

Mr. and Mrs. H. Champion Hold Party

Thirtieth wedding anniversary of Mr. and Mrs. Joseph H. Champion was celebrated at their home Sunday when 50 guests extended their congratulations to the couple. Tables were set on the lawn, the bride's table being ornamented with the usual two-tier wedding cake.

Mr. and Mrs. Champion are natives of England. They were married in Toronto by Rev. T. W. Neal, and resided there for 18 years, where Mr. Champion followed the occupation of builder. They moved to Markham in 1923 and took up farming. They have lived on the same farm since. A peculiar coincidence in their lives is that they were born on the same day, 53 years ago.

They are members of Unionville United Church. William Prudeaux was the only guest who was present at the wedding 30 years ago. They have five sons, Richard, Bill, Reginald, Gordon and Joe, and one daughter, Mary. All were present yesterday.

NOTES & COMMENTS

Thirty-one years ago, Ontario collected \$1,282 from registration fees on motor vehicles. Last year, the amount had increased to \$8,049,714, which represented the peak of collections from this source.

In addition to registration fees, gasoline taxation came into effect in which year, with a tax of three cents per gallon, \$1,936,767 was collected. The tax was raised to five cents per gallon in 1929 when collections jumped to \$8,497,593. A further increase occurred in 1932 and the province collected six cents per gallon.

Last year, with a tax of six cents per gallon, \$12,961,343 was poured into the provincial treasury by motorists on their purchases of gasoline and in the space of ten years, \$82,090,486 has been obtained from this source alone. Aggregate collections for registration fees (\$88,981,645) and gas tax (\$82,090,486) have amounted to \$171,072,131 since 1904 and 1925 respectively.

4-CORNERED BATTLE

Stevens' and C.C.F. Candidates Not Yet Named in Coming Contest

The Newmarket Era rounds up the coming federal contest in East York, in so far as possible number of candidates are concerned in the following statement issued last week:

"North York has been the scene of many an interesting and historical political battle, and this September may add a four cornered contest. Col. W. P. Mulock, present Liberal member, elected last fall by a tremendous majority, is thought by his own followers to be unbeatable and is conceded to be strongly entrenched by even his most optimistic opponents.

Harold A. C. Breuls, unsuccessful Conservative candidate in the by-election, will run again. Mr. Breuls' slogan last fall was the "Stevens new deal and the Bennett farm program." Mr. Breuls has now declared himself as a Bennett candidate.

The C.C.F. have planned for some time to put a candidate into this riding and Frank Regan, Toronto barrister, has been mentioned as a possibility. An outsider would be at a disadvantage and the time is getting decidedly short for a new man to get his name before the public. There are however, a large number of people in the riding ready to vote C.C.F.

Hon. H. H. Stevens, leader of the Reconstruction party, states that he will have a candidate in every riding. That makes four possible candidates. A fifth possibility is A. J. H. Eckardt, Toronto, who was dissuaded last fall from running as an independent Liberal. Mr. Eckardt, however, was born in the Unionville district, which will now be left out of the riding."

DEFEATED LIBERALS PROTEST FLEMING NOMINATION

Promises of Work on Highway and Other Inducements Made Liberals Told

Sworn affidavits testifying to irregularities in connection with the nomination meeting of the East York Riding Association, charges that Harry Johnston, secretary of the Ontario Liberal party, interested himself in the interests of Goldwin Fleming, the victorious candidate, and charges that the ballots used at the nomination were illegal, and were known to be illegal by the president, Lyman A. Kennedy, were heard at a protest meeting of more than 500 liberals in Danforth Park School last Wednesday night.

At a meeting which, except for one occasion, was kept in order by Chairman Ben Frechette, two of the defeated candidates at the nomination, Alex McGregor, K.C. and Dennis McCarthy, produced documentary evidence of unfairness in connection with the nomination.

Eight affidavits were produced by Mr. McGregor, in which either Mr. Fleming or persons said to be working in his interests were charged with seeking to catch votes.

Two of these sworn statements, in which work on the government highways was promised persons supporting Mr. Fleming, will be sent to Premier Hepburn, following a request for them from his secretary. An investigation will follow, the letter said.

Many Affidavits

Among the affidavits produced by Mr. McGregor were: One from Geo. Wyatt, Todmorden, who swore a supporter of Mr. Fleming had told him, in the candidate's presence, that he would get him business in his line of work if he would support Mr. Fleming; W. Whittaker, also of Todmorden, swore a man had been forced to support Mr. Fleming because Mr. Fleming had spoken to his employer.

Mrs. Whittaker, in a sworn statement, told of how the names of she and her husband had been struck off the voters' list at the nomination because they had shown their intention of voting for McGregor.

In another sworn statement, Arthur Dyson, also of Todmorden, an accredited delegate, said his name was struck off the voting list shortly before the nomination because he was supporting Mr. McGregor; Adlarde Trudele, civil engineer, swore that three months ago a supporter of Mr. Fleming offered to get him a better job in the highways department if he would use his influence to get Mr. Fleming elected.

Arthur Layzelle, president of the Scarboro Liberal Association, told the crowd that a member of his association had been induced to work for Mr. Fleming on promise of work on the highway. Harry Johnston, Liberal secretary for the province, came in for denunciation by the speaker, who declared he had interfered with the rights of the Liberals to the riding by trying to secure the nomination of Mr. Fleming by promises.

Uses Influence

Touching on the switch of the ballots on the night of the nomination, Mr. McGregor declared that Frank Bage, the riding association's secretary, was closeted in the school teachers' room trying to straighten out some difficulty in connection with the slips, when Lyman Kennedy president of the riding association, handed out new ballots, which, Mr.

McGregor claims were illegal.

"The ballots were supposed to have been prepared by the secretary and initiated by the president only at the time of the convention," charged Mr. McGregor. "Instead, because Mr. Bage would not let them out of his sight, another set of ballots were substituted at the last minute. All of the contestants believed Mr. Bage had been given a raw deal," he said.

Attacks Johnston

Dennis McCarthy attacked Harry Johnston, whom, he declared, had kept certain information regarding the voters' list following the Federal election four years ago in which he (McCarthy) had been defeated by R. H. McGregor, M.P., and that Mr. Johnston had used this information in the interests of Goldwin Fleming in connection with his nomination.

"I've got affidavits, too, but this is not the time for me to present them," he declared. "We are here tonight to represent the Liberal party of East York riding."

Attacking Lyman Kennedy, he said: "Why is he so nervous? I haven't made any charges against him yet. Things have been done at that nomination meeting that could not have been done at a municipal, provincial or federal election without someone going to jail. The Liberal party cannot afford to have men picked in the manner they have been picking them if it is to have a decent government in Canada."

Members of the King Edward Hotel faction were termed as "renegades" by the speaker.

Replying to a statement from Mr. Kennedy that the riding executive had given him permission to get new ballots for the nomination meeting, the speaker termed the statement a lie.

Two resolutions, one that Alex McGregor present the affidavits to Rt. Hon. W. L. Mackenzie King, and second, that copies of two of the sworn statements, in which government work was offered as bribes, be sent to Premier Mitchell F. Hepburn were passed.

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KING PLANS RADIO TALKS TO USHER IN CAMPAIGN

Liberal general election campaign will be ushered in by three radio addresses Rt. Hon. Mackenzie King will deliver. They will be on July 31, August 2, and August 5 from nine to 9:30 p.m. eastern standard time. On August 6, the Liberal leader will speak at a party rally in Kingston at which Eastern Ontario constituencies will participate. Liberal headquarters made the announcement to-day.

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A Few Words to You About the C.N.R.

During 1934 the average number of persons employed by Canadian National Railways was 74,774, and the wages paid them came to almost one hundred million dollars. This represented, both as to number employed and amount of payroll, an advance over 1933, and practically the whole increase in personnel was due to re-employment of those whose services had previously been dispensed with owing to lack of business.

The average mileage of road operated in 1934 was 23,676 miles, making Canadian National Railways the largest single railway system in the Western Hemisphere.

In 1934 the total freight transported by Canadian National Railways amounted to 44,719,477 tons, an increase of eighteen per cent over the previous year. The average haul of freight was 326 miles. The value of this freight is not ascertainable, but it must run into many hundred millions of dollars, and, comprising all kinds of necessities and luxuries, contributed to the welfare and happiness of every man, woman and child in the Dominion.

Canadian National Railways carried over 10,000,000 passengers during 1934. This was also an increase over 1933. These paid in fares \$16,331,299, or an average of \$1.62 per passenger with an average journey of seventy-one and three-quarter miles.

These figures, without embellishment or amplification, show the vastness of the public services rendered by Canadian National Railways. The system is conducted on an economical scale as is consistent with the highest standards of railway operation. The improvement in business in 1934 over the previous year enabled more people to be employed . . . more wages to be paid . . . more service to be rendered. Also, more money was available to be spent among Canadian producers and Canadian merchants.

A continuation of this improvement in our business will carry on and enlarge these good results . . . the whole country will benefit. This year Canadian National Railways is co-operating in an extensive way in the national movement to diminish unemployment and to restore industrial activity . . . to help banish the depression and bring better times for everyone.

Canadian National Railways feels justified in asking for your co-operation. A greater use by Canadian citizens of the facilities offered by this system — transportation, express, telegraphs, hotels — will materially help not only us, but all Canada . . . and you will receive full value for every dollar spent.

During the present Summer season the C.N.R. is providing special fares and excursions between points throughout Canada. These are exceptional travel bargains. The nearest C.N.R. agent will be glad to give full particulars.

CANADIAN NATIONAL RAILWAYS