

A SICK PARLIAMENT

Looking back over the past five months, the Ottawa Journal sees "the worst session of perhaps the worst Parliament that Canada has known in years". It finds the five months barren of achievement and their concluding weeks such as to inspire disgust and amazement, with grave public questions sidetracked or compromised and millions of dollars voted without scrutiny. It wishes that the nation could have been congregated in the galleries of the House of Commons to witness the spectacle the inference evidently being that were the people to see the performance of Parliament under its present leadership they would be quick to make a change. The Journal recites the reasons for its conclusion in part as follows:—

"Of the long list of promises in the Speech from the Throne practically nothing got to the statute books. The pledged solution of the railway rate question brought little but compromise to cover retreat from an impossible position; the much heralded measure to control ocean rates ended in a Cabinet bout; high cost and humiliation; amendments to the Grain Act so favored elevators over farmers that even the Progressive worm turned and rent its erstwhile leader; a \$10,000,000 rural credits scheme, an evident deliberate fake, was luckily killed by the Senate; a high sounding, coking scheme, brought in at the last minute, was either still-born or a victim of infanticide; a transferable vote bill, promised repeatedly, never made an appearance; the Home Bank depositors bill had to be taken in hand and put into half decency by the Senate; incapacity, muddle, and miasma, marked most Ministry's record.

"Of the vital needs of the country—check of extravagance, reduction of taxation and debt, prevention of the drain of human and raw material to the United States, a vigorous immigration policy—this session brought not a hope. Continued heightening of tariffs the world over was met by Government fiscal tinkering based on an elec-

toral map. Industrial depression, unemployment, and mounting obligations of the Government march on in extravagance, oblivious to world conditions, careless of business stagnation, heedless of the strain and drain on the nation through taxation, emigration and debt. Decline of immigration, declared and admitted to be a vital necessity, saw the Government but confess impotence and failure. Manifestly dishonest budget statements, enormous increases in debt, sustained high taxation, patronage means distributed like manna from Heaven to favored constituencies—these were the Ministry's only reply to a condition growing in increasingly grave.

"The truth is that this is a sick Parliament. Weakened by the loss of men like Fielding and Gouin, still further weakened by retention of men like Motherwell; the combined disease of intrigue within its ranks, and of log-rolling and barter with Progressives without its ranks, destroys the Government's usefulness and makes it a national menace. Without a sure majority, it improvises from day to day, living on hand to mouth policies, keeping one eye on St. James Street and the other on the West, a creature of the arithmetic of division lists, with of vice its central aim.

"And the Progressive record is no better. This party coming to Ottawa to sanctify politics has been an influence towards hypocrisy and dishonesty and sectionalism in Parliament. The old parties had and have their faults, but never professed perfection. The chief evil of the Progressive party has been its insincerity, a deceit greater even than its incapacity. Through four years, four years when its numbers were great enough to control legislation, it has divided its time between selling out its principles or proving its incapacity to promote them. Foaming for Free Trade in the constituencies, it has slavishly voted for tariffs. Challenged to move its platform in Parliament, it has never had the courage of the act. Its professed passion for economy was reduced to oyster-like silence in the face of a great deal of extravagance, and of clamor for a great deal more. In its feebleness in debate, in its inability to take the initiative in anything, in its failure to achieve cohesion, or unity, or discipline in its own ranks, and lastly, in its downright recreancy to principle and its willingness to play mean politics, it has lowered the tone of even this Parliament and made Government less honest and stable.

"Mr. Meighen, contrasted with this story of his opponents, has united and vitalized his party, his programme, resting upon unchanging principle, but applied intelligently to change, is the ablest, clearest, sanest statement of policy that the country has had in years. And Mr. Meighen is the puppet of nobody. No body owns him. Nobody controls him. His policies are his own policies. His principles are his own principles. His mistakes are his own mistakes. Beside the wavering, the back-sliding, the muddling and vote-baiting of Liberals and Progressives, his clear-cut, uncompromising advocacy of a Canadian policy for Canada, the old tried historic policy that buffed Confederation, stands out in hopeful relief.

"The country, we are convinced, is turning to that policy. It is sick of this Government and of this Parliament. It is sick of log-rolling and bartering for votes. It is sick of Government by listening; sick of extravagance; sick of debt, of taxation, of drift and impotence; sick of the things which, in four years of beautiful harvest and favorable opportunities, have seen Canada move backwards, her industry languishing

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her people becoming exiles, her riches being exploited by others. It is preparing, we think, to wipe out this Ministry and this Parliament, and to give Canada a leader who will lead and a Government that will govern."

CANADA'S FLAG WILL NOT BE CHANGED AT PRESENT TIME

Until the whole matter of a Canadian flag is discussed in parliament and a decision reached no further steps will be taken in the matter, said Hon. E. M. MacDonald, Minister of National Defence in discussing what he stated to be "considerable misapprehension" in the matter of the flag.

At present all merchant vessels registered in Canada fly the red ensign with the badge of the Dominion on the fly, and the blue ensign with the badge of the Dominion is flown on all government owned vessels.

In Australia since 1904 the national flag of the commonwealth has been the blue ensign with the southern cross of six white stars on the fly.

In New Zealand since 1901 a similar national flag has been used. In British Columbia, Mr. MacDonald pointed out, a well known organization named the United Sons of Canada had offered substantial award for the winner of a competition to produce a Canadian flag and on the order papers of the House of Commons last session a resolution in the name of A. R. MacMaster dealt with the subject.

The Minister of Defence explained that the position of the government was that there should be no change until parliament had made a decision in the matter.

In Loving Memory

OF
Walter Wilmot Mahoney

Who died July 8th., 1924. Aged 14 Yrs. (ACROSTIC)

Walter dearest, fare you well,
Adieu until we meet again,
Living now where angels dwell,
Time's troubles past and all its pain
Eternal rest is thine today,
Rest in that Land so far away,
When life is past, its trials o'er,
In joy we'll meet upon that shore,
Life's labors done, we hope to meet,
Most dear, to part thee nevermore,
O dearest boy, in joy complete,
There in high heaven, in rapture sweet
Memory shall ever fondly dwell,
Around your name these lines entwine,
Happy are those who say farewell,
O happier than those they leave behind
Now fare thee well, beloved boy,
Your life now crowned with purest joy
MOTHER

Head of Fuel Board Says "Fill the Bins"

Grave possibilities of an industrial struggle in the anthracite regions of the United States upon the termination of the present wage agreement on Sept. 1 were indicated by the latest reports received from these fields, stated Dr. Charles Camsell, chairman of the Dominion Fuel Board. Homeholders, he declared, in so far as was humanly possible, should therefore obtain at once supplies of whatever kind of domestic fuel they intend to use during the fall and winter months.

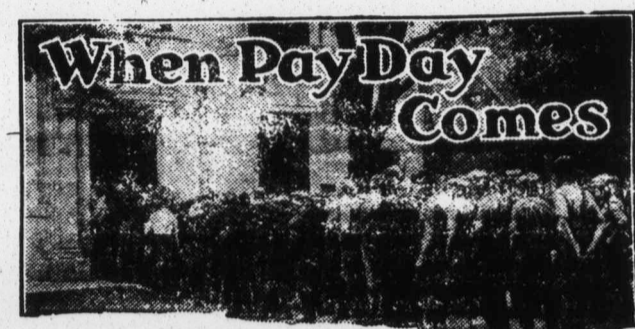
Dr. Camsell pointed out that even in normal conditions, transportation facilities were strained to the limit in the fall and winter to handle the peak loads which occur at that time and if trouble developed in the American anthracite fields during the coming fall we would probably be confronted again with the necessity of begging for small amounts of any kind of fuel at any price from our coal dealers.

He also drew attention to reports from many of the local operators to the effect that under the present wages in the unionized fields of the United States they could not compete with the non-union fields, and that either, organized labor would have to accept wage reductions or another gigantic struggle would result.

Dr. Camsell remarked that a great many domestic consumers in Canada had turned from American anthracite to British anthracite coke and low-volatile coals during the past years with the result that importations of American anthracite had decreased by nearly a million tons.

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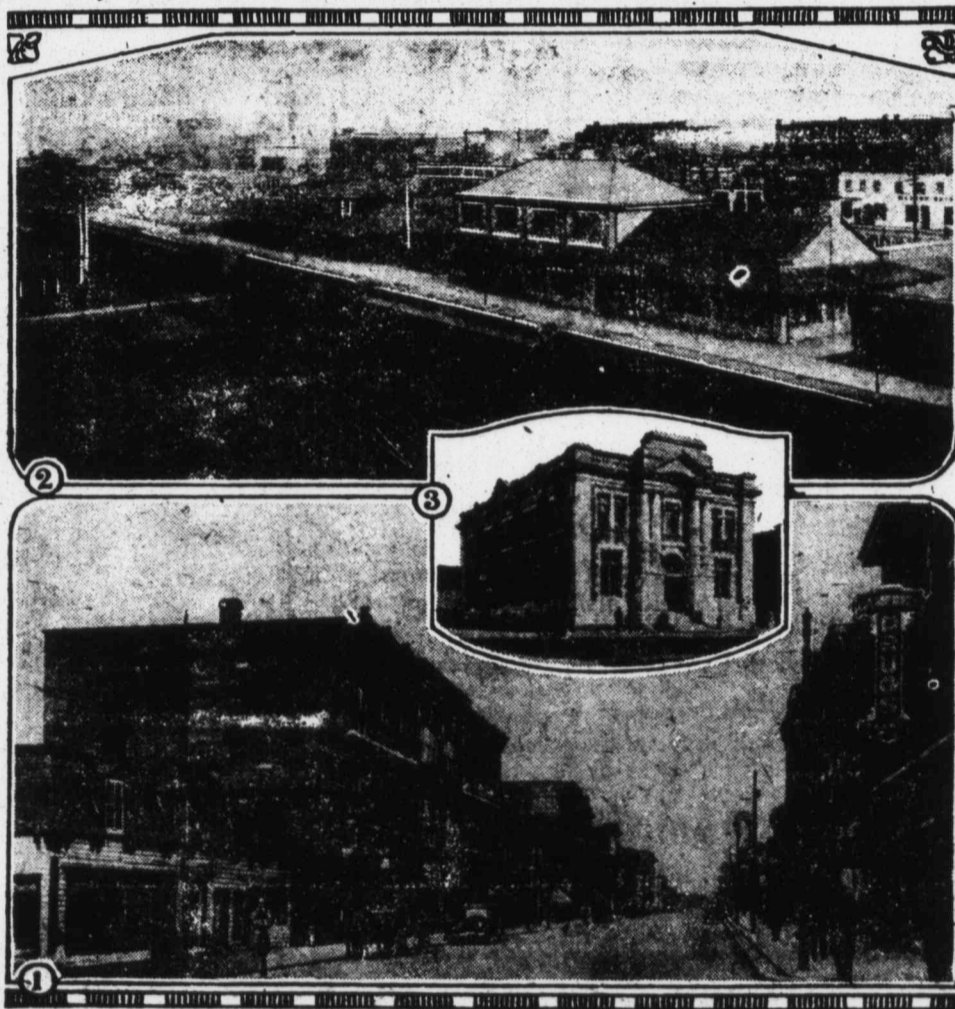
There comes a time for all of us when earnings decline and ability to earn must weaken. Only one thing can take the place then of your present earning power—that is, the capital acquired through your present savings.

Ask for our booklet, "The Measure of Your Income." You will find it helpful.

The Royal Bank of Canada

Newcastle Branch Thomas Clarke, Manager

New "Baby City" of Ontario



(1) North Bay's Main Street. (2) The Canadian Pacific Station, North Bay. (3) The Post Office.

An "Old Home Week Celebration" to celebrate the attainment of City status will be the big attraction for Northern Ontario the first week in August. North Bay, to-day the largest town in the Province, with a population officially estimated at 12,011, will become the Baby City of Ontario on Sunday, August 2nd. For the following six days, it will be a case of "open house" with all the well-known hospitality of the North Country.

Special services in all the City churches, conducted in most cases by former pastors, who were identified with the early history of the town, will inaugurate Old Home Week. The following day officialdom takes charge with "Civic Day", when the formal presentation of the City Charter will be made at Memorial Park and representatives of the Federal and Provincial Governments will attend their congratulations to the Gateway City of the North. A race track has had to be gene-

really rebuilt, two privately owned parks have had to be taken over for the year and other large expenditures incurred, but the citizens are behind the celebration movement and are determined to make it something that will be long remembered in the Northland.

The history of North Bay is one that is not generally known to all Canadians, even though the name is familiar from the Atlantic to the Pacific, as a great railroad centre. North Bay was originally discovered by Samuel de Champlain in 1615 and was a post on the old trail from the Ottawa to the Great Lakes in the time of the great French explorer.

The first settlements here are recorded as in 1852, with the coming of the first train over the Canadian Pacific Railway. North Bay was never incorporated as a village. The town, it just grew and became officially a town in 1891. In 1895, its population was 2,024, in 1905 it was 2,512, and in 1915 it was 10,041, and

the last municipal census placed it at 12,011, while the rapid growth of the town this year indicated that it will be at least 15,000 when it takes its position as a City next August.

The Canadian Pacific paved the way for North Bay. The old Grand Trunk followed with its first train in June, 1858. Next was Northern Ontario's own railway, the Temiskaming and Northern Ontario, which was built north to the mining areas from North Bay in 1904, the first train being operated out of here on January 12th, 1905. The Canadian Northern was the fourth line to come in here, their first train arriving on September 14th, 1915.

Three and a half tons of gold bullion pass through North Bay every month from the Northern Mines, together with 15 tons of silver bullion, 107 tons of high-grade silver ore, 6,000 tons of pulp and 12,000 tons of paper. It makes a formidable array when checked up.

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