

ELECTED NEW OFFICERS.
 Thordale, March 22.—The Excelsior Bible Class met at the home of Miss Mary Duffin. The officers for the ensuing year were elected as follows: President, Miss Wilma Harding; vice-president, Miss Tena Rumble; secretary, Miss Mary Duffin; treasurer, Miss Anna Mosely; convener of the membership committee, Miss Elsie Webb; convener of the missionary committee, Miss Elsie Murphy; convener of the social committee, Miss Myrtle Bailey; auditors, Misses M. Hueston and V. M. Sinker.

The financial report given by the secretary-treasurer showed the closing year to have been a very successful one.

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DISMISSED THE CASE.
 WINDSOR, March 22.—An interesting decision was handed down in the police court today, when a local man was arraigned on a charge of having liquor in his possession unlawfully. The man was carrying twelve sealed bottles of liquor in a grip when he met a policeman. The liquor, he claimed, was a gift, and was being transferred from one place of residence to another. Magistrate Gundy dismissed the case.

"PAY AND ASK NO QUESTIONS" IS GOVT. ADVICE ON C. N. R. DEFICIT
 Liberal Leader Demands That Public Be Given The Facts Regarding Startling Shortages—People Must Pay and Have a Right To Know How Matters Stand, He Says—Time For a New Government Has Arrived.

[Special to The Advertiser.]
 Ottawa, March 22.—"Pay and ask no questions"—that is the advice offered to the public by the government regarding the operations of the Canadian National Railways, which this year show the startling deficit of \$70,000,000, and in connection with the carrying of which the formidable sum of \$188,000,000 must be raised from the taxpayers during the coming year.

The advice above quoted was in effect the substance of the reply given by Mr. King to a motion made by Mr. MacLean, leader of the opposition, to a motion to go into supply. Mr. King moved that information regarding the operations of the Canadian National Railways should be made available on request to the representatives of the people, and as in the case of any other spending department of the government.

People Must Pay.
 The public, said Mr. King, must pay the deficit of the system; therefore the public was entitled to know whether the system was being properly managed, where the money was going, and why the deficits existed.

Mr. King was backed up in his contention by Mr. MacLean, who declared that the principle enunciated in the amendment was that the government should be asked to pay for the deficit, but I do not see how anyone can deny it. It is a principle which should be affirmed. I therefore intend to vote for its affirmation.

The vote on the King amendment was 35 to 19. The division split both the National Progressive and the occupants of "No-Man's Land."

How They Voted.
 Hon. Mr. Crerar, leader of the Progressives, voted with the Government. With Mr. Crerar went six of his followers—MacNutt (Salt Lake), Clark (Red Deer), Maharg (Maple Creek), Reig (MacKenzie), Wright (Battledore), Knox (Prince Albert).

Six other of the National Progressives voted for the amendment. These were: Thomson (Qu'Appelle), Kennedy (Glenora), Gould (Assiniboia), Albert (North Ontario), McDonald (Temiskaming), and McDermid (East Elgin).

From "No-Man's Land" Hon. A. K. MacLean voted with the Opposition. Messrs. Andrews (Winnipeg Centre), Gauthier (St. Hyacinthe), and Davis (Neepawa) voted with the Government.

Liberal members voted solidly for the amendment. Government members solidly against it.

Declined Support.
 Strangely enough, the leader of the Progressive party and his lieutenant declined to support the amendment, the Liberal Opposition being left practically alone in upholding a principle which means simply that those who pay should have a say.

Hon. T. A. Crerar, six of whose party were paired on the vote on the address several weeks ago, hinted vaguely at "parliamentary motives," and declared that no business was to be divulged in details of that business, and hinted at the creation of a parliamentary committee. This committee, he said, could get required information, though the prime minister himself had just said five minutes before that it was not the intention of the government to insist upon information being given.

A Peculiar Spectacle.
 Dr. Clark of Red Deer was profuse in his compliments to the prime minister, and therefore before he had finished the impression had been created that the government benches overflowed to his end of the chamber. It was indeed a somewhat peculiar spectacle.

In speaking to his amendment Mr. King referred to former refusals on the part of the government to give information regarding the railways which the people were supposed to own. The excuse for refusal had been that the railways were under a board of directors and that the government did not want to interfere.

"Then," said Mr. King, "we have Government railways of which the government had virtually admitted it did not know what to do. Any government that could not deal with a situation should resign. The hope had been expressed that members would offer suggestions as to a solution, but it was impossible to offer an intelligent suggestion without information on which to base it."

Critical Situation.
 Excepting during the war, Canada had never been faced with such a serious situation and one of the solutions was in giving the fullest information to members of parliament. The attitude of the government was placing a premium on inefficiency, incapability, and absolute dishonesty on the railways. This attitude was unfair and prejudicial to the interests of the taxpayers and unfair to labor. Since the announcement of the deficit there appeared to be an organized propaganda that labor was in a large part responsible. Information must be brought down so that the people would know whether or not there were any other causes. The only argument advanced by the government against giving information was that knowledge of the railway affairs would lead to political control. The opposite was the case and danger of political control lay in the present methods of the government. The only safeguard was the fullest publicity. The refusal to give information was being construed to mean that the railways constituted a gigantic political machine for the benefit of the government and its friends. Parliament was entitled to any information regarding public property.

Had Made Change.
 Right Hon. Arthur Meighen, prime minister, replying to the amendment, declared that when the government took over the administration of a system of such gigantic importance as the Canadian National system it was found necessary to depart from the former system of political control under which the Intercolonial Railway had been administered. This was the idea of corporate management decided upon in order to give the system the attention it merited rather than place it under ministry as any other department of the crown services.

Under corporate management of the road," the premier argued, "the government is responsible for the success of the road, but there is no accountability for the day to day operation. Again, owing to the magnitude of the system, it would be impossible for parliament to do its duty were it called upon daily to answer questions in this regard."

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