credit unions, savings societies, or other co-operative schemes in which people put their savings to be loaned out again at reasonable rates to those who need money. While the legal bank interest rate in Canada is only seven per cent, some of these small loan corporations obtain 25% or more, the additional sum being classed as a service charge or some such camouflage. Parliament can, of course, put such companies out of business, but unless something is done to take their place, it may be doubtful whether the accomplishment is very striking.

**A FAVORITE TESTED RECIPE**

**Escalloped Salmon and Potatoes**  
2 cups canned salmon, 2 cups thinly sliced uncooked potatoes, 1 teaspoon grated onion, 1 teaspoon salt, 1/16 teaspoon pepper, 2 tablespoons flour, 2 tablespoons butter, 2 1/2 cups milk. Flake salmon, place in buttered baking dish in alternate layers with potatoes and onion. Sprinkle each layer of potatoes with salt, pepper and flour. Dot with butter. Add milk. Bake in moderate oven 1 1/2 hours.

**EXPORTS ARE UP \$197,270,-434 FOR THE FIRST ELEVEN MONTHS**

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Canadian imports from all countries for the first eleven months of the present fiscal year totalled \$600,885,537, an increase of \$90,847,567 over the corresponding preceding eleven months.

The principal supplier of the commodities brought into the country was the United States, which furnished goods to the value of \$349,748,468, including huge quantities of raw products and materials for further manufacture. Canadian purchases from the neighboring Republic showed an increase of 22 per cent over the previous eleven-month period.

Britain was the second largest supplier of goods required by Canada, with a total of \$116,583,080, as against \$108,177,173 for the corresponding period of the previous fiscal year, an increase of 7.3 per cent. Canada thus drew three times as much in the way of supplies and equipment from the United States as from the Mother Country.

Total Canadian exports for the eleven-month period ending with February were \$972,855,377, an increase of \$197,270,434 over the previous eleven-month period, and the Dominion therefore had a favorable balance of trade of \$372,000,000. Of the exports British Empire countries took \$456,000,000 and foreign countries \$516,000,000. The United States was the largest customer, taking \$396,000,000, while the United Kingdom was a close second with \$377,977,841.

Australia, with which Canada recently has been negotiating a new trade agreement, absorbed \$24,802,933 worth of Canadian products,

**Railroader-Actor**



Roy Emerton (above), English actor who played Moody, the railway contractor, in the Gaumont British epic of Canadian Pacific Railway construction through the Rockies, "Silent Barriers", found himself right at home in the part when he went to the C. P. R. mountain division on location. The division was by no means new to Emerton who with his brother Percy served the railway there in 1912. Roy, the actor, as a fireman on "pusher" engines, and Percy as a round-house hostler at Revelstoke where much of the film's local color was filmed. Roy Emerton was a popular figure during the filming of the Canadian railway epic among the railroaders, many of them former associates.

while we bought from Australia only \$8,898,988 worth of goods. Belgium took \$22,548,000 from Canada, an increase of 141 per cent over the preceding eleven months, while Canada imported \$5,835,000 from Belgium. Japan bought from Canada goods to the value of \$19,319,000. British South Africa took \$13,359,000 of Canadian products and New Zealand \$10,002,070 worth of products from this Dominion, while we bought only \$4,034,000 from them.

Canadian sales to British Empire countries totalled \$456,565,326 as against purchases from Empire countries of \$179,193,350.

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