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**MONDAY APRIL FOURTH**  
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Horses for Sale at all times.  
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Hard Wheat Flour in bags (Also Flour in wood)  
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Signed **A. ALCORN,**  
15-4 **Blackville, N. B.**

**"BABE" RUTH'S FIRST HOME RUN OF THE SEASON**  
New York, April 17—"Babe" Ruth made his first home run of the season in the 14th inning of the game played here Saturday between New York and Philadelphia.

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of super-refined medicinal cod-liver oil is so helpful to those of any age who are run-down in body.  
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ALSO MAKERS OF  
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**Political Letter From Ottawa**  
Ottawa, April 11, 1921—The railway question continues to transcend all other political problems. It developed an acute stage this week when the Grand Trunk Railway, unable to do its own financing, yet persisting in keeping control of its road, practically in violation of an agreement with the Government, defaulted on its bonds and brought about a deadlock with the Government. Briefly, the position is this: Under the legislation providing for arbitration to determine the price which the Government should pay for the preferred and common stock of the railway, it was provided that the arbitrators should report within nine months, the railway meanwhile to remain under control of the Grand Trunk directors but operated by a board of management upon which the Government through the Canadian National Railways, would have representation.  
Now nine months ought to have been ample time for both parties to the arbitration to submit their case, but despite the fact that the Government long since completed its case, the Grand Trunk has been guilty of what the Prime Minister characterized as "inexplicable dilatoriness". The result, as was inevitable, was that when the time specified to conclude the arbitration elapsed the Grand Trunk was still in the middle of its case, and pleading for more time. This was both unjust and, from the country's stand-point, calculated to prove injurious. It was unjust, because, as there was evidence to prove, the Grand Trunk was guilty of unjustifiable delay; and it was calculated to prove injurious because the Government, pressed hard financially and anxious for vital reasons, to get control of the Grand Trunk and coordinate it with the National System could not afford to grant more delay. Hence it said, in effect, to the Grand Trunk: "We cannot agree to prolong arbitration except on this condition: that you hand us over control of the railway, pending the arbitrators report, so that we may get to work in putting the system into shape; otherwise it is up to you to do your own financing."  
The Grand Trunk's reply was evasive. It took the ground that it

could not be expected to hand over its stock unless and until it knew what price it was to receive, and then, after being assured that it was not the stock which the Government wanted, but merely control of management, first accepted and then refused under cover of a legal technicality.  
The situation, as a consequence is this: The Government simply said to the railway: The arbitration, as agreed, is over. If you want an extension, let us have the road. If you don't want to let us have the road, to keep its control, then do your own financing. We are tired of putting up money for other people's benefit. And so the Grand Trunk faces the alternative of climbing down from its high position and getting a fair arbitration award, or persisting in its present attitude and seeing the railway go under the hammer into liquidation.  
Meanwhile, after futile attempts on the part of Mr. King to play politics, a committee has been appointed to look into the question of establishing a link between Parliament and the Management of the National Railways. Briefly, the duty of this committee will be to determine just how much of its business can the National Railway Board make public in Parliament without placing it at the mercy of its competitors and injuring the public interest. Manifestly, there are many matters which cannot be made public, seeing that the National Railways have a mighty competitor in the C. P. R., but, on the other hand, it is felt that Parliament, which is called upon to pay the shot, should have as much knowledge as is consistent with public safety in regard to just what it is that it is paying for. Mr. King as is his wont, demanded the impossible. He wanted a committee that would compel the national Railways to lay all of its cards on the table to divulge all facts and figures in its possession every time an Opposition member desired to go on a muckraking expedition or to satisfy a whim for an inquiry. Fortunately, the good sense of the House prevailed over this, and the Government's position was sustained by a substantial majority. As a result the new committee, composed of the best brains of the House, will be soon at work, charged with what is unquestionably the most important task that has been submitted to a parliamentary committee in many years.  
Apart from the railway question, the session develops little of moment. Estimates are being voted, but, mainly owing to a great deal of haphazard, carping criticism on the Opposition's part, there is little progress. Thus for example, one member of the Opposition consumed no less than five hours of the public's time this week

with a rambling discourse on the Canadian Merchant marine.  
The Budget threatens to be late. This, perhaps is not surprising, seeing that the financial situation shows little sign of improvement, and that the Government is probably considering special measures to deal with it.  
In a little more than two months time the conference of Premiers opens in London, and Mr. Meighen will attend. As it is not likely that he will adjourn the House while in attendance or leave Canada before prorogation, the end of the session is looked for early in June. Cabinet reorganization is now almost sure to be delayed until after the Premiers' return.  
**ANTHEM BEFORE CONCERT**  
Chatham, April 12—An innovation was started in local theatres last night when the National Anthem was played at the beginning instead of the end of the performance. The idea was the result of a suggestion

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made by the Daughters of the Empire who have lamented for some time the lack of respect for the anthem shown by the audience when the hymn is played at the end of the programme. The plan was evidently acceptable to the people of Chatham generally, for when it was started the audience in both theatres applauded heartily.

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Tires, Coaster Brakes, Wheels, Inner Tubes, Lamps, Bells, Cyclometers, Saddles, Equipment and Parts of Bicycles. You can buy your supplies from us at wholesale prices.  
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