

FATE OF CANADIAN WILD GEESE

Recently Jack Miner caught and tagged 124 wild Canadian geese. After placing his tag, which contains his address on one side and a verse of scripture on the other, on the birds, they were liberated. With this system of tagging, Mr. Miner finds that practically 75 per cent. of these birds are killed in Canada, mostly by Eskimos and Indians, and the other 25 per cent. of tags are returned from the United States.

The Record for Job Printing

CHURCH SERVICES

ST. PAUL'S ANGLICAN
VEN. ARCHDEACON IRVING,
Rector.

Services at 11 a.m. and 7 p.m.
Monday, 4.30 p.m.—Junior Auxiliary in Schoolroom.
Tuesday, 2.30 p.m.—Women's Auxiliary.

All are cordially invited to attend these services.

KNOX PRESBYTERIAN

Rev. W. T. BROWN, Minister.
Services at 11 a.m. and 7 p.m., Sunday.

Y. P. S., Thursday at 8 p.m.
You are invited to these services.
Choir practice, Thursday at 9 p.m.

WESLEY METHODIST

REV. G. SMITHERMAN, Pastor
Services at 11 a.m. and 7 p.m.

GARNET METHODIST

1.30 p.m.—Sunday School
2.30 p.m.—Church Service.
Epworth League and Prayer Meeting on Friday evening at 8 p.m.

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OFFICE HOURS
10 to 12 a.m. 2 to 4 p.m.
7 to 9 p.m.

JARVIS ONTARIO

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Dr. R. G. Hyde
DENTIST

Office Hours: 9 to 12 a.m.; 1.30 to 5.30 p.m.
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ON PARLIAMENT HILL

By a Member of the Parliamentary Press Gallery

OTTAWA, June 3, 1924.—Sir Henry Drayton's much advertised attack upon the Railways Budget turned out to be a very brief and very mild utterance. It was, in fact, almost non-partisan and revolved itself into a demand, by way of an amendment, for the creation of a new select standing committee of parliament, to which would be referred all National Railway estimates and in which would be vested the power to summon and swear witnesses, review expenditures and generally supervise railway financing. Probably, to Sir Henry's surprise, the government has shown itself willing to accept what was beyond doubt, a constructive proposal. It has virtually accepted Sir Henry's idea and has moved in the House for the creation of a standing committee Dravton plan.

This is an important concession for a government to make and simply goes to show that the Prime Minister and his colleagues put business-like and fearless administration of the National Railways ahead of political prestige and partisan advantage. The new committee will deal especially with "closed business" which means that there will not be dragged into premature publicity matters affecting operation of the system, advertising of which, even in the most favorable light, might prejudice the welfare of the railroads and prematurely disclose plans to rival railway systems.

THE SENATE BACKS DOWN

When the Senate showed, on three or four days in succession, that it was bent upon placing every obstacle in the path of Sir Henry Thornton, in respect of branch-line railways, the press of Canada rose in revolt. One or two newspapers gave the lead, others followed, and public opinion was stirred to an extent which impressed even the disciples of reaction in the Upper Chamber. The House of Commons joined in the demand for a "hands off the National Railroads" policy and members of the Commons stated in very blunt and unequivocal terms their opinion of all and sundry who were blocking the wheels of progress. Full of bravado, the Senate staged an impressive and formal protest against this disregard of its ancient dignity—and then promptly set its face in the opposite direction and started to repair the wrongs already done. The sittings of its Railways Committee on the morning following its formal defence of its liberties was a rare treat for those who had seen similar sittings in the previous week. Every consideration was shown to the Counsel and engineering experts of the National roads and several bills were passed without demur. The Senate has acted wisely in changing, ostensibly at least, its attitude regarding the branch-line bills and those politicians who put public ownership principles above partisan consideration are hoping that it will not revert to its former mistaken policy of criticism and obstruction.

DIED ON DUTY

With tragic suddenness occurred last Wednesday the death of one of the best light members of the House of Commons, J. A. McKelvie, Conservative member for Yale (Cariboo). Mr. McKelvie has been a member only since 1920, but in that time had become known as one in whom fidelity to principle and devotion to duty were wedded to the most amiable traits of personality. He spoke seldom, but when he spoke it was with the terseness and the precision of the man who is accustomed to the pen. Mr. McKelvie was a newspaper-man of long experience—and his opinions held the respect of men of all shades of political opinion. He was in his seat in the Commons an hour or two before his death, though not at all in good health, and it will be a matter of sorrowful pride to his friends and constituents that he answered the call while at the post of duty.

CHURCH UNION COMPROMISE SOUGHT

"Church Union"—no one ever dreams of speaking of it as a bill—is still in committee, and may stay there until the sessions of the general assembly of the Presbyterian church, at Owen Sound are concluded. A bitter fight in the Commons seems unavoidable should there emerge from the committee a minority as well as a majority report, and for that reason no effort is being lost at present to effect some compromise before the bill is sent forward. Compromise or no compromise, the measure must soon pass into the deliberative chamber. And whether or not the Brown motion of last Wednesday—providing for rescinding of the amendment already carried, which provided for a two-year delay and carrying of the matter into the courts—will be accepted for debate remains to be seen. The committee will resume on Wednesday next, and this new resolution may be discussed only in the event of a majority decision to that effect by the committee. It has been accepted by Chairman McGovern only as a "notice of motion" and not as a substantive motion. Meantime, no doubt, the voice of the Presbyterian general assembly will be heard and members of Parliament will have another voice to guide them toward the solution of what still remains a very vexed question.

GOVERNMENT INSPECTION OF BANKS

The Commons—and, no less the country—is awaiting with a good deal of interest the appearance of further detail of Hon. James Robb's proposed amendment of the Bank Act providing for government inspection of the chartered banks. It is to the credit of the Acting Minister of Finance, that he has made up his mind regardless of certain interests, to accord to the people of the Dominion such legislation as will inspire in them more confidence in the security of banking institutions than had been warranted before.

The broad outlines of policy already placed before the banking community by the Minister indicate with sufficient definiteness that the proposed "Inspector-General" for Canadian banks will have very real and very wide powers; also, that his confidential reports to the Department will be used as the basis of ministerial action in such instances as call for the minister; that power will be exercised on the advice of the inspector.

Hon. Ernest Lapointe has been in Washington acting as Canada's plenipotentiary in respect of the completion of the "run-running treaty" between Canada and the United States. The terms of this pact will appear within the course of a day or two and probably will furnish a text for a full dress debate in the House. Mr. Lapointe was delegated last year to sign for Canada, and on behalf of the King, the much discussed Halibut Fisheries Treaty and his presence again at the U. S. capital indicates that he has proved a capable and acceptable ambassador at the Court of Uncle Sam.

HAD A CLOSE CALL

Mrs. George Martin of Port Dover, mother of Hon. John S. Martin, and daughter, Mrs. McLachlan, also of Port Dover, while motoring down the highway on Saturday night, were the victims of a head on collision with a high power heavy touring car and had a miraculous escape. The driver of the offending car with no one else in the car, drove off without attempting to give any assistance, but it is said that from descriptions given, the police will be able to bring him under discipline. Mrs. McLachlan had the presence of mind to halt and set the brakes, but the impact turned her car quite around and shoved it into the ditch.—B. Can., June 4.

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