

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-treasurer, Miss Mary Duffin; convener of the devotional committee, 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 Blythe; 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 to go into supply. Mr. King moved that information regarding the management of the Canadian National Railways should be made available to 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 government in the railway system. 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 public had a right to know the facts of the railway situation.

How They Voted.
 Hon. Mr. Crerar, leader of the Progressives, voted with the Government. With Mr. Crerar went six of his followers—MacNutt, (Sault Ste. Marie), 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), Gaultier (St. Hyacinthe), Hailbert (North Ontario), McDonald (Temiskaming), and McDermid (East Elgin).

Declined Support.
 Strangely enough, the leader of the Progressive party and his first 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 amendment, said that he was not in a position to support the amendment, but that he was not in a position to support the amendment.

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.

Time For A Change.
 The minister of railways has practically admitted inability to handle the railroad question, said Mr. King. "The minister and his colleagues admit that they are at a loss to deal with the situation. If that time has arrived, then it is time for the Government to make way for another government."

Government Is Unfair.
 "The attitude of the Government," continued Mr. King, "is unfair in many ways. It is unfair to labor, for right now there is a propaganda to the effect that the high wages of labor are responsible for the deficit. It is unfair to the people who pay the debts of the system, ask for information we cannot get it."

Tables Correspondence.
 At the opening of the House today Hon. Arthur Meighen tabled correspondence between the Government and the prime minister of Ontario in regard to the Lake of the Woods control bill.

Makes For Efficiency.
 Hon. W. S. Fielding said that he had already on the order paper a motion in regard to this matter. He was sorry that the prime minister had decided to abandon the Wednesday evening recess. He felt that it made for efficiency in the conduct of the business if members knew that they were certain to be free on Wednesday night. If they had no evening through the week those who tried to do so would probably take one. The whole matter would come up later for discussion on his motion.

Not Kept Secret.
 Sir George Foster said that the Government had not been keeping the contents of any treaty between France and Canada secret. He admitted that a trade agreement had been consummated between France and Canada and signed by him and the then minister of commerce in France in the month of January. Subsequent to this there had been a change of government in France, and it was necessary to have the agreement ratified by the new administration. This had been done only in the past week. The reason why a copy of the agreement could not be laid before the House was that the Government was not in possession of an exact copy. Two copies had been sent to the British embassy to be signed by the French minister of commerce. Sir George stated that he had a copy of the agreement which he thought was correct in all but minor details. He proposed to submit it to the House shortly.

Effective Shortly.
 Mr. Archambault asked whether it was correct that the treaty would become effective within a few days. Sir George replied that he had been advised to this effect by the Canadian Commissioner in Paris.

Cannot Get Facts.
 In support of his amendment Hon. Mr. King said it seemed impossible to secure any information regarding the operation of the National Railways if by any chance the correspondence had been held with the board of directors. It was Government ownership without Government responsibility, and amounted to a refusal to give the people's representatives in Parliament the fullest information.

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 was 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 the 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.

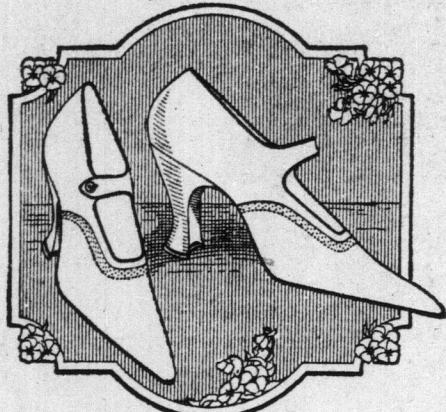
Under corporate management of the road, the premier declared, "the Government is responsible for the success of the road, but there is no accountability for the day to day operation. Again, owing to the magnitude of the system, it would be impossible for Parliament to do its duty were it called upon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

A Strong Competitor.
 "There is still another question," Mr. Meighen added. "We are in competition with the United States. Continued on Page Seventeen."

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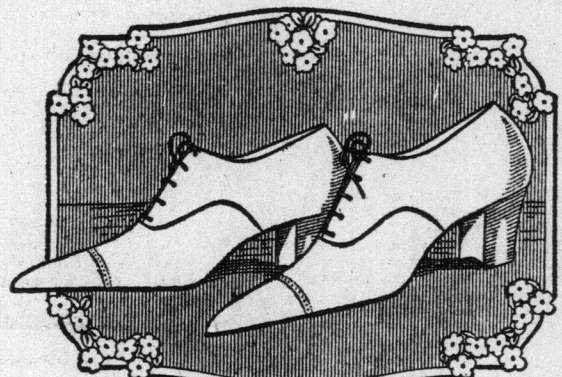


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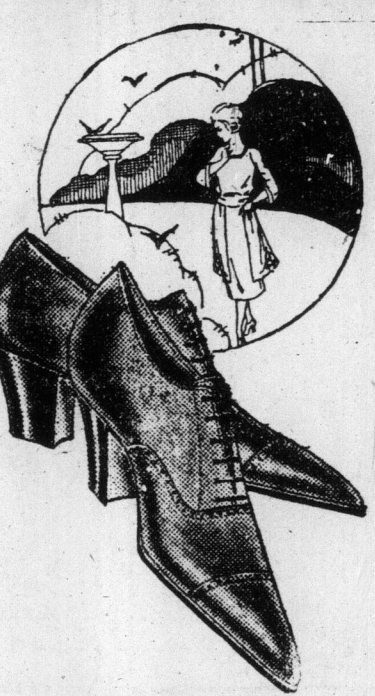
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