

ON PARLIAMENT HILL

By TOM KING

There has been little excitement this week on Parliament Hill. This does not mean that the proceedings of the house have been devoid of interest. It rather means that all the political parties have been more or less playing a waiting game, and the hotbeds on both sides of the house have been under restraint. The railway question has been under discussion almost every day, but it has not been approached in a masterful way.

It came up first for discussion upon the motion of Honorable A. K. Maclean for the appointment of a parliamentary committee to deal with railways and shipping owned and operated by the government. As the prime minister had already indicated his intention to appoint a committee, it was not really a surprise that he should be appointed there was really nothing before the house, but the door was opened to a wide and somewhat rambling discussion on the railway situation.

L. J. Gauthier, formerly the Liberal, but now the independent member for St. Hyacinthe, made the point that nothing would be accomplished by the appointment of a committee. The responsibility for the administration of the railways, he said, would still be on the government, and the government would still be responsible to the house. Sooner or later, therefore, parliament had to deal with the problem. All this was true enough, but what was parliament going to do about it? Mr. Gauthier himself had really nothing to suggest beyond a change in the directorate. He said the directors of the Canadian National were not practical railway men, but he might have said the same thing about the directors of the Canadian Pacific. He had no confidence in President Hanna, but suggested no one to take his place.

A. R. McMaster, Liberal member for Brantford, also objected to the present board of directors. He said some of the directors were business men, but they were not business men in the sense that they were not interested in the railways. He said that the directors were making mistakes, and that the railways were being run in a way that was not in the best interests of the country.

The government has at least a clearly defined policy. They hold that the railways must be run by the government, and that the government must be responsible for the management of the railways. They are doing good work, but they are prepared to replace them with better men if better men can be found. They are firmly resolved to take over the old Grand Trunk and believe that real economic and wonderful improvements will be effected when the Grand Trunk becomes a part of the National Railway system. They admit that the deficit is discouraging, but they do not admit that the deficit is due to public ownership. They are at least able to show that the railways of Canada under government control have done as well as American railways under corporate control, and the Canadian railways have a much harder task in trying to make good most because our country has a vast territory and a comparatively small population.

The opposition will not go to the length of saying that the National Railways should be broken up and sold or given away to private corporations. They do not suggest that the government should reverse its policy of keeping the roads out of party politics. They are, therefore, able only to voice a general discontent and nibble at the heels of the railway problem. Mr. King, for example, has advanced no suggestion of any kind beyond contending that the accountants and vouchers of the railway management should be more accessible to the members of the house.

On Friday the prime minister moved for the appointment of a committee on government railways and shipping. The motion clearly defined the powers of that committee and gave Mr. King another chance to ride his favorite hobby. He at once introduced an amendment giving the committee sweeping powers to enquire into everything in connection with the National Railways and the appointment of Canadian Northern directors by the Dominion government. Somewhat to the surprise of the house, his amendment found favor in the eyes of Hon. T. A. Cresser, leader of the Farmers' Party. Mr. Cresser supported the King amendment, but in passing delivered anything but a compliment to Mr. King. He said that he was a member of the opposition, and that he was a friend of the leader of the opposition, and that he was a friend of the leader of the opposition.

Mr. Robert Borden followed Mr. Cresser in Friday's debate. His rising was the signal for loud applause. He vigorously defended the policy of the government and declared that our ability to manage the national railways would be the test of Canadian democracy. We were handicapped by being over-built, but the roads would have plenty to do when we had eighteen million instead of nine million people.

Premier Melchior successfully guided the government out of what threatened to be an unpleasant situation the day after that arose on Wednesday upon the national Catholic labor unions. The Quebec Liberals thought they had something on the government, and it did look at first as if the Senator Robertson, minister of labor, had run his hand into a hornet's nest. Mr. Melchior, however, handled the subject so frankly and at the same time so discreetly as to extricate the government without causing any dissatisfaction to his followers in Ontario or his friends in Quebec.

Few people outside of Quebec probably knew until a few days ago that the Catholic labor unions of that province have a membership of forty thousand. They represent about one-third of the entire labor of Quebec and have worked themselves into a sort of ferment over the alleged mistreatment they had received from the minister of labor.

However, it clearly appeared from the evidence that the minister of labor had done nothing officially to which the Catholic unions could object. They had asked to be represented at a conference to be held in Ottawa between the international unions and their employers engaged in the building trades. The minister, upon being applied to, told them that he was only an invited guest of the conference himself and they must apply for their invitation to the other labor union. He undertook, however, if they could not get into the Ottawa conference to finance another conference at which they should be represented.

Later on he expressed his disapproval of labor unions formed along religious and racial lines. He also believed that it was better for the laboring men of Canada to belong to international unions than to form unions among themselves and, right or wrong, he had a right to express them. It was certainly clear that he did not object to the Catholic unions because they were Catholic, but to that extent based on a wrong foundation.

Mr. Melchior avoided academic points of controversy. He kept the case down to what had actually occurred between the minister of labor on the one hand, and the delegates of the Catholic unions on the other. The record was altogether blameless and the premier more than intimated that Ernest Lapointe and other Quebec Liberals were trying to stir up a prejudice against the government by misrepresenting the facts in the Province of Quebec. After his speech the debate dribbled away into nothingness. No outbreak of race and creed animosity came from either side of the house. The whole thing was so skillfully handled

that Mr. Lapointe found himself out of court. Quite possibly Senator Robertson talked a little too much and he certainly wrote too much when he sent that letter to The Montreal Gazette, but officially he did nothing of which anyone could complain after hearing the explanation and statement of the prime minister.

However, race and creed controversies are no longer considered in good taste. They have had more than one chance to break out, as in the case of the resolution respecting the Quebec riots on Monday. But so far they have been kept successfully under ground. It is apparent from several debates this session that the French-Canadians are no longer worrying over the Protestants or sorbed by the Bolsheviki or anything of that kind. The government forces have also inclined to let Quebec alone, having considerable hope of carrying a number of seats in that province at the next election. It is even stated they have a good chance of carrying the by-election in Yamack.

Monday was private members' day and a number of subjects were discussed, including proportionate representation. Many members spoke for and against P. R. and a special committee was finally appointed to look into the subject. It is an important subject, but we are too near general election for the politicians to risk any rash experiments. Tuesday and Friday were absorbed by debates on the railway question. On Wednesday we had the debate between the Catholic unions, in which Mr. Melchior distinctly put it over Ernest Lapointe, the Liberal hero of Quebec. Thursday was largely taken up with the speech of William Duff, Liberal member for Lunenburg, against the national maritime union. Mr. Duff spoke for four hours and that is about all any one of us can take. The Liberals are anxious to expedite the work of the session, so that the prime minister and his colleagues can sail for England the first of June. They would not prevent his going to the imperial conference for any consideration; indeed, they will escort him to the boat and caution the captain of the ship against turning back no matter how heavy the seas or how bad a weather he may encounter. Mr. Melchior to go, hoping that he will find

himself in an embarrassing position. Perhaps he will, but Mr. Melchior is very adroit and no man can slip out of a tight corner any better than he. At any rate, we will have another session of parliament, probably in the fall, and the next election is still more than a year away.

SCHOLARSHIPS AWARDED AT QUEEN'S COLLEGE

Kingston, Ont., April 9.—The following scholarship awards at Queen's Theological College have been announced:

Traveling scholarships: Hugh Waddell traveling scholarship, \$500—N. D. Patterson, B.A., Boulardrie, N. S.; Queen's research traveling scholarship, \$500—H. R. James, M.A., Kingston. St. Andrew's Church, Toronto, \$500—J. A. Macdonald, B.A., Troutbrook, N. S.

Sessional scholarships: Sarah McClelland Waddell memorial, \$150—G. E. Wood, Vancouver. William Morris, \$100—L. B. Smith, Brockville, Ont. Rankine No. 2, \$75—M. A. S. Bradford, Church Bridge, Sask. (with honors to Waddell scholarship); Spence, \$75—W. T. Brown, Waterford, Ireland (with honors to Queen's research scholarship); Anderson No. 2, \$75—A. Donaldson, B. A., Alva, Scotland (with honors to St. Andrew's Church); Anderson No. 1, \$75—W. J. Walker, Niagara Falls, Ont.; the chancellors' scholarship, \$70—J. Mackie, Edinburgh, Scotland; the James Anderson, \$25—J. A. Macdonald, B.A., the Tavares, \$25—J. W. McKinnon, B.A., North Gower, Ont.; the Toronto scholarship, \$45—G. A. Mitchell, B.A., Kingston Ont.; McIntyre scholarship, \$40—L. B. Smith and W. J. Walker (equal); Lewis, \$40—W. G. Brown and M. A. S. Bradford (equal); Glass memorial, \$20—A. L. Blacklock, Glenburnie, Ont.; special in church history—C. P. McArthur, B.A., Martintown, Ont.

DOMINION LIBERAL TO ALL PROVINCES

Grants for Roads and Homes
Total Many Millions in Year.

Ottawa, April 9.—A total of \$424,247.32 was paid to the various provinces by the Dominion government under the highways act, according to information furnished in the return tabled in the house yesterday covering operations during 1920. The payments by provinces were: Prince Edward Island, \$86,327.39; Quebec, \$56,847.19; Ontario, \$277,767.42; British Columbia, \$58,770.32.

SAY BOOTLEGGERS' WAR STOPPED RUM-RUNNING

Special to The Sunday World.
Bridgeburg, April 9.—Bootlegging over the Niagara frontier, it is believed, has been reduced now to a minimum following increased preventive measures adopted by James Edwards, superintendent of the provincial police for the Niagara district. A bootleggers' war that is said to exist is also credited with being responsible for a big decrease in the amount of bootlegging. It was in connection with this bootleggers' war, it is believed, that Roy Schindler, Buffalo bootlegger, was murdered down the Niagara River. It is also said that it is due to this bootleggers' war that many tips have been sent to the police recently which have resulted in shipments of booze en route to the border being intercepted before it arrived.

Traverse City, Mich., April 9.—Potatoes are selling for 18 cents a bushel on the market here. It is the lowest price reached in many years, and is due to the receipt of thousands of bushels growers had been holding for higher prices since last fall.

GROWERS GLUT MARKET WITH STORED "SPUDS"

Large Women Can Benefit Here This Week
SKIRTS ON CREDIT

The large woman is usually pretty fussy about the style of skirt she is to wear, because a neat-fitting skirt adds so much to her appearance. We would like you to see the lovely-styled skirts we have just put into stock. Come in this week and get one.



Oversize Skirts, in shades of navy and black in men's wear serge, trimmed with stitching 12.00 and pocket. Sizes 30 to 36 waist. Price 12.00
Plaid Serge and Cheviot Sport Skirts—The season's newest. Price 11.50
Silk Skirts—Taffeta, Messaline and 8.50 to 15.00
Duchess Satin. From 11.50

A choice line of pretty Blouses in many different styles and materials to wear with separate skirt. Moderately priced on credit.

Looking for a Pretty Dress A Choice is Here To-day

Misses' Taffeta and Messaline Silk Dresses—Copen and navy 19.00
Duchesse Satin Dresses—Long waisted style, with bead embroidery on waist and skirt. Navy and black 25.00
Swiss Taffeta Dresses—In navy and black, with overskirt and small tucks 25.00
Swiss Taffeta Dresses—In navy, brown and black. The season's newest style 29.00
Embroidered Duchesse Satin Dresses—In Copen and navy. Beautiful style 32.00
Heavy Duchesse Satin Dresses, with georgette overdress, pretty embroidered design 35.00
Swiss Taffeta Dresses—With pannier or draped effect skirt, navy and black 37.00



SUITS ON CREDIT
All-wool Serge Suits—Navy only. Misses' sizes. Coat is box pleated all around 23.50
Embroidered Suit of navy botany serge. Coat is box back style. Misses' style 29.00
All-wool Suit of men's serge. Coat trimmed with braid 38.00
Embroidered Suit of all-wool botany serge. Coat embroidered all around. 10 inches deep 39.00
Plain Tailored Style Suit, with long vent in back of coat, trimmed with small buttons. Made of men's wear serge 45.00
Embroidered Tricotine Suit—Navy, brown and sand. Women's or Misses' style 49.00
Misses' Suit with embroidered cape—can be worn detached. 55.00
Finest Quality Embroidered Tricotine Suit—Three different styles of embroidery at this price 59.00

Spring Coats on Credit
Misses' Coats, in blanket and polo cloth 15.00
Women's and Misses' Coats in polo cloth. Sand, Copen, taupe 23.50
Women's and Misses' Velour Coats—All silk lined. Sand, Copen, taupe, reindeer, beaver 27.50
Women's and Misses' Coats, embroidered on collar and cuffs 35.00
Beautifully Embroidered Coat, in duvety, sand, Copen, taupe, reindeer and beaver 45.00
Finest Quality Gabardine Coat—Navy and taupe. Hair lined with silk and trimmed with stitching in contrasting color 45.00

Men's well tailored Suits for spring. Many styles and a wide choice of materials. Prices from \$19.00 to \$45.00.

Glass Bros
229 SPADINA 229

Ontario Beware!

Prohibition Victories
Are Short Lived

Look at Manitoba

IN considering the issue at stake in the coming Referendum, the deep-thinking men and women of Ontario should beware of being stamped into voting for a condition which will be intolerable, unsafe and merely temporary. Not only are so-called Prohibition arguments based on merely superficial conclusions, but they pay no heed to the fact that absolute prohibition of liquor encourages greater and more threatening evils.

A NATIONAL HABIT, no matter what its origin, cannot be eradicated by law—hence the short-lived triumphs (!) gained by the Prohibitionists.

The Citizen's Liberty League is anxious for a true Christian, British Temperance—i.e. moderation in all things—and it reminds the people of Ontario that throughout the world, without exception, wherever Prohibition has been foisted on the public, it has been a total failure, and has accomplished none of its promises. It merely makes liquor more difficult to get and more expensive; it results in fortunes for the illicit manufacturer, the bootlegger and the drug peddler, and turns the doctors and druggists into bartenders. These statements are not made lightly—they are true of conditions existing in "Prohibition" countries and provinces.

Doctors object to being bartenders

Look with deliberation at the following facts concerning our next door neighbor, Manitoba, a typical prohibitionist Utopia. Of 218,908 voters, 95,021 did not vote, and prohibition "won" by 68,031 to 55,056. Here is the result.

Already a movement is on foot for the Government to assume control of sale and distribution and to legalize purchase by the responsible individual.

Since prohibition came into force the soft drink business has seriously decreased, according to manufacturers' statements at their recent convention in Winnipeg. This was due to illegal trade in whiskey, it was claimed.

The 12,000 residents of St. Boniface (opposite Winnipeg, on the Red River) have been for a time without medical aid, due to practically all the doctors in that city being under suspension for issuing too many liquor prescriptions.

One Manitoba doctor, recently suspended, is reported to have given 10,000 liquor prescriptions during a one-month period.

Through a resolution to be moved in the Legislature by Dr. R. J. Waugh, Norfolk (Manitoba), the medical profession of Manitoba will ask to be relieved of the responsibility of administering the Manitoba Temperance Act. According to Dr. Waugh, the present Act places the medical profession in the position of bartenders for the Province.

"The present status of the Act practically makes the medical profession responsible for seeing that the law is observed," Dr. Waugh said. "We want to be relieved of the responsibility of saying who shall have liquor and who shall not. As a matter of fact, the profession is tired of being placed in the position of official bartenders for the Province of Manitoba. We want the Legislature to adopt some other means of handling the liquor business, for a vast percentage of the liquor used in the Province is not used for medicinal purposes at all," he said.

Are the doctors of Ontario to become provincial bartenders like those of Manitoba, or shall we have sane, practicable legislation governing the distribution of liquor, legislation conducive to true temperance?

Vote "NO" in the coming Referendum and sign the League's Memorial for Government Control.