# Mr. Bradette Discusses the Railway Question

Dominion Members of Parliament Refers to Overbuilding of Railways in Canada, Competition from Motor Vehicles and Other Aspects. Regret at Death of Hon. Martin Burrell.

To the Editor of

export of power at this stage, so that investment, so that interest charges there will be no private bill asking could not be met otherwise than by for the exportation of power. This ac- public funds.

has ever been known in the past. One from the old transportation system. has only to read the press to see that Apparently the said railway systems question discussed every day. Sir Ed- were asleep at the switch and they let ward Beatty, president of the C.P.R., the buses and trucks take a lot of trafhas also kept this question in the fore- fic in such a way and at such low costs front for a good many years. There that they found themselves in difficulhave already been many debates about ties. No one can blame these managethis during the present session and it ments for what happened then, but it is expected that when the Minister of is held that had they fully realized the Transport, Hon. C. D. Howe, will bring import of the new movements that they the government to own a railway and his estimates that a lengthy discussion could have been able to counteract have it operated without political interwill take place. It is a good thing that them by establishing themselves lines such a vital question as our Railway of bus and truck services which for always taken the view that it is pos-Transportation system is being univer- short distances hauled at certainly sally discussed, for this is a problem in more profit than the older system. Now which every citizen is involved. This it has been tried by the railway comsituation is certainly very acute, but if panies to have laws that will fix the be faced by several countries.

was certainly a folly. I must state here | railways. All those factors have brought that the original intention of the Laur- about a fairly acute situation and alier administration at the time was though there is no simple formula to that after helping for the construction | solve it unless we highly increase the of certain links of the new line at the railway rates and decrease the railway Government's expense, that it would employees' wages which, to my vieweventually be handed over to the point, are impossible of application, the Grand Trunk Pacific. All the hopes question is a very hard one to deal of great improvements had not been with, but I have no doubt that the fully realized and coupled with the more we bring it to the attention of situation occasioned by the War, the public opinion there will be found, if

DISTRICT OF COCHRANE

SHERIFF'S SALE OF LANDS

Under and by Virtue of an Execution against

Lands issued out of the Second Division Court in the

District of Cochrane and to me directed against the

Lands and Tenements of Steve Tarabass, in an action

wherein M. Andrusiak is the Plaintiff, and Steve

Tarabass is the Defendant, I have seized and taken

in execution, and will offer for sale by public auction

at the office of S. A. Caldbick, Barrister, at the Town

of Timmins, on Tuesday the 26th day of April, 1938,

at the hour of 11.00 o'clock in the forenoon, all the

right, title, interest and equity of redemption of the

above named Steve Tarabass, in to and out of the

following described lands and tenements, namely:-

Situate in the Township of Ogden in the District of Cochrane.

Situate in the Township of Ogden in the District of Cochrane.

Situate in the Township of Ogden in the District of Cochrane.

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1. Parcel 4941 South-East Cochrane.

Namely: Mining Claim P. 11943.

Parcel 4962 South-East Cochrane.

Namely: Mining Claim P. 11942.

Namely: Mining Claim P. 18004.

SHERIFF'S OFFICE, Cochrane, Ont.

DATED this 14th day of January 1938.

3. Parcel 4963 South-East Cochrane.

Ottawa, March 30th, 1938. Grand Trunk Pacific and the Canadian National Lines, and several other smaller lines, found themselves in fin-Dear Sir:-Bill No. 21, an Act to ancial difficulties, and so to avoid inamend the Electricity and Fluid Ex- solvency the government bought all portation Act, has now passed its third, those lines. It is now past history reading. Some great changes have which is well known to everyone. We taken place since the discussion has had overdone the railway construction started on this matter, which was close- for the population that we had, and ly allied with the request from the although the dynamic managership of Province of Ontario for the exporta- the late Sir Henry Thornton, under tion of Hydro electric power to the whose leadership Canadian National U.S.A. In this matter the U.S. Gov- Railway Systems made wonderful ernment has told us very definitely strides improving both passenger and that it was not in favour of any power freight services and more closely bindexport into its country, so that under ing together several losely bound units, such circumstances it would have been soon proved to be more than meeting an act of international discourtesy for its administration costs, it could not the Canadian Parliament to pass the begin to pay anything on the capital

length of the present session, as the whole world was then in a stage of discussion on that intended application great inventiveness which proved to

one studies it very thoroughly in the rates of the trucks and buses as it has different countries of the world one done for their own system, but as they soon realizes that that problem has to do not come under federal jurisdiction, the provinces always objected to work-No doubt that it was a great boon to ing uniformly on that important quescivilization when the transportation tion. Fersonally, I feel that something system by rail was placed into function, should be done on these lines and that distances to great extent disappeared, through certain legislation it should be and travelling and freight-shipping found possible that the two services became less expensive and more secure | could function together in a way that and, in fact, in our country at the time | could be be eficial to all, and it seems of Confederation, that invention which unfair that the railway companies will was perfectly new, was one of the great | have their passenger and freight rates actions that made the Confederation | decided by the Board while the other pact possible because by such systems systems are left absolutely free to act it was possible to bridge the great dis- as they please on that important subtance between the East and the West jest. There is also this feature about which brought British Columbia into | Canada: I well remember the statethe fold and at a later date the three ment made a few years ago by Henry Ford stating that the countries that I presume that it is within the had the least railways at that time knowledge of every Canadian of the would be the better off. He had in prosperous times that the C.P.R. en- mind the displacement of railways by joyed up to about ten years ago, and motor transport. Of course this line of He could not understand complaints also due to the fact of the repeated in- action cannot be fully applied to our stances of the population of the Prairie | country when one considers the cli-Provinces, in 1906 Sir Wilfrid Laurier matic conditions. In some sections and his government decided to con- they may use buses and trucks for most struct another Transcontinental Rail- of the year, but in the majority of way that would be still a shorter road cases this mode of locomotion would than the C.P.R. crossing the country not be practicable for seven or eight from the Atlantic to the Pacific. There | months in every year and no one could might have been over-optimism in the visualize the haulage of our crop or construction of the railway, but there our lumber or all heavy freight being was certainly lack of foresightedness | done by truck only. To complicate | transportation. when the license of the construction of | matters still more, we have a new faca third Trans-continental railway was | tor new in transportation facilities and granted to the Canadian Northern when one realizes the great strides Railway Company. There might have | made by aviation transport, it could been at the time the need for two such | be seen that eventually, if not now, lines, but the building of the third one there is also new competition for our

the exact situation.

Early last week we had a discussion of that problem, which was raised by Winnipeg members who asked the government, if it wanted the C.N.R. to keep all its shop employees, whether there was work for them or not. This Big Missouri started a general debate in which a Peattie great many participated. The answer of the minister was that the C.P.R. had Bobio laid off many shop men last August, Bralorne but the C.N.R had taken steps to keep Buffalo Ankerite all employed up to date. Now, however, the management felt a 20 per cent. reduction in shop hours had to be made and it proposed a four-day week for all, instead of the present five-day week. The shop unions wanted the juniors laid off entirely, and the five-day week maintained for the men with seniority. He hoped the management and union representatives would be able to work out the problem. He warned of the dangers of political interference by the government, or by parliament, with the Goldale C.N.R., even if it were for the laudable purpose of asking that all shop men

Speaking on the same subject, Mr. Howe stated that the government intended to stand on guard for continued governmental operation of the C.N.R. as a separate intity, that there would be no support of a whispering camtion will considerably shorten the Coupled with that situation the paign of the railway unification under a private ownership but that it would always sanction the closest co-operation would have been lengthy and acri- be highly competitive to the railway between the two systems. Prime Minmonious. I intend, in the near future, transportation system. I have in mind ister King summed up the government's to write a full article on this question. the great developments made by the position quite definitely when he stat-The Canadian railway question is re- automotive industry throughout the ed: "The concern of the government Macassa ceiving more serious attention than it world which took a lot of traffic away is not only with the well-being of the McLeod Cockshutt railway employees but with the success of the operation of the government-

owned railways." "Every honorable member knows that there is a terrific drive at this time for a program which is called unified management under private control, and the strongest argument in its favor is the contention that it is impossible for ference," Mr. Howe observed. "I have sible for the C.N.R. to operate without pritical interference and I have endeavoured during the time I have been minister of transport to give it an op-

portunity so to operate. On the same subject Mr. Howe referred to the suggested abandonment | Reno of 5000 miles of light traffic railway lines, merging of locomotive and repair shops, consolidation of terminals and similar measures. He made the House realize that in acquiescing to such a suggestion it would easily be seen what trail of destruction it would leave across Canada that would be far more detrimental than any real reduction in operating expenses.

Speaking on the same subject in the Senate, Senator Arthur Sauve, former Postmaster-General in the Bennett Administration, accused Sir Edward Beat ty of having "played politics to the extent that his vision was obscured." He added he had seen Sir Edward attempt tco many schemes of political combines and interfere in too many others, combines which lacked straightforwardness. about railway deficits when Canada has spent so much building up highway and air transportation competition.

Mr. Howe described the government bill for the set-up of a Board of Transport Commissioners as a courageous move to attempt to bring order out of chaos as to transprtation rates. It was intolerable, he said, that railway rates should be the barometer of all other

War Veterans' Allowance Act which have been praised by everyone are to the effect that 5100 additional so-called burned-out veterans will be given assistance at a cost of \$2,000,000 annually, and also needy veterans for the South African war for the first time will receive consideration under the

amended Act. Sincere regrets were deeply felt by everyone who knew Hon. Martin Burrell, librarian of parliament since 1920, at his recent death at the age of 79. He came from England in 1883 and had a fine record of public service since he came to Canada. He was a cultured gentleman, a great conversationalist, meeting last week. The value of holdternational matters. He semed to be

before his demise. from the constituency, you are enjoying in Northern Ontario just as fine last ten days we have had exceptionally fine weather. Snow has gradually melted away and early this week it robins in quite great numbers on the lawns facing the Parliament here. This is the time of the year when we really forget the rigors of the past winter and look with anticipated joy to pleasures of the incoming spring and summer. Yours truly,

J. A. BRADETTE.

#### **Augite Porcupine Mines** Starting Shaft Sinking

Augite Porcupine Mines has broken ground for its shaft sinking. Much is expected from the Augite on account of its strategic location along one of Porcupine's main ore breaks. With SCHUMACHER HIGH SCHOOL better weather allowing delivery of equipment the shaft programme will be actively under way Located between the Buffalo Ankerite and the Delnite now well under way for the annaul At and with obesity comes perseverence, boundaries, giving practically a mile Home of Schumacher High School. The virtue and contentment." Berthold stretch of promise, the Augite showed event this year is to be held os Friday cited some notable examples: Napoleon, some 1600 feet ore length in the series evening. April 22nd. Invitations for the who developed a "corporation" at 30; of drill holes completed some months At Home will be issued at an early date. Mirabeau, "as fat as a fat monk;" Balago. One of the opportune undertak- The annual At Home of the Schu- zac and Dumas, prodigies of energy I ings of the company management was macher High School is a very popular who were also mountains of flesh; and acquisition of the Schumacher ground and pleasing social occasion and this Gambetta, who, in spite of his obesity, which ties up against the Ankerite west year it is confidently expected to be bet- retained mental and physical vigor un-

### To-day's Stocks

Base Metals Canadian Malartic Castle Tretheway Central Porcupine Central Patricia Conjaurum Con. Chibougama Granada Gunnar Hardrock Hudson Bay International Nickel Jackson Manion Kirkland Lake Lake Shore Lee Gold Manitoba and East McIntyre McKenzie Red Lake McVittie Graham McWatters 1.69 1.87 Nipissing ..3.00 Pickle Crow Read Authier San Antonio Red Lake Goldshore Sherritt Gordon St. Anthony

#### Malartic Mine Gentleman Thought "Too Much Fish"

Sullivan Con.

Stadacona

Teck Hughes

Wright Hargreaves

Sylvanite

Siscoe

Sudbury Basin

(From "Grab Samples") about to be married. The event was | denied knowledge of the offer. of lemon. One of the guests, formerly that it is not based on a percentage of a resident of Gaspe, blew a fuse. He | the profits.

#### Annual Meeting of the Goldale Mines

Still Holds Mining Rights on the Mattagami River.

shareholders were told at the annual feet of about \$4 grade. From the several letters that I get | 160 acres adjoining McIntyre on the turn: northwest. An interest has been taken

further. J. Y. Murdoch, president, pre- | completed. Hughes; 2500 Toburn; 4000 Wright elected. Hargreaves. The Coniaurum shares are written at the original cost of 40 cents per share.

ter than ever.

#### Central Porcupine **Annual Meeting**

Future of Property Said to Depend on Work at Depth.

Central Porcupine Mines Ltd. annual 31 | shareholders' meeting at Toronto on 8 Thursday was routine, a handful of 8.25 shareholders attending. Directors were 13.00 reduced from seven to five, as W. J 90 Hume and W. J. Aikins, two former di-54 rectors, have passed away in the past 9% year. Other directors were re-elected 2.40 Ward Wright, K.C., president, acted as 1.25 | chairman.

The company has about \$160,000 cash 25 remaining, which will be conserved. 15, Douglas Wright, consultant, said he 48.00 still thought the property had good 2.21 chances at deeper horizon of becoming 5.00 a producer. The structure is there, 3 with graphitic breaks, but work on the 20 | 1000-foot level did not locate commer-5 /2 | cial orebodies. Prof. Geo. Langford is 73 preparing a geological report, par-2.09 ticularly as he is well versed in Por-12.75 cupine's deeper workings. It was 24 thought interesting conditions existed 23 at the eastern end which are more in-41.75 dicative in value than where work was done at the west end. When the com-1.63 pany prepares to resume again, it will 1.05 be with definite knowledge.

Interesting developments have been taking place on three sides of the com-49.75 pany properties which were enlarged 1 2 last year. The company to some ex-4.15 | tent is in touch with these. Nothing 3.75 further will be done on the 1000-foot Says Well-known Executive 3.55 level, and future work depends at greater depth on a new section.

#### Plan Finance Mill at Preston East Dome

Question Referred to at Annual Meeting of Preston.

3.25 Mines has practically completed an achievement in 1937. I might say," he 44 arrangement with one of the large com- continued, "we recorded an impressive 4.10 panies in the Porcupine camp, where- 300 per cent. increase over the business 3.00 by latter will examine the property and done in 1936. Incidentally, it was the . 87 if deemed advisable finance construc- greatest year in Cadillac history. Fur-1.86 tion of a 500-ton mill on the Preston | thermore the business to date this year 2.99 preperty, shareholders were advised at | indicates that 1938 will be as good if 51 the annual meeting in Toronto Thurs- | not a better year than 1937." 1.31 day by W. H. Bouck, Vice-President, 19 who presided in the absence of Colonel eral. Mr. Beattle said that he like 1.12 D. M. Robertson, President, owing to other business men in Canada, had Towanda, Pa., has suffered a broken

12 ill health. 95 Negotiations carried on with Hollin- "But I am convinced," he remarked, times, left leg seven times and collar 2.30 ger Consolidated Gold Mines were not "that any temporary slowing up of bone once. Her bones are so brittle 70 completed and the offer rejected. Two business which may have been experi- they break with the least strain. Her 2.95 other proposals were reported to have enced by certain industries in the Do- parents are anxiously trying to work 2.40 been made to the company, one as minion can be attributed, in a large out a diet that will strengthen her 4.60 recently as last Thursday by interests measure, to a mental reaction. Many bones, 1.90 represented by W. R. Sweeney, involv-4.50 ing a lean of \$600,000 cash. This offer 6.90 was rejected.

W. C. Durant, an interested shareholder, told the meeting that an effer had been made prior to Nov. 12, 1937, whereby \$500,000 would have been provided at 6 per cent, for three years, which entailed bonus of 50,000 shares The Malartic boys threw a party not | treasury stock, but this was also rejectlong ago for one of the gang who was ed, said Mr. Durant. The chairman

held at the local hotel and it was | Chairman would go no farther with planned as a barg-up affair, with all | details of the new deal other than to the trimmings. The soup was consumed | say that directors felt it was the best with gusto and then came the entree, effer received, that it would not mean a small bit of fish with the usual slice any change in the capital structure and

stamped out of the room and off home. D. G. H. Wright, Managing Director, muttering about serving fish with no further enlightened the meeting on potatoes and bewailing the fact that results since the beginning of the year. he had left home on account of too Station is now being cut at the 550foot horizon, he said. During January the 312 and 316 crosseuts were extended, giving an additional 23,000 square feet of ore in this section averaging about \$7.50 per ton.

Two horizontal holes drilled west and slightly northwest from the 425 station cut several zones which could not be quite defined with structure on upper levels. First of these holes angled sharply upward and did not cut its Toronto, April 2.-Market value of chjective. However, several favourable holdings of Goldale Mines Ltd. is \$788 .- | sections were encountered, 5 feet aver-696, equal to 27.76 cents per share, aging \$8.40, 3 feet averaging \$7, and 11

Other hole is proceeding satisfacwho enjoyed wide popularity amongst ings was said to be \$329,419 above cost torily, and was out 430 feet Thursday all parties. It has been my privilege to value, and included \$681,587 in other morning. Objective is expected to be have spent several hours with him and company shares and \$107,109 cash. reached between 525 and 575 feet. Be-I always found him very interesting, Main increase in assets has been in tween 63 and 73 feet of low-grade ore having a full grasp of national and in- Hard Rock shares, since the year-end. was cut, at 165 feet a width of 3 feet The company still holds mining assayed \$208.60, and a further 3 feet in perfect health even to a few days rights on its property along the Mat- returned \$1.05. Another section betagami River, Porcupine, and also the tween 220 and 229 feet gave good re-

Work has been concentrated on the along with Brett Trethewey and others | northwest claim, bordered by Dome on weather as we in the Capital. For the on the Hoover Hill mine, North Caro- the north and the west. Asked as to lina, where diamond drilling is being cost, Mr. Wright estimated that opercarried out. Brett Trethewey is in ating costs on a 500-ton daily basis charge and intends to dewater to 300 should be about \$4 per ton, and this was a pleasure to see the red-breasted feet and do lateral work with drilling. might be decreased. If mill construc-Besides holding some Denison Nickel | tion started today, he said, mine would shares, there is option to participate be ready for production when mill was

sented a list of the company holdings | Colored Robertson, President, asked aat yesterday's date, as follows: 179,319 in a letter to the management that he Birch Bay: 59.484 Coniaurum; 35,000 be not nominated for the directorate Denison Nickel; 100.000 East Rouyn; owing to his health, and E. C. McMil-2916 God's Lake; 171,636 Hard Rock; lan, who joined the board recently, 2500 Hollinger; 7000 Kirkland Lake; also asked that his name be withheld 2000 Little Long Lac; 4000 Noranda; from nomination. Salter A. Haydon, 5948 Pamour Porcupine; 2000 Northern | K.C., and A. P. Herbert were elected in Canada; 4700 Siscoe; 2350 Teck their stead, and other directors re-

Manchester Guardian:--In accusing fat men of laziness Dr. Leonard Williams runs counter to the opinion of another eminent medical authority, Dr. ANNUAL AT HOME, APRIL 22 Berthold, who has declared that "embenpoint is one of the greatest bene-Arrangements and preparations are fits that Providence can confer on man, til his death.

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and 5.20 p.m.

## Business Outlook Good,

Toronto, April 4.—With confidence steadily increasing and Spring lending a new impetus, the business outlook in Canada for 1938 is decidedly encour- but I believe that this is a time when aging stated J. R. Beattie, president of the Toronto Cadillac-Pontiac Sales Limited, when speaking at the company's annual meeting today.

Reviewing the sales of Cadillac, La Salle and Pontiac cars during 1937, Mr. Beattie remarked, "Our company has Toronto, April 2.—Preston East Dome every reason to be proud of our

Discussing business conditions in gennoted the trend in the United States. right arm four times, right leg four

Canadians have been spending too much time watching the fellow next door instead of attending to their own business."

Proceeding, Mr. Beattie remarked: "It is true that the situation in Europe has been rather a disturbing factor, we should go forward with courage and optimism and endeavour to get a fair share of the business which is being done. In our own case, as I have already stated, we fully anticipate that the upward trend will continue. At this time, I wish to pay a well-merited tribute to the members of our efficient office and service staff whose wholehearted co-operation has made our remarkable achievement possible."

The financial report submitted to the meeting reflected the sound position of the company.

Huntingdon Gleaner:-Sne is only three years old, but Clara Hall, of

#### DISTRICT OF COCHRANE

# SHERIFF'S SALE OF LANDS

Under and by virtue of a Writ of Fi Fa issued out of the Supreme Court of Ontario and to me directed against the Lands and Tenements of Two-in-One Gold Mines Limited, wherein Andrews, Andrews and McBride are the Plaintiffs and Two-in-One Gold Mines Limited are the Defendants, I have seized and taken in Execution and will sell by public auction to the highest bidder at my office in the Court House at the Town of Cochrane in the District of Cochrane on Tuesday the 12th day of April, 1938, at the hour of 11 o'clock in the forenoon all the right, title, interest and equity of redemption of the above named Defendants, the Two-in-One Gold Mines Ltd. in, to and out of the following described lands and tenements, namely:

- (1) Parcel 1846 Whitney and Tisdale. Being the North half of Lot No. 7 in the 1st Concession of the Township of Whitney.
- (2) Parcel 961 Whitney and Tisdale. Being the North half of Lot No. 8 in the 1st Concession of the Township of Whitney.
- (3) Parcel 779 Whitney and Tisdale. Being the South half of Lot No. 9. in the 2nd Concession of the Township of Whitney.
- (4) Parcel 2965 Whitney and Tisdale. Being the Northwest quarter of the North half of Lot No. 6, in the 1st Concession of the Township of Whitney.
- (5) Parcel 2966 Whitney and Tisdale. Being the North-east quarter of the North half of Lot No. 6, in the 1st Concession of the Township of
- (6) Parcel 3008 Whitney and Tisdale. Being the South-east quarter of the North half of Lot No. 6 in the 1st Concession of the Township of Whitney.
- (7) Parcel 3009 Whitney and Tisdale. Being the South-west quarter of the North half of Lot No. 6 in the 1st Concession of the Township of Whitney.
- (8) Parcel 3014 Whitney and Tisdale. Being the South-east quarter of the South half of Lot No. 6 of the 2nd Concession of the Township of Whitney.
- (9) Parcel 3015 Whitney and Tisdale. Being the North-east quarter of the South half of Lot No. 6 in the 2nd Concession of the Township of (10) Parcel 2718 Whitney and Tisdale. Being the North-west quarter of
- the South half of Lot No. 8 in the 2nd Concession of the Township of Whitney. (11) Parcel 2719 Whitney and Tisdale. Being the South-west quarter of
- the South half of Lot No. 8 in the 2nd Concession of the Township of (12) Parcel 2720 Whitney and Tisdale. Being the North-east quarter of the South half of Lot No. 8 in the 2nd Concession of the Township of
- Whitney. (13) Parcel 2721 Whitney and Tisdale. Being the South-east quarter of the South half of Lot No. 8 in the 2nd Concession of the Township of
- Whitney. (14) Parcel 4011 Whitney and Tisdale. Firstly: The North-east quarter of the South half of Lot No .5

Dec. 30th, 1937.

-21-23-25-27.

in the 2nd Concession of the Township of Whitney. Secondly: The South-west quarter of the South half of Lot No. 5 in the 2nd Concession of Township of Whitney.

Thirdly: The South-east quarter of the South half of Lot No. 5,

in the 2nd Concession Township of Whitney. SHERIFF'S OFFICE, Cochrane, Ont. JOHN D. MACKAY,

SHERIFF, District of Cochrane.

25-27-29-31

JOHN D. MACKAY,

SHERIFF. District of Cochrane.