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New Styles Arriving Daily.

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Special Price This Week
One Pound Can
20 cents

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Fine Granulated Sugar
9 lbs. \$1.00
\$10.50 per 100 lbs.

Molasses

Fancy Barbadoes \$1.05 gal.

Yerran's

ALL DAY FIGHT IN PARLIAMENT OVER C. N. R. BILL

Hon. Mr. Fielding Contends That the Consolidated Revenue Act is Being Set at Defiance — Calls Attention to the Gravity of a Clause in Bill—Sir Thos. White Defends the Measure—Grand Trunk May Soon be Acquired.

Ottawa, April 24—Parliament should control every penny of expenditure by the Canadian National Railways which in the very near future will be the largest system of its kind in the world, with more than 20,000 miles of lines stretching from the Atlantic to the Pacific. This was the contention of the Hon. W. S. Fielding whose powerful protest, late tonight against the proposed setting at defiance of the Consolidated Revenue act was the outstanding feature of another all-day fight in the commons over the bill to incorporate the Canadian National Railways. The veteran parliamentarian called attention to the gravity and significance of a clause in the bill providing that the expenses of the people's railways shall be paid out of the revenues and that the deficits shall be made good out of unappropriated revenues in the consolidated revenue fund. If this clause was allowed to pass, he agreed parliament would have no say whatever in the expenditures of the National railways and no estimates would be submitted to the house. Parliament would strain at the expenditure of a few thousand dollars by the post office department, the customs department and other departments of the government and would swallow without a moments scrutiny expenditures of millions of dollars by the National railways.

"We will be told proceeded Mr. Fielding 'that it would be most convenient for the ministers if they did not have to bother about appropriations; indeed the truth is that parliament is inconvenient for the ministers at all times. In spite of that I submit that instead of setting at defiance the Consolidated Revenue act the government should bring this clause into harmony with it. For fifty years we have been making estimates of the cost of operating the intercolonial railway and it would be just as easy to make estimates of the cost of operating 20,000 miles of railway as 2,000 miles; the principle is the same. There is nothing in the argument that we cannot make an estimate and this department of the government should comply with the terms of the Consolidated Revenue act as other departments are obliged to do."

Acting Premier's Reply

Sir Thomas White said he always placed great weight upon any observation of Mr. Fielding with regard to financial operation but this matter was not a question of inconvenience so much as a question of practical impossibility. He maintained that this railway company of which the government was the virtual owner was not a department of the government in the same sense that the post office and customs and other departments were. The government railways were being operated as a corporation and their affairs must be conducted as corporations conducted their business, Sir Thomas thought the government railways should be run as a company, paying its expenses out of its revenues, subject to a thorough system of audit. He admitted the need for strictest kind of check on receipts and expenditures to prevent abuse of power and control of money. Under the proposed plan of operation the government railways would carry on subject to audit as the Canadian Pacific and Grand Trunk railways do.

The acting prime minister indicated that progress is being made in the negotiations for the acquisition of the old Grand Trunk railway by the government when he said, "We have to look forward to the problem, which will be

created by the acquisition of the G. T. P. and the G. T. R. Then the government will find itself in possession of an exceedingly large railway system embracing some 20,000 miles or more and including the Intercolonial, National Transcontinental the Canadian Northern, the G. T. P. and the G. T. R. With all these there would be in Canada two great railway systems—the C. P. and the Canadian National systems.

"Provided you have competent directors in whom the people have the utmost confidence," added Sir Thomas "and presuming you have officials of the same standing and integrity of the officials of the C. P. railway, and, providing that you have a thorough audit and annual report. I think you have surrounded the undertaking with all reasonable safeguards. It would be impracticable to have the National railways run as a department of the government with everything audited by the auditor-general."

Hon. Mr. Fielding was not satisfied with this explanation. "The finance minister tells us this thing should not be undertaken by parliament because it is so big. That is the very reason why parliament should tackle it. That is the very reason why we should adhere to the practise of the past. We do not allow the post office department to disregard the Consolidated Revenue act. The minister of customs does not control one penny of the revenue of his department."

Mr. Fielding won his point for the time being and the clause was "laid over" for consideration later on.

DAUGHTERS OF THE EMPIRE

(Continued from page 1.)

undergraduate soldiers for the noble part they have taken in the Great War.

Primary Chapter Reports

The Primary Chapter reports of the following chapters were then called for and read, Royal Arms, Windsor, Bonar Law, Duke of Rothesay, Earl of Chatham and Hampton Court.

Resolutions Discussed

Resolutions concerning the following were discussed:

1. The introduction of Mrs. Parsons' Manual regarding the order of meeting.
2. Credential Committee at the National Annual Meeting.
3. Sending representatives to the quarterly and annual meeting of the Provincial Chapter.

Councillors

Those appointed as Councillors were as follows:

Mrs. R. FitzRandolph, Mrs. W. J. Scott, Mrs. W. C. Crockett, Mrs. B. C. Foster, Mrs. G. W. Hodge, Mrs. E. A. Smith, Miss E. Stopford, Mrs. A. J. Gregory, Mrs. Freeman Lake, Miss Jean Hodge, Mrs. D. L. McLaren, Mrs. Hugh Mackay, Miss Louise Sterling, Mrs. A. B. Pipes, Mrs. G. C. VanWart, Mrs. L. P. D. Tilley, Mrs. Fenton, Miss Jarvis, Miss Dorothy Jones, Mrs. Courtlandt Robinson, Miss Gertrude Lawson, Mrs. Dugal, Mrs. M. G. Teed, Miss Edith Miller and Mrs. Vroom.

Following the announcement concerning the appointment of Councillors the meeting adjourned for supper. During this period Miss Ella L. Thorne occupied the chair and several excellent selections were rendered by the mandolin orchestra for the benefit of those who remained.

Officers Elected

After luncheon the ballots were counted and it was found that the following officers had been elected.

Honorary President, Mrs. Wm. Pugsley.

President, Mrs. R. FitzRandolph.

1st Vice President, Mrs. W. C. Crockett.

2nd Vice President, Mrs. G. K. McLeod.

Secretary, Mrs. W. J. Scott.

Assistant Secretary, Miss Ellie Stopford.

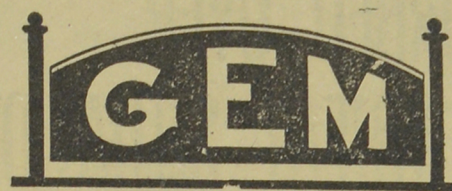
Educational Secretary, Mrs. B. C. Foster.

Echo Secretary, Mrs. A. J. Gregory.

Organizing Secretary, Mrs. E. A. Smith.

Treasurer, Miss Jean Hodge.

Standard Bearer, Miss Louise Sterling.



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EPISODE XIII TODAY

"THE IRON TEST"

Mon. ELSIE FERGUSON in "UNDER THE GREENWOOD TREE."

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