

## Comparisons Show that Canada Northern's Power Is Cheap Power

Power is not a commodity like the ordinary things we buy. It cannot be weighed and delivered to your house like a pound of sugar. It is a service that has not only got to be there when you want it, but that has to stand by at your call even though not wanted for the time being.

The matter of the proper charge for this service is one of the most intricate features of the industry, and so many factors are involved that a comparison of power rates requires the services of an expert with a most complete knowledge of all these factors.

As a result, power rates are compared from time to time—sometimes innocently, sometimes not so innocently—to the great perplexity of those who would like to understand.

You hear a great deal about our \$50 rate, yet even that is not as simple as it looks. The highest rate of the Company is not \$50 per horsepower per year, but \$4.16 per horsepower per month. This looks like the same thing, but we know that it is not. Unless a customer's requirements are exactly the same every month in the year, this rate must bring in something less than \$50. And our experience during many years indicates that the ordinary fluctuations of our customers from month to month are sufficient to reduce the charge, figured on a yearly basis, by five to ten per cent.

There is another point, seldom mentioned, about the so-called \$50 rate, which, as explained above, is not \$50. As a customer's requirements increase the rate goes down. While you hear a lot about \$50, you may not have heard so much about \$28.75, which, even on the so-called yearly basis, is all

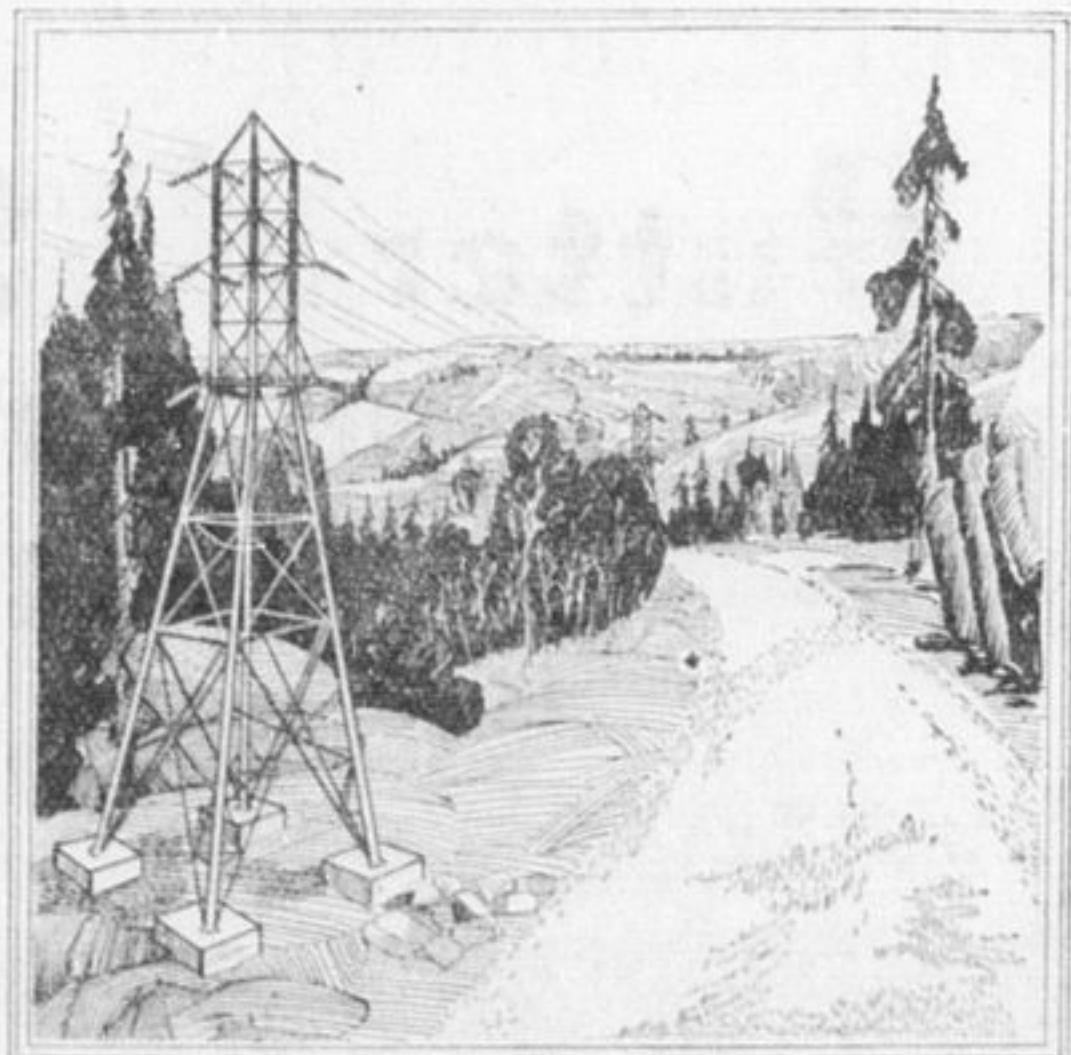
that a customer using 20,000 horsepower could possibly pay. With ordinary fluctuations in his load the charge would be even less.

And don't forget that over 10 p.c. of our rate is returned to the public by way of taxes, which last year were \$1000 a day.

If we were to tell you that it was possible for two customers with exactly the same contracts, paying exactly the same rates, to pay, the one apparently \$27 per horsepower per year and the other \$65 per horsepower per year, you might think we were exaggerating, and yet that was the case. The matter of load factor entered in and made all the difference. We cannot attempt to explain load factor in a short article like this, but merely wish to point out what a difference can be made by some of these factors which enter into our business and which have to be known before truthful comparisons can be made.

But it is not horsepower that does the work, but the kilowatt-hour—and in comparison with kilowatt-hour charges in crowded industrial centres our northern charges will stand the most rigid examinations.

Power rates are funny things, because power is a service and not a commodity, and many apparent contradictions creep in. Notwithstanding the statements of the inept, and those with axes of one sort or the other to grind, you can be proud of the fact that the rates of this Company which serves the North so well, and in which so many of you are interested, compare favourably with the rates of any other enterprise of its kind, either publicly or privately owned, anywhere.



## Canada Northern Power Corporation Limited

Controlling and Operating

Northern Ontario Power Company, Limited  
Northern Quebec Power Company, Limited

### Power Team Wins the Commercial Trophy

**Question Now Raised, "In Case of a Three-cornered Tie, Which Team is the Runner-up?" The T. & N. O. Loses its Only Saint for a Night.**

The Power boys turned on every light and a special guard was put on to see no one tampered with the transformers while they battled it out with the steam merchants for the silverware of the Commercial bowling league.

On Friday, April 28th, the first games were played. The T. & N. O. were out ten men strong, all decked out in their newly-won sweaters for winning the league championship, and in spite of Sainly Art using eight of them, they could not hold back the flood waters from filling the dams and were at the wrong end of the score sheet by 224 pins when it was all over.

On Wednesday night of last week the boys fought it out in the last battle and the railroaders must have got a fright as only five men were on the scene and one of them was not himself, but he rolled a good score even if he could not do any shouting.

The parcel peddlers gained back 98 pins in the first game but failed to hold on, and when the last ball was bowled the Power boys added another 138 pins, winning by 398 pins.

Three rousing cheers went up by both teams while Henry sat eating his peanuts.

Who was the man that left his express labels lying around at the Spruce street south boundary line the previous Friday? No wonder he was missing Wednesday, Art!

The question is what team is in second place in case of three teams being a tie for first place and the other team holding the bottom rung?

Ask "Believe It or Not." A word in passing: It has been a good season, the best of sport and every Tom, Dick and Harry has had a barrel-load of fun—only there were no Toms or Dicks on the teams.

### Finds the North in an Optimistic Spirit

**Lt.-Col. L. T. Martin, Vice-Chairman of the T. & N. O. Commission, Gives Impressions After Inspection Trip Over the North's Railway Line.**

Last week The Advance had reference to the annual tour of inspection of the Temiskaming and Northern Ontario Railway, the commissioners visiting each and every point on the main line and branches, viewing the road and meeting the people of the country. On his return from this tour, Lt.-Col. L. T. Martin, vice-chairman of the commission, was interviewed at Ottawa by The Journal, and The Journal last week had the following reference to make:

#### Northern Ontario is Full of Optimistic Spirit.

"Returning from a seasonal trip of inspection of the Temiskaming and Northern Ontario Railway, Lt.-Col. L. T. Martin, D.S.O., vice-chairman of the company, said that a high note of optimism and hope was being sounded in Northern Ontario and prospects for better times were being evinced. Accompanying Col. Martin were the chairman and members of the commission, among these several of the chief officials of the railway. The inspection trip covered the entire system of the company.

"The gold mines in the different areas of the North are operating to capacity," said Colonel Martin, "and production for the first three months of this year shows an increase of about 10 per cent. in value over the corresponding period of 1932 and it is expected that this year's total production will establish a new high by a substantial margin.

#### Eager For Vice-Regal Visit

"The people of Northern Ontario are looking forward to the visit of Their Excellencies, the Governor General and the Countess of Bessborough, during the week of June 4 and are determined to give them a very cordial and enthusiastic welcome. Their Excellencies will leave Ottawa on the night of June 4 for Sudbury, where they will visit the nickel mines. From Sudbury they will go direct to Northern Ontario stopping at Temagami, the famous summer resort; Cobalt, Haileybury, New Liskeard, Englehart, Kirkland Lake, Swastika, Noranda, Timmins, Iroquois Falls, Moosonee, on James Bay and Ab'tibi Canyon.

"The colonel said that several experienced prospectors are now in the vicinity of James Bay and mining developments in that area may be expected at any time. Two companies are making an investigation of the fishing possibilities of James Bay, the waters of which teem with a variety of fish, and the companies may announce their plans for development shortly.

#### Boat Service To Start

"With the renewal of the summer train service to Moosonee, a boat service for cruises on James Bay will be put into effect in conjunction with the Hudson Bay Company. The inspection trip, Colonel Martin stated, disclosed that the T. & N. O. system is in splendid shape and well equipped to handle any increase in traffic which may develop this year."

The Conservative Association and the Kiwanis Club at Kirkland Lake are urging the Government to resume work on the road from Kirkland Lake to Larder Lake. How can the Government do this when Hon. Mr. Finlayson claims there is not even enough money available to keep up maintenance on the roads already built?

Mail and Empire:—Manitoba will tax all incomes. But, perhaps, it is with taxes as with the cold there—you don't really feel it.