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OBITUARY Gagetown, N. B., May 18.—Shortly after midnight on Friday, Miss Charlotte Hewlett passed away at Claremont, the residence of Mr. and Mrs. Gabriel DeVeber, at the age of 73 years. Miss Hewlett had been in failing health for some months, and the end came quite suddenly from a paralytic seizure. The deceased lady was the third daughter of the late Richard Hewlett, Esq., of Queenstown, and was the last of her name on the St. John River. Miss Hewlett leaves two sisters, Mrs. Gilbert, widow of Dr. Humphrey Gilbert, and Mrs. Gabriel DeVeber, both of Gagetown. The funeral took place on Monday afternoon from her late residence to St. Stephen's Church, Queenstown. The services were conducted by Rev. H. T. Buckland, Rector of the parish. The hymns, "Forever with the Lord, The Will Be Done, Rock of Ages, Kinky Light, were sung. Six relatives acted as pall-bearers, Gabriel DeVeber, T. H. Scott, T. W. Gilbert, Richard H. Gilbert, Hewlett W. Scott and N. H. Ostry. Interment was made in the old Hewlett burial ground on the north side of St. Stephen's churchyard. Matthew McMorris.

WEDDINGS. McNeil-Crockett Frederickton, N. B., May 18.—A wedding of interest took place on Tuesday evening at the residence of Dr. and Mrs. William C. Crockett, when their daughter, Marion MacGregor, was united in marriage with John Babbitt McNeil, junior member of Winslow and McNeil, barristers of Frederickton. Rev. Dr. J. S. Sutherland of St. Paul's Presbyterian church performed the ceremony in the presence of members of the families and near friends. Little Mary Craighank was flower girl. She wore white organdy with pink wreath and veil and carried a basket of pink sweet peas. The wedding march was played by Miss Eberhart, organist of St. Paul's. Out of town guests included Mrs. MacLachlan of Seattle, sister of the groom; Mrs. J. Whidden Graham of St. Stephen and Miss Marion Magee of St. John. The honeymoon will be spent in Montreal, Toronto and Ottawa, the bride and groom leaving by C. N. R. Tuesday evening. Upon their return in ten days, they will take rooms at Grape Cottage, Brunswick street. The groom is a distinguished graduate of the U. N. B. He was also Rhodes scholar at Oxford and during the war he served overseas with the artillery. The bride served with the V. A. D. McGeouch-Lattimer A wedding of much interest was celebrated in Trinity church last evening at 8 o'clock, when Miss Beatrice Ireta, daughter of Mr. and Mrs. James Lattimer, 35 Leinster street, and Leonard P. McGeouch, also of this city, were united in marriage by Rev. Canon R. A. Armstrong. Miss Marguerite McGeouch acted as bridesmaid. The groom was supported by the brother of the bride, David Lattimer. Mrs. James Patterson sang "O Promise Me," during the ceremony. Robert S. Coupe presided at the organ. Thompson-Martin At the home of the bride's parents, Union street, Miss Susan P. Martin, daughter of the late Mr. and Mrs. George H. Martin, and William P. Thompson of England were united in marriage by Rev. Neil MacLachlan, at 8 o'clock last evening. Cole-Beatty. A quiet but pretty wedding took place in the parsonage of the Charlotte street Baptist church, West St. John, at 6 o'clock last evening, when Gertrude S. Cole, daughter of Benjamin Cole of Amesbury, Mass., was united in marriage with William M. Beatty Jr., son of Mr. and Mrs. William M. Beatty of 172 Tower Street, W. E., by the Rev. J. H. Jenner, M. A., pastor of the Charlotte street church. The bride, who was unattended, was dressed in a neat travelling suit of navy blue, and wore a very attractive black picture hat. Mr. and Mrs. Francis E. Long, acted as witnesses. Mrs. Long is a sister of the bride. The bride is a graduate of the General Public Hospital and has been practising her profession in the city for the past couple of years. Mr. Beatty is an employee of the C. P. R. The happy couple left on the 6:45

HANNA AND DUFF IN SHARP FIGHT OVER RAILROADS C. N. R. President Declares Ships Run by Order of the Government. WILL CHARGE LOSS TO THE DOMINION But Mr. Hanna Says He Gives Most of His Attention to Railways. Ottawa, May 18.—Before the committee on National Railways and Shipping today D. B. Hanna, president of the board of management of the C. N. R. and president of the Canadian Government Merchant Marine, Ltd., said that he had had considerable shipping experience with the Canadian Northern Railway Co. Personally he had no experience with coastwise shipping. "What experience has A. J. Mitchell, director of finance?" asked Wm. Duff (Lunenburg). "He is of age; suppose you ask him yourself," was Mr. Hanna's retort. Mr. Duff appealed to the chair and Mr. Hanna said that Mr. Mitchell's experience was on a par with his own. Some Hot Retorts. "I can't give the experience of all the staff," protested Mr. Hanna. It was not necessary for a board of directors to be steamship men. "If you want information bring that men here," Mr. Hanna said. "Don't get excited; I'm after information," replied Mr. Duff. "What knowledge of shipping has Mr. Riley of Winnipeg?" Mr. Duff continued. "He might have sailed a ship on the Red River," Mr. Hanna warmly retorted. "I don't think that is fair, Mr. Chairman," Mr. Duff protested. "Sir Edward Kemp, chairman, told Mr. Hanna to give direct answers. The boats running to the West Indies, Mr. Hanna said, were put on in compliance with the trade treaty with the West Indies. "Do you mean to tell me the Government interferes with the selection of routes?" Mr. Duff asked. Put on by Request. "They were put on at the request of the Government and I expect any loss on the West Indies route will be a charge against the Government," was the answer. The arrangement was a verbal one. Hon. C. C. Ballantyne, Minister of Marine, said the questions were not pertinent. "Will you be good enough to keep quiet?" said Mr. Duff; "if you want to go on the stand, I'll be pleased to cross-examine you." "That will be nice," replied the Minister. Mr. Duff contended that the railways took so much of Mr. Hanna's time that he could not give sufficient time to the steamships. It was all a matter of organization, Mr. Hanna replied. Compete With Railways. Mr. Duff urged that there was competition between the Government railways and the steamships. The railways would always attempt to secure the long haul to Halifax or St. John as against Montreal. Mr. Hanna said the rates were such, especially as to Montreal, as to eliminate any tendency toward competition. Mr. Duff asked Mr. Hanna, if, supposing he owned the ships personally, would he consider it good business to continue buying ships at the present time. "I am not going to express an opinion," Mr. Hanna said. "Insurance on the ships, he added, was placed by competitive bids. The ships were insured to eighty per cent of their value with insurance companies and the Government merchant marine carried twenty per cent. The last annual report of the Canadian Government Merchant Marine was an exacting one. This afternoon by the House Committee on national railways and shipping. A. J. Mitchell, vice president in charge of finances, admitted there were discrepancies in the report but thought the auditors could give satisfactory explanations. Mr. Mitchell said interest and depreciation charges had reduced the profit and loss account from \$1,000,000 to \$400,000 as shown in the 1920 annual report covering 1919 business. Depreciation on ships was figured at two per cent per annum. At the end of the year, the value of the ships received by the company was roughly \$50,000,000. Wm. Duff, Lunenburg, declared he had found errors in the depreciation figures. Witness thought they should agree but admitted they did not. The auditors could probably explain the small discrepancy. Mr. Duff asserted there was no excuse for the mistake. If the report erred by 55 cents here it might be out a million dollars somewhere else. Witness did not know whether the company's auditors had any experience in auditing ships accounts. He personally had no experience with shipping accounts, but competent men were employed for this. Experience Issue. Mr. Duff questioned whether even the directors had any actual knowledge of operating ships. The witness thought Col. Cantley had extensive experience. The committee adjourned till Wednesday next session of the committee. Mr. Mitchell said to Mr. Duff that nothing was deducted from the shipping profit for depreciation or interest in 1919. Mr. Duff read from a speech, made in the House by Mr. Ballantyne that there was a deduction. T. M. Tweedie (Calgary) objected that it was unfair to ask the witness to interpret Mr. Ballantyne's speech. Mr. Ballantyne was the pre-

IN THE EDITOR'S MAIL PRESBYTERIANS AND CHURCH UNION. To the Editor of The Daily Standard, St. John, N. B. Sir:—The Presbyterian Witness, the official weekly organ of the Presbyterian Church in Canada, in its issue of May the thirteenth, makes an editorial reference to the situation regarding Union which is so inadequate as to be misleading. Any adequate statement of the position that confronts the Assembly in June next should include at least the following facts: The Assembly (St. John) of 1904, at the request of the Methodist Church appointed a Committee on Union. The Assembly (Kingston) of 1905, in adopting the report of the Union Committee, gave forth to the Church, as a condition of Union, that it "must carry the consent of the entire membership." The Assembly (Ottawa) of 1911 asked a vote of the people. The vote gave one hundred and thirteen thousand for Union and more than fifty thousand against Union, in a total membership of practically three hundred thousand. The Assembly (Edmonton) of 1913, "in view of the extent of the minority," halted the movement, but expressed the hope of "practically unanimous action—within a reasonable time." The Assembly (Kingston) of 1915, after a pause of three years, asked the people for a second vote. This vote gave approximately one hundred and thirteen thousand for Union and seventy-three thousand against Union, in a total membership of three hundred and thirty-eight thousand. In the three years the membership had increased about forty thousand, the votes against Union had increased twenty thousand, and the votes for Union only six thousand. The Assembly (Winnipeg) of 1916, ignoring the increased opposition of the people, and disregarding the repeated assurances by the General Assembly as to necessary unanimity, resolved to proceed to Union. The Assembly (Montreal) of 1917, on account of the opposition, unanimously expressed its sincere sympathy with the desire conveyed in many of the overtures to avoid disunion among the membership of our own Church. That inasmuch as the resolution of last Assembly sets forth that further action will not be taken until the second Assembly after the close of the war, to secure peace in the meantime, the Assembly urges that controversy on the matter of organic union be dropped by all parties, that no attempt be made at the present time to set forth in detail the action appropriate to a future period, but that the church patiently await the new light which it may receive by Divine guidance through the growing experience of the people and the lessons of the war." The Assembly (Hamilton) of 1919, resolving upon a Forward Movement, set before the Church two financial objectives: 1. The doubling of the Church's Budget for maintenance in the next five years; and 2. A special Peace Thank-Offering—an equipment and extension fund—taxes had been paid on the ships. To Mr. Ballantyne witness said the annual statement was correct. All statements given the minister were prepared by officials thoroughly efficient. Yours sincerely, DANIEL J. FRASER. Montreal, May 16th, 1921.

Garnett, N. B., May 16, 1921. To the Editor of The Standard. Dear Sir:—In a recent issue of the Standard I read a report of the Children's Aid Society by the agent, Rev. George Scott. In his report he stated that there was no school in Gagetown Settlement, and that there was not a sufficient number of children to make a school worth while. Such is not the case, as we have a school with eighteen pupils enrolled and an efficient teacher, who is on her third term with us. There is also a widower here with three children, all of whom attend school regularly, and I am positive he doesn't wish to have his children sent to the city. I should like to know where Mr. Scott got the information. You will convey a favor upon the whole settlement, as well as myself, by publishing the true facts. Thanking you in advance, I am, yours truly, GEORGE GARNETT.

son to explain his own speech. Mr. Mitchell said that his department had assured the minister that the profits were more than sufficient to cover both depreciation and interest. "I say the statement given in the House was not correct," said Mr. Duff. "It may develop that some one gave wrong information to Mr. Ballantyne." Chairman Was Busy. Several committee members started an exchange of argument and the chairman was compelled to call repeatedly for order. Mr. Duff was trying to show, he said, that some one in the offices of the Canadian Government Merchant Marine gave wrong information and misled the House. Mr. Mitchell said if depreciation and interest had been deducted the favorable balance for 1919-1920 would not have been as great as \$1,000,000 or \$1,400,000. He resented any suggestion that the annual statement was improperly made up. It must be realized that, at the time the annual statement was made, it was impossible to secure figures on depreciation or interest. Unclosed Voyages. The profit on enclosed voyages at the end of the year was only enclosed in the annual statement as a matter of interest. These were not touched in showing the annual profit. The amount of \$350,000 earned on voyages started in 1919 and concluded in 1920 properly belonged to the 1920 profit. Mr. Duff said that the \$350,000 should be deducted from the 1920 profit. Mr. Mitchell said Mr. Duff could put it that way if he choose but it was misleading. Mr. Mitchell said that in 1919 the operating profit was \$1,056,767.58. This was without depreciation being deducted. In 1920 the profit with depreciation deducted was \$588,460.09. In addition there was an estimated

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SOFT COAL ORDER NOW McGovern Coal Co., Main 42 1 Mill St. NOT CONSIDERING U. S. Ottawa, May 18.—"Any order of the United States railroad labor board would in no way affect the Canadian situation and will not influence the Canadian brotherhood of railway employees in dealing with the proposed reduction in the wage schedules," according to Mr. A. R. Mosher, grand president of the Brotherhood, last night. "While a reduction in wages of railroad employees in the U. S. might have an indirect effect on the local situation and the railways may take advantage of it to strengthen their wage reduction order, no direct effect will be felt," he said.

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