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Ottawa Letter

(By J. E. Smith, M.P.)

Members returned April 5th after a visit to their constituencies and now face a heavy schedule of business between now and July 1st. It was my pleasure and privilege to meet many people of the riding during the recess and may I take this opportunity of thanking those who took the trouble to bring matters to my attention and gave me the benefit of their views on some of the important problems facing us at the present time. I repeat what I have said on many occasions, that as your member I do most sincerely appreciate hearing from electors of the constituency on any matter of local or national interest.

Important items standing on the House agenda include ratification of the Geneva Trade agreements, the adoption of a National Labour Code, and of course, the all-important Budget.

The freight rates increase stole the limelight right from the opening day. The Board of Transport Commissioners' finding, which grants all railways in Canada the right to increase rates by 21%, was tabled in the House and immediately set off an interesting and lively debate. Freight rates in Canada have not been increased since 1922, so it was not surprising that in view of increased wages, and increases in cost of operation and maintenance, an increase was granted. However, members from the extreme east and western sections of Canada protested, claiming that Ontario and Quebec are favoured provinces in the freight rate structure, that people in the Maritimes and the West, particularly British Columbia, are bearing an unjust share of the freight costs. There was a demand for an equalization of rates and there were threats of secession by this or that part of Canada.

The Government, while accepting the recommendation of an increase, asked the Board of Transport Commissioners to make a thorough investigation of the rate structure of railways and railway companies which are under the jurisdiction of Parliament.

Railways play an important role in our national economy, and transportation, which was a contentious factor at the time of Confederation, promises to be a lively topic of political discussion for some time.

Income Tax: In response to many inquiries from farmers regarding Income Tax I would point out that Hon. J. J. McCann, minister of national revenue, announced in the House of Commons,

FORMER BEAVERTON MAN KILLED IN FALL FROM RAILWAY JIGGER

Mr. John Smallwood, section foreman on the C.N.R. at Udney was killed instantly on Monday afternoon when he fell forward under the wheels of a fast-moving "jigger" on the C.N.R. track near Udney. Smallwood was sitting at the front of the machine enroute to Udney station when the accident occurred within sight of his home. As he passed under the wheels of the "jigger" it was derailed. The four other occupants were thrown off as the machine continued 30 feet or more along the side of the track.

It is thought that Smallwood was reaching for the shut-off lever and

that those farmers who report taxable income based on cash actually received and cash expenses actually paid out during the calendar year, will not be required to fill out the net worth statement on the new 1947 farmers' income tax return forms.

Veterans take to farming: The new minister for Veterans Affairs, the Honourable Milton Gregg, stated in the House recently that over 19,000 veterans of the recent war have taken advantage of the Veterans Land Act and have gone farming on a full time basis.



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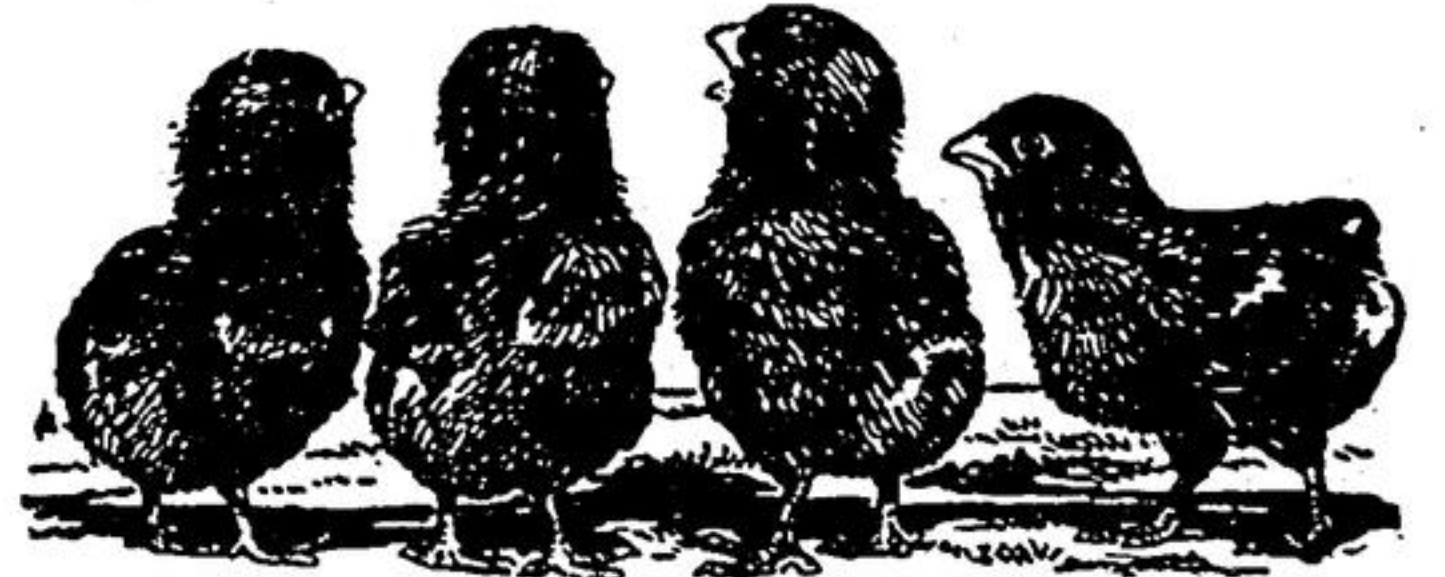
Milt. Smith Prop.

his gloves being greasy his hand and Ken Mackie, both of Orillia and slipped throwing him off balance Bert Cook of R.R.2, Coldwater, and he fell directly under the escaped injury. wheels of the machine.

Smallwood, who has been a section foreman for 24 years, was born in Gravenhurst suffered multiple cuts and Thorah Township and for a time was removed to the lived in Beaverton. He later moved Soldiers' Memorial Hospital, Orillia, to Washago, Gravenhurst and seven years ago to Udney.

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