

MANY WILL GO TO CHICAGO
OR EUCHARISTIC CONGRESS

Largest Special Passenger Traffic
Movement in History of Canadian
Railroads is Looked For.

According to advices received by Passenger Traffic Officials of the Canadian National Railways, one of the largest special passenger traffic movements in the history of Canadian Railroading will take place in June next in connection with the Eucharistic Congress at Chicago.

Preparations are being made in Chicago for the reception of more than a million pilgrims during the Congress which will be held from June 20th to June 24th, and the problem of transport for this multitude is already engaging the close attention of both American and Canadian Railroad Officials.

The Canadian Delegation will, of necessity, be a very large one, and will be thoroughly representative of the whole Dominion. Already the Canadian National Railways have contracted with various Organizations for ten special trains from the Maritime Province as far west as Alberta. Most of these specials will be operated from Quebec and Ontario, but already enough travel is assured from the Maritimes for a special train to leave Moncton at or about 2.30 P. M., on Friday, June 18th. This train will reach Chicago early Sunday morning. The train equipment will be of the very best, and standard C. N. R. diners will serve meals enroute. The return trip will be made by special leaving Chicago Thursday, June 24th, allowing side trips to Niagara Falls and Ste. Anne de Beaupre, reaching Moncton on Monday, June 28th. Delegates from Saint John and all Maritime Provinces points, outside of Moncton, will make their connection with the special train by the regular C. N. R. train services.

This tour includes five days in Chicago, and a half day side trip to Niagara Falls. There will be one whole day at Montreal, and one at Quebec or Ste. Anne de Beaupre. It will be a notable tour under the very best auspices, and in the Railway Service there will be nothing lacking.

All applications for transportation, fares and reservations on this special train should be made to Reverend J. E. Brown, Secretary of the Congress Pilgrimage, care Bishop's Palace, St. John, N. B.

MONTREAL FINANCIAL PAPER PAYS TRIBUTE TO MR. C. E. NEILL

The Montreal Journal of Commerce in the course of an article on the Royal Bank and its executive officers has this to say of our former townsman, Mr. Charles E. Neill the General Manager:

Chief Executive officer of the Royal Bank is a one-bank man. Charles Ernest Neill joined the staff of The Royal Bank of Canada when only a boy. From that day to this he has never received a cheque from any other institution.

In the intervening period he was appointed as Manager of the branch at Vancouver, being one of the youngest



MR. C. E. NEILL.

men ever to have been placed in such a position of responsibility. In 1916, he was made General Manager of the whole institution, and, subsequently was chosen as President of the Canadian Bankers' Association.

Such has been the reward of wholehearted devotion to his business of banking combined with a very generous measure of ability.

But if Mr. Neill is a unitarian in the matter of his vocation, he is a catholic.

in his avocations. Outside of his banking activities, the three things of which he is most proud are: his connection with McGill University as a governor and member of the Finance Committee; his duties as a Director of the Montreal General Hospital, and the degree of LL. D., conferred upon him by the University of New Brunswick.

"The first two," he says, "represent my serious interests—my work for the community."

Mr. Neill, who was born at Fredericton, N. B., in 1873, was a member of Canada Bisley Rifle Team in 1896, having taken a keen interest in shooting while a member of the 71st Regiment of Fredericton. He is keenly interested in sports—especially English rugby—and is himself a golfer, although he deprecatingly states that he is "a dud at the game."

Personally, he is modest and unassuming in the extreme.

TARIFF BOARD ANNOUNCED BY PREMIER

Ottawa, April 7—Premier King announced in the House of Commons this afternoon the composition of the advisory board of the tariff. Hon. G. P. Graham, is chairman. The other two members are Alfred Lambert, manufacturer, Montreal; D. G. MacKenzie, farmer, Winnipeg.

Mr. Lambert replaces Joseph Daous whose name was originally included in the board. Hector MacKinnon, of Toronto, will be secretary of the board. Mr. Meighen—"What happened to Mr. Daoust?"

"He asked that he might reconsider," replied Premier King, amid laughter.

THE OPPOSITION LEADER SPEAKS ON THE BUDGET

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to provide material for outside markets. When he (Veniot) was Premier he thought he had given evidence of his desire to help the farmers, and one of the things was the erection of an abattoir at St. John. When New Brunswick was importing millions of dollars worth of meats and dairy products, he did not think we had to worry about outside markets. The first thing to do was to supply ourselves, and in this connection it had always been his advice that farmers should not specialize, but should develop mixed farming. If they did this latter there would be no need to worry about markets. He was afraid the Premier was playing politics in his agricultural interest, else why did he increase the appropriation to that department by a paltry \$2000 and then bring in a policy which would take \$100,000 or more out of the farmers. He hoped the new Minister of Agriculture would encourage everything possible to make more agricultural prosperity. He (Mr. Smith) when in opposition had said the agricultural department was too heavy and expenditure there should be cut down but now that he was at the head of the department he kept all the top-heavy machinery instead of carrying out his previous policy of giving the money more directly to the farmers. The whole course of this government contrasted with their policy when in opposition was a huge joke, and the people were realizing it more and more every day. If the members supporting the government had their ears to the ground they would know that the government was riding to defeat. Oh, he said, hon. members need not laugh, what two lone members in this House did in 1917 could be better done surely by eleven in 1930.

Natural Resources.

The Premier had referred to our natural resources, and lamented that we could not use our clay and lime to make cement because that industry was in the hands of a huge monopoly, and yet he had determined to hand over the water powers of this province to a monopoly. These two attitudes did not harmonize. He was afraid that instead of earnestly trying to develop the province the government had fallen for opportunity. He would not discuss the Grand Falls proposition at present, but when the bill came down—if it ever did come—he would be prepared to discuss the question from all its angles, and would then be fully prepared to discuss the value of the agreements.

Tourist Taxation.

He wanted to say with all the power at his command that there was no need for direct taxation, and he hoped to prove to the House and to the public that it was not necessary. It never had been and it was not today. He would lay a true statement of the financial condition of the province from 1908 to 1925 before the House and would place the responsibility upon the proper shoulders for the increase in debt, not like some of the new members who gave figures that did not exist and placed the blame on the late government where it did not belong at all. He would admit that the late government had increased the bonded debt of the province, but not beyond the power to meet it at date of maturity. No government had ever given to a province such rapid improvement in roads as had been witnessed in New Brunswick, and he felt that the late government had been justified in spending the money and bonding the province to improve the highways. How else could this improvement in the roads be made except by the issue of bonds. His hon. friend from Carleton (Smith) had started along the line of road improvement in 1917, and so far as permanency was concerned the late government had continued along the same lines. It was impossible to carry out this work out of ordinary revenue. In Quebec the government had bonded the province for \$75,000,000 for road improvement, with the result that they were now reaping the benefit in tourist traffic. New Brunswick and Quebec had the same policy with regard to providing a sinking fund to take care of interest and the bonds when they come due.

Debt Increases.

Between 1917 and 1925 the late government had increased the debt some fifteen millions, but of that amount they had some eight millions paying its way by means of the sinking fund which was created without drawing one dollar from ordinary revenue.

Dealing with the Valley Railway he said he would not condemn the construction of that road as he had always believed it was necessary for the future of the province. He did not, however, approve of the way it had been handled. A sinking fund was not provided to take care of the interest. Respecting the agreement entered into by the Conservative government of that day with the Conservative federal government at Ottawa for the operation of the Valley Railway, care should have been taken to see that the railway would not become a burden upon the province. Under that contract there would be deficits year after year and his hon. opposite should not forget that it was their own friends who had placed the Valley Railway burden on the people. They should have provided for taking care of the interest on the bonds, without taxing ordinary revenue.

HON. MR. RICHARDS—Is it not correct that the government of the Hon. Mr. Foster had carried the interest on the Valley Railway bonds in the ordinary expenditures for one or two years and afterwards bonded it?

MR. VENIOT said in 1921 he thought the interest had first been bonded. The railway had not been completed until 1918. The railway did

not begin running on the lower sections until 1919. They had carried along the interest, but not in ordinary revenue, and they bonded it in 1920 or 1921. Our only hope, said Mr. Veniot, is that we may be able to induce the federal government to take this road over.

HON. MR. RICHARDS—We are all in accord on that.

MR. VENIOT said he had tried to get the federal government to take the road over.

During the last federal contest the Premier had told the people that if the Conservative government came into power he would make one trip to Ottawa to have this Valley Railway taken over by the federal government. He (Veniot) would like to see the Conservatives come into power to see the Premier make that trip. He wondered why the Premier had not made that demand in 1921 and insist then that his own party take this road over. Today, because the Liberal party was in power, he says the road should be taken over by the federal government.

HON. MR. TILLEY—Will you go up and help us out if we do get in power?

MR. VENIOT—No, because I could not trust them, and if I did go and we succeeded you would come back and take all the credit for it.

Stumpage Reduction.

Continuing, Mr. Veniot said direct taxation was not necessary in this province. The provincial secretary had said direct taxation was imposed to save the province from financial ruin. He contended that to tax the people beyond their limits and give away revenue by reducing the stumpage for a few favorites was not conducive to the welfare of this province. He was in favor of increased taxation along some lines. He had noticed that since the budget had been brought down imposing increased taxes on banks, insurance companies, etc., the government had been besieged by delegations of bankers and insurance men. He admired the stand taken by the Premier when he told the delegations "Hands off." He would warn the Premier, however, to be careful. He (Veniot) had tried that and the big interests had united against him. The Premier had done right in holding them off but he had not done right to say it was only temporary. If the increased tax was only temporary where were they going to get the increased revenue next year. In going to the municipal councils and imposing direct taxation they would open the door to a dangerous principle. He felt that demands would be made by the members upon the government which would mean more direct taxation. He would appeal to the government to take some other means of getting revenue, and he would assist them in doing it.

Economy Needed.

If the late government had done wrong in the matter of large expenditures, as his friends opposite had charged, that was no excuse for the present government doing the same thing. In opposition they had preached economy, and now they had been in office some seven months and had not yet given a single bit of evidence of retrenchment. Until they made one honest attempt to economize they had no right to impose direct taxation upon the people. The government had not been given a mandate to balance the budget by means of direct taxation. Today he would raise his voice and say to the government, stay your hand and adopt some other means of raising revenue. He would ask why the trust companies, telephone and telegraph companies were left out, while the banks were being touched. Why also were not private banks touched. Taxation of these concerns would give a revenue of some \$60,000 they were not receiving today.

In connection with the upkeep of second trunk roads and by roads he advocated that the province exercise its borrowing powers under the auto funds and contended that when they were bonding the province and had the means of meeting the liabilities without calling upon ordinary revenue, they were imposing no burden upon the province.

Ordinary Bridges.

He could see no need for spending \$200,000 on ordinary bridges this year, and considered that amount could be reduced by \$100,000. He proposed when this item came up in supply to move an amendment to that item reducing it to \$200,000. He would therefore ask the minister of public works to take this matter into consideration and see if he could not reduce the amount.

In October last the government had seen fit to further reduce the stumpage from \$3.00 to \$2.50. That meant a reduction in the revenue from \$70,000 to \$80,000. A similar thing had taken place in Quebec in 1921, when the government had lowered the stumpage a second time. Later when the government faced a deficit they called the lumbermen into consultation, told them of the financial condition of the province, pointed out that their industry had improved and asked them to co-operate with the government and permit the old rate to be restored in order to improve the financial position of the province.

Conditions Improved.

He would say, rather than see them driven to the necessity of imposing direct taxation they should call the lumbermen of this province in and show them that the lumber conditions were much better now than the last two years and see if they would not put their hand to the wheel and assist in a patriotic way the carving on the fairs of this province without the government having to resort to direct taxation. How could the lumbermen expect the government to help them in periods of depression if they re-

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Piles

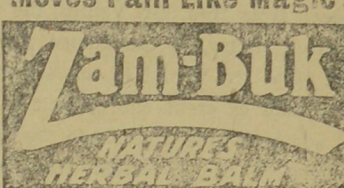
QUICKLY BANISHED

"I suffered years of agony through blind itching piles," says Mrs. W. Hughes, of Hochelaga St., Montreal.

"Pain, loss of strength, complete misery, was my daily lot until I came across Zam-Buk. I know now that there is nothing on earth to equal this grand herbal healer. Since it lifted me from misery my earnest wish is to make Zam-Buk known to all sufferers."

30c. Box.

Moves Pain Like Magic!



Notice of Legislation

Notice is hereby given that application will be made at this Session of the Legislative Assembly of New Brunswick by the City of Fredericton, for the passing of an Act relating to the assessment of rates and taxes in the said City.

Dated at Fredericton this sixteenth day of March, 1926.

C. FRED CHESTNUT,

City Clerk.

VACATIONING IN CANADA.

Those who most enjoy a holiday are those who truly earn it—earn it by attention to business detail or household cares, earn it by planning and saving for it. Canada is the greatest vacation land on the globe—from Halifax, guardian of the East to Victoria on the Pacific, there is scarcely a mile of country but has its own charm. Nova Scotia and New Brunswick, "The Grey Old East," with their lakes and rivers their modest hills and valleys, pleasant farms and comfortable homes, where life is easy, and rest and peace.

The Province of Quebec, simply another spelling of romance, with its tiny strips of farms, running back from the road in the old French fashion, its great churches with gay roofed cottages grouped round about to form a village—its great elms, noble river and unguessed possibilities for development along many lines. A leisurely jaunt through the province will well reward the traveller.

Farther on Old Ontario where almost every lake or river means pleasure. Ottawa, Toronto, Hamilton London, hundreds of towns familiar by name from childhood and in the newer Ontario, Sudbury, North Bay, Port Arthur and Fort William, any and all of them worth discovering. By rail or lake, get acquainted.

On West across the spreading prairies, Winnipeg and Calgary then on into the Mountains. Banff, with its thousand and one points of interest; lovely Lake Louise, and Lakes in the Clouds, side trips by motor to Windermere and the Okanagan and the Kootenay, visits to charming bungalow camps and magnificent hotels; Field, with the floating glaciers in the vicinity and fairy-like falls; the noble range of the Selkirk and adown the slope to the Pacific. Vancouver, the great Gate on the West by boat to Victoria, regal in situation and dignity, Vancouver Island. The whole a journey of never-ending interest and new delights.

And from Vancouver, by splendid steamer up to Alaska, the Land of the Midnight Sun, through the sheltered seas, where sheer precipices frown down upon you, and gaudy totem poles make a dash of color and romance. Such a trip can only be realized by the taking. Any Canadian Pacific Railway Agent can map it out for you, give you details, fares, train schedules any of the many little matters which make the trip a pleasure.

Summer Tourist Fares are effective from May 15 to September 30 and by planning early, the trip will be a possibility and then anticipating the wonders and pleasures of it all makes it doubly dear. See old of some of the charming fold-see the Canadian Pacific publishes see the photographs, then make your call at the office.

Where An American Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—

But now Mrs. Green of Boston and Mrs. Brown of El Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

TO KEEP PACE WITH THE TIMES, READ THE
ADVERTISEMENTS EVERY DAY