

Women of St. Paul's Presbyterian Church

You are called to Prayer during this week of severe crisis in the life of our Church. Pray that the legislators of our Dominion Parliament may be inspired by the Divine Power to protect the cause of Justice and Righteousness.

Pray that our beloved Church will be saved to continue as a great power in our country, secured to us by sacrifice and suffering, and ennobled as a shrine of unfailing spiritual influence.

Pray without ceasing for the life of our Church.

This call is sent out by the Women's League of the Fredericton Branch of the Presbyterian Church Association.

A QUAKER FAIR HOSPITAL AID AMBULANCE FUND Fraser Memorial Bldg. WED., MAY 7TH, at 7 P. M.

Admission to Fair 10c; 2 performances of Concert Party, 25c.

SALE OF UNCUSTOMED GOODS

I am instructed by L. C. Macnutt, Collector of Customs and Excise, to sell at public auction at the Express Department of the Customs House, Fredericton, at 10 a.m., Thursday, May 1st, a quantity of unclaimed and uncustomed goods, including the following: one sawing machine, large quantity of paint, books, steel traps, auto tire, machine parts, etc.

LEONARD C. BOX,
Auctioneer.
Fredericton, April 24, 1924.

FOR SALE—Ten shares of the capital stock of a large Silver Black Fox Company. Will be sold at a bargain. Apply to "C", care of Daily Mail Office.

SPECIAL ATTRACTION AT GAIETY THEATRE

The Capitol is offering a double bill for the week-end, Charles Jones in a western drama called "Vagabond Trail" and Dustin Farnum in "The Grail."

Dustin Farnum is wholesome and refreshing as the Ranger. Alma Bennett is very pretty and is acting much better—she plays the role of the sister, and Peggy Shaw is the Ministers' daughter. Jack Rollins as the young boy is interesting. He does some good work in this picture and has a strong face which ought to go well on the screen. Leon Barry makes a good villain and the rest of the cast do their respective parts well.

A fine programme.

Returned From New York.

Mrs. Louis LeLachur of St. John who has been studying vocal music in New York since last autumn returned to St. John Wednesday. Mrs. LeLachur was Miss Grant of Fredericton, daughter of Mr. and Mrs. Gordon C. Grant. Her little daughter Joan was with her in New York. Mrs. LeLachur studied under C. L. Alvez and his mother Madame Alvez, who was her former teacher in Germany before the war. She also held a position in the choir of the Church of Beloved Disciple, 89th street and also filled concert engagements and last Sunday sang before the New York Canadian Club. It is expected that she will be heard in St. John shortly.

SALE—Phoenix Square, May 3rd. There will be sold in the Phoenix Square market on Saturday, May 3rd, 124, at 12 o'clock noon, 150 rope-making machines and one desk which were seized under warrant of distress. A. F. Yerxa.

The Kingsclear, Vanceboro Branch Line Proposal Has Passed Railway Committee

The Vote Stood 41 to 6—Tory Member for St. John Albert Opposed the Bill on Behalf of the C. P. R.—Had the Backing of Sir Henry Drayton—Need of the Branch Pointed Out by Mr. Gerald Ruel.

Ottawa, April 29—The first of the Canadian National branch line bills, which provides for a branch line between Kingsclear and the St. Croix River, New Brunswick passed the Railway Committee this morning.

The first line taken up was the Kingsclear and St. Croix line in New Brunswick. Gerard G. Ruel of the department explained the situation. He said it was a roadway to the United States which the Canadian National had never had but should have had and it would save money to the system.

Dr. McLaren, St. John objected to the line as duplicating the C. P. R. and opening up another custom house. He said the reasons given did not impress him.

McLaren Opposed.

Sir Henry Drayton said he was going to oppose it as a railway proposition. He wanted to know what the traffic and returns would be and Mr. Ruel said he could not tell him that.

Hon. George P. Graham said that ever since there was a railway committee in Parliament no such questions had ever been put nor such information given. He asked Sir Henry if he did not think it unfair to apply this system of cross-examination to our own lines when it had never been applied to other lines in the past. In 1920 the branch line program of the then Government had gone through without anything of the kind.

A good deal of acerbity developed at this point the witness finally protesting mildly. "Please don't speak to me that way, Sir Henry" and the latter explaining that he was directing his remarks at some members of the committee.

Sir Henry wanted to know what would be the maintenance cost to Canada of owning this line and the witness said he would prefer to have the engineers of the company answer such questions.

To Mr. Carrol the witness said the whole existence of the Intercolonial had always been jeopardized because it could never reach an American connection.

St. John Objects.

Dr. McLaren of St. John then addressed the committee objecting to the construction of the road saying he thought it time to express opinions of the building of unnecessary lines. There were 27 miles of this line paralleling the C. P. R., over which running rights could be obtained and he objected to duplication.

The witness said if they could get such running rights there was no intention of duplicating but they were taking the precaution of arranging to build in case they could not get such rights and they had to have such powers in order to get them.

W. F. MacLean, Toronto said "we should have a declaration from the C. P. R. what their attitude is to be peace, war or co-operation. We had not had that yet, and the day had arrived for a show down. It is up to the Minister of Railways to see that this is obtained."

Mr. MacLean suggested to the Minister and Vice-President Ruel that this would be obtained. Mr. Ruel said they had not approached the C. P. R. directly as they had not the authority to build but he had no doubt they would meet them on this line. "I have nothing at all to say against the C. P. R.," he said. "They are decent people and we do not want any trouble stirred up."

Returning Cars.

With regard to the problem of getting cars back which was a very important one, it was largely a matter of getting their own trains and crews to Vanceboro.

Dr. Manion thought it would be proper to hold up the bill until they could find out whether a fair arrangement could be made with the C. P. R. Sir Henry Drayton then addressed the Committee at length claiming that such applications by the Canadian National should be subject to the Railway Commission as were those of the Canadian Pacific.

Dr. Anderson asked if it was absolutely necessary to have this bill passed before the Canadian National

could go to the C. P. R. to ask for running rights.

"That is the question?" exclaimed several members of the committee.

"It is absolutely necessary," replied Mr. Ruel. If the bill carries it is the intention of the Canadian National was to be given a blank cheque for the construction of the road or if there was a limit.

The Minister said if he were to answer the question in the manner in which it was asked he would not answer it at all.

The amount of securities which the company would be empowered to issue would of course be the amount estimated to build the line. He pointed out that he was the first Minister of Railways who had ever had the courtesy to hand over Government bills for railway building to the Railway Committee. The Government had the right to carry such measures through the House without any such action and he objected to reflections made by Sir Henry Drayton that he was attempting to bulldoze the committee. The Minister could not exceed the estimate on any line without coming back to Parliament and getting fresh authority.

Sir Henry further objected that the whole sum voted could be drawn and the construction of only a fraction of the whole road completed. The Minister agreed there might possibly be something in the contention in this case as all the road might not be built and Mr. Ruel agreed that the point was well taken with regard to this particular bill and that the amount to be voted should be limited to the average amount per mile. He said the extra was to get it absolutely waterproof and he was agreeable to fix the present bill to meet the objections raised.

The bill for this road carried subject to certain minor amendments to be made in committee of the whole and the bill was reported.

Mr. Carrol moved, seconded by Mr. Martell that, the committee be given leave to sit when the House is in session. Sir Henry Drayton opposed this action except on notice of motion and said it certainly should not be done until after the Budget debate. This was allowed to stand as a notice of motion, and the committee adjourned.

A CUT MADE IN TARIFF ON STEEL GOODS

Ottawa, April 30—The tariff is abolished on a number of articles used by steel and implement manufacturers in Canada in a special resolution introduced in the House of Commons this afternoon by the acting Minister of Finance, Hon. J. A. Robb. Rolled iron, rolled steel, pig iron, imported by manufacturers for their own use, certain machinery not manufactured in Canada and used in handling iron ores and the wood handles for shovels are to be admitted duty free hereafter.

Ingot moulds and articles for smelting iron ore are made free from Britain and reduced to 5 per cent. under the general tariff.

A drawback of 99 per cent is provided on materials for manufacture of agricultural implements on hand on April 10, 1924.

By refunding the sales tax of 10 per cent already paid on agricultural implements unsold in the warehouses when the recent budget removed the sales tax on future manufactures the Government places Canadian dealers on a parity with United States dealers whose competition it is claimed will be felt under the reduced tariff.

Late Milton B. Wheeler.

The funeral of the late Milton B. Wheeler of Springhill took place this afternoon from the home of his father Havelock B. Wheeler and was largely attended. Rev. G. C. Warren conducted the service and interment was made at the Baptist Cemetery in Lower Kingsclear.

The new head of the New York Central began work as a messenger boy, but always made it a practice to arrive.

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