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LIBERALS REQUIRE DECISIVE MAJORITY

(Continued from Page 1.)
"We can carry on, as I've said. But can we do more than that? That is the question I have put to my Ministers, some members, and now put to you and the electorate of this country. Is it sufficient that as a Government we should continue in office, drawing our indemnities and salaries as members and Ministers, and enjoying the other fruits of office, when great national questions press for solution, with which for want of an adequate majority in Parliament we are unable satisfactorily to cope?"

Motives of Embarrassment.
Having thought it inadvisable to make many tariff changes, Mr. King complained that the Tories and Progressives have united to criticize him because he has failed to go "in opposite directions at one and the same time." He recounted his voting victories in the House, and said that behind the Opposition were the motives of embarrassment to the Government, desire of all members to be on record, and "Mr. Meighen was determined we should not be given a chance to go to the country in June or early summer and a policy of obstruction was accordingly indulged in. In the event of another session without resort to closure, we would be kept in session from January to September, every item would be blocked just to create an impression that the Government was in the wrong. I do not believe the country wants to incur the expense. Where a reasonable majority is wanting there is bound to be additional delay and expense."

Monetary expense is the least important item, however, said the Premier, adding that Mr. Meighen's continued detraction of Canada is injurious to the country.
"Of all factors that have tended to lessen confidence in our country, to regard its progress, to discourage its citizens, to occasion a feeling of continued depression, to keep people away from Canada, to cause individuals and families to migrate to the United States rather than to come to Canada or to remain here, not one has been so potent or powerful as the unwarranted and reckless statements made by Mr. Meighen, and persisted in by him, for no purpose other than sowing the seeds of a political propaganda against the Government. What Mr. Meighen is apparently indifferent to, what those who follow his methods are also apparently indifferent to, or fail to see, is that propaganda of the kind intended to injure the Government is in fact helping to destroy the country."

Caused by Untrue Talk.
The real causes of depression and migration to the United States, Mr. King gave as being the untrue talk of Opposition parties. He claimed his tariff policy is not to blame, and that "ninety-five per cent. of what has been said about migration from Canada to the United States has been equally false, and has worked a steady injury to our country."
"I can forgive Mr. Meighen his pessimism—it is allied to his sarcasm, and cannot perhaps be helped, both with him appear to be chronic—but I cannot forgive him the deliberate way in which he has misrepresented and continues to misrepresent conditions in our country, to the great detriment of the interests of Canada, both at home and abroad."

Had another session been decided upon, Mr. King declares these "destructors" would only become worse, and would include talk of annexation, separation or independence.
Dealing with the effects of the 375-million-bushel crop, he said business transactions five times greater than \$375,000,000 would follow marketing operations.
"We can decry these potentialities, spread the miasmatic breath of pessimism like a blight; or we can offer up prayers of thanksgiving to an all-wise Creator for the blessings to us and all those who look wistfully to our shores from other lands. Which is best? If detraction and deception continues, I can see only rust on the grain, tarnish on the gold. The sooner we end the tirade of abuse with its baneful reaction on business, the better."
With his present slender majority, Mr. King says he could only mark time on his reform platform.

Problem of Taxation.
First and foremost is the problem of taxation. The reduction of taxation lies at the root of all else. I hold the view that, necessary as is reduction of taxation, the country does not desire it at the expense of further deficits, a further increase in our national debt. We must not only make ends meet, we must do more.
"As a consequence of the care with which we have managed the country's finances, in our three years of office we have been able to reduce the national debt by \$6,000,000, in contrast with the net increase of \$174,000,000 in the two preceding years, during most of which time Mr. Meighen was in office. This has been brought about through reduction of expenditures, reduction in staffs, and other economies effected in the public service. This decrease in the net public debt has been accompanied by a decrease also in taxation. Industry was relieved of nearly \$48,000,000 of taxation during the last fiscal year, due solely to the reductions of duties and remission of the sales tax on the instruments of production, agricultural implements and the like, effected under our Budget of 1923-24. Did time permit, I could show that for every dollar collected in taxation when the present Government took office, we to-day are

collecting only 75 cents. In other words, where the previous Government collected \$4, we to-day are collecting \$3. Taxation per capita of the population has been reduced by one-quarter."

Mr. King said these reductions are not enough. The Sales Tax is still burdening industry and further Income Tax reductions must be aimed at. Economy and retrenchment will continue and important policies ancient transportation, immigration and finance are to be worked out. These items are all intertwined and only a new House can give the issues the proper attack. Group or minority Governments can't deal with such matters.

The Transportation Problem.
"Let me deal first with the transportation problem, and I wish to make clear that I include transportation on land and ocean transportation; the problem of railway rates and ocean rates, of railway deficits and of ocean charges. With each of these problems a beginning has been made. Let me speak first of the railway problem."

C.N.R. management, he declared, should be divorced from politics, and claimed that the situation here has improved in four years as in taxation.
"It is perhaps sufficient to say that impending bankruptcy was alleged as the reason for the acquisition of the lines added in 1915, and that of itself is perhaps sufficient to explain the deficits that have since occurred. For the two years 1920 and 1921, during most of which time Mr. Meighen was in office, there was added to the debt of the National Railways the sum of \$278,563,303. This is in an amount greatly in excess of the total deficits incurred during the three years 1922, 1923 and 1924, during which time the present Administration has held office."

"For Mr. Meighen's term in office there was a total deficit of \$46,000,000; for our three years a total surplus of 40 millions.
"I am informed on the best of authority that unless something wholly unforeseen happens, the surplus on operation on account of the Canadian National Railways this year will exceed last year's."

The Railway Problem.
"The railway problem, to my mind, is the most important of all problems pressing for immediate solution. Can taxation be substantially reduced till we have overcome the deficits on our National Railways? Can the National Railways or the Canadian Pacific Railway reduce rates so long as there are deficits in the case of the one and reductions in earnings in the case of the other?"
"An amalgamation means monopoly," he continued, given as the other alternative, the continuance of the two systems as separate entities, but with the introduction, either voluntarily or compulsorily, of a sufficient degree of control over both by them to eliminate waste. Of those who advocate amalgamation, the believers in private ownership of railways would absorb the Canadian National Railways in the Canadian Pacific Railway; the believers in Government ownership of railways would absorb the Canadian Pacific Railway in the Canadian National Railways. Each designates the process of absorption by the word "amalgamation." In either case the result would be the creation of a monopoly, and that, I venture to say, the most powerful monopoly in the world. Finally in this belongs to Parliament and Parliament alone can deal with it. "That is why I feel so strongly that it would be against the public interest to hold another session of the present Parliament, why I think a new Parliament should be speedily elected, a Parliament clothed by the people with ample authority to undertake this all-important task."

He declared his adherence to the policy of giving public ownership a fair trial, and to that end consolidation of C.N.R. lines was effected under Sir Henry Thornton. "I think it will be conceded we have the right man in the right place, and have acted wisely in retaining him."
On the other hand private ownership is to have fair play. We have reasons to be proud of the C.P.R., whose interests encircle the globe. The competition between the lines has had an effect on C.P.R. earnings which don't go to the public treasury to make up deficits.

Hartington Happenings.
Hartington, Sept. 4.—Many from here are attending the funeral to-day of the late Robens, only child of Joseph Watson, Pleasant Valley. The much needed rain arrived yesterday. Helen Loyt has returned from Ottawa fair. Miss Oliver, Rochester, N.Y., is returning home to-day. Meta Campsall has returned to her school at Joyceville. Dora Campsall went to Erinville for another year. Jessie Campsall is teaching at Sunbury; Madolla Babcock at Holliford; Miss W. Gardiner at Unionville.

Myrtle Albertson returned from the General Hospital yesterday, where she was taken Sunday for treatment. Mr. and Mrs. D. A. Rarker and children, Arden, were week-end visitors at Benjamin Campsall's. Earl Ryan has gone to Syracuse, N.Y., to visit his son for a few days. William Murphy has gone west on the excursion this week.
Aleda Gates, Westbrook, visiting Madolla Babcock, has returned home. Hazel Clement, Sydenham, and Miss Clement, Chapleau, were week-end visitors at Mrs. Frederick Denison's.

At White Cloud, Mich., Mrs. George Stewart, parachute jumper, fell 1,500 feet to her death when the parachute belt broke.

BROKE INTO HOME OF R. EMMONS, GLENVALE

Two Toronto Girls and Four Kingston Young Men in Jail for Crime.

On a charge of breaking and entering the farm house of Ross Emmons, half a mile north of Glenvale, on Sunday afternoon, two girls and four young men, Ruth Taylor and Greta Forsythe, Toronto, and Harry Austin, Oliver Martin, Harold Woodruff and Kenneth Pybus, Kingston, appeared before Magistrate Bradshaw, on Monday morning, and were remanded till Tuesday morning at eleven o'clock.

According to Mr. Emmons' story he and his family were returning home about six o'clock, Sunday evening, from a motor drive, when they saw a man and woman leaving their farm. Letting all of his family, but a small boy, out of his car, Mr. Emmons gave chase. The unknown couple boarded a car at the side of the road and set off north. Mr. Emmons passed the car and then went into a farm house, where he was advised to phone the Provincial Police, which he did.

Constable MacLachlan at once gave chase and traced the unknown car to Harrowsmith and then on to Verona, where he found his party in the village in their car, a rather dilapidated McLaughlin touring, with two flat tires, hauled up on the side of the road in the rain. He placed the party under arrest and put them into his car, a Chevrolet sedan, and then repaired the punctures in the McLaughlin and came back to Kingston with the two cars, Harry Asestine, Verona, driving the McLaughlin in.

The six young people were put in the county jail about one o'clock, Monday morning, and the McLaughlin stands parked behind the court house. It was about three o'clock when Constable MacLachlan was able to retire.

According to Mr. Emmons sixty dollars in money and a supply of edibles consisting of bread, preserves, eggs, etc., were stolen from his house. Entrance was obtained by pulling the staples out of the back door.

THE FRIENDS' MEETINGS.

Were Interesting Gatherings at Sunbury on Sunday.

The West Lake quarterly meeting of Friends was held in the Friends' meeting house, at Sunbury, during the week-end. There were a number of visitors from Wooler, Wellington, Bloomfield, Moscow and Thirteen Island Lake, also a group of seven young Friends from Coldstream, Pelham, Norwich and Sparta. Most of the visitors arrived on Friday and were entertained at the homes of William Webb, George Webb, Thomas Makin and Watson Hanley.

The business meeting, on Saturday morning, was preceded by a meeting for worship. On Saturday evening there was a missionary meeting presided over by Mrs. Wild. Several of the visitors gave readings, short addresses and a duet was sung.
Sunday service opened with the Bible school at 10 a.m., followed by meeting for worship in which messages were given by James Wild, Wellington, John R. Webb, Richmond, Indiana; Asa W. Rogers, Wooler, and Moses Yerex, Toronto. The afternoon meeting was held in the open air on a rock elevation on William Webb's farm. The meeting was conducted by William G. Orris, Friends' minister in Kingston's monthly meeting. A stirring message was given by Howard Arkett, Bloomfield, followed by a solo by Miss Lily Brimley, Wellington, and a splendid reading by Elston Willson, Pelham. The Friends after-

School Boots

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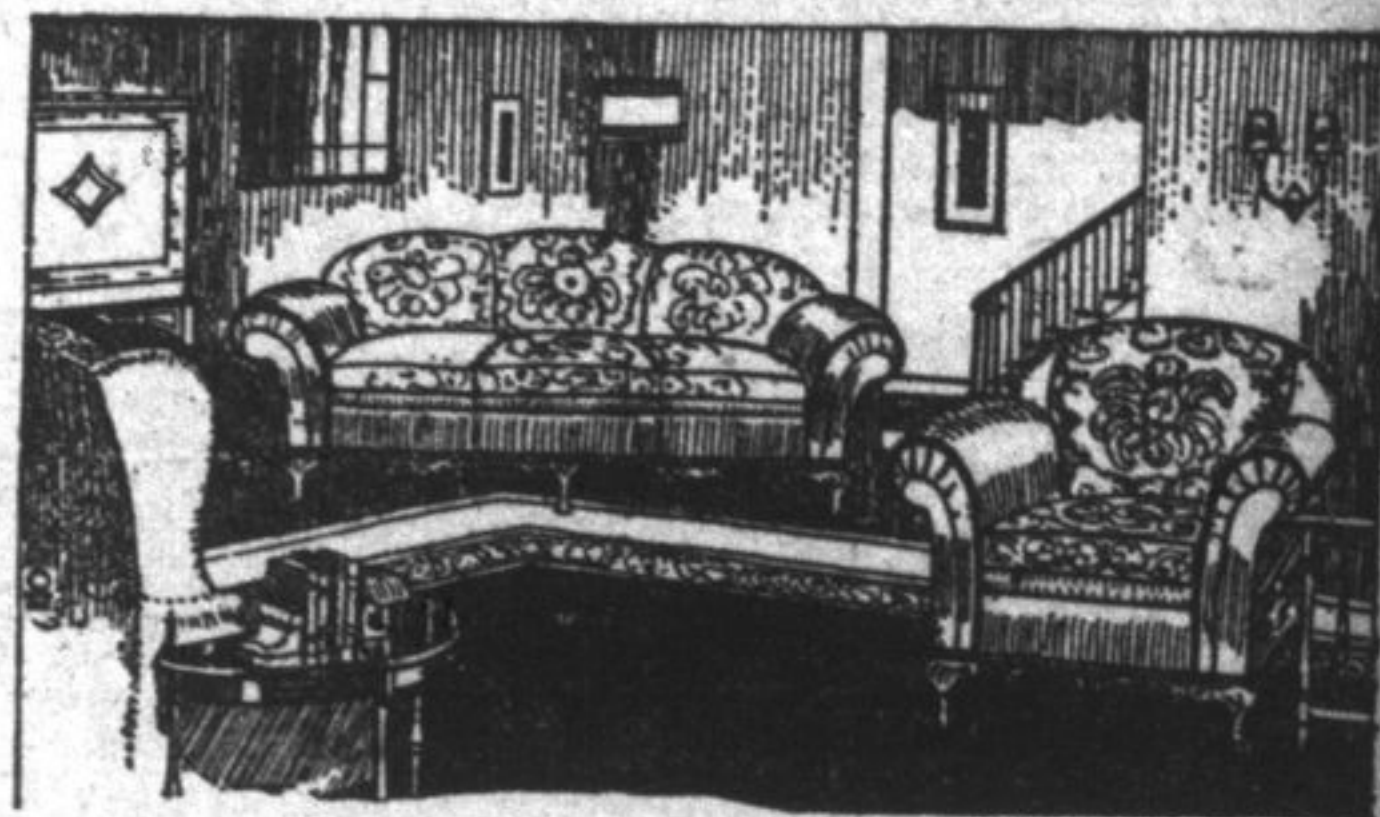
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JAMES REID

THE LEADING UNDERTAKER. PHONE 147 FOR SERVICE.

wards enjoyed viewing the caves in the rock. In the evening meeting, gospel messages were given by John R. Webb and William G. Orris.

GAVE PULL ON WHEEL; CAR RAN INTO DITCH

Woman Was Injured in an Unusual Automobile Accident.

An American party, composed of two men and their wives, from Lancaster, Penn., were badly shaken up, when their Cadillac ran into the ditch a short distance this side of Odessa, on Saturday afternoon. They were brought to the Kingston General Hospital, where Mrs. C. H. Brobst's injuries were found by Dr. Gardner to be the most serious, though no bones were broken. The car was badly damaged and was taken to Boyd's garage.

The cause of the accident was due to a misunderstanding. Mr. Brobst was driving, but the owner of the car, sitting with him, thought he was too close to the ditch and gave a pull on the wheel. It was enough to ditch the car on the other side of the road.

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