

# 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.

Ottawa, March 30th, 1938. To the Editor of The Advance, Timmins.

Dear Sir:—Bill No. 21, an Act to amend the Electricity and Fluid Exportation Act, has now passed its third reading. Some great changes have taken place since the discussion has started on this matter, which was closely allied with the request from the Province of Ontario for the exportation of Hydro electric power to the U.S.A. In this matter the U.S. Government has told us very definitely that it was not in favour of any power export into its country, so that under such circumstances it would have been an act of international discourtesy for the Canadian Parliament to pass the export of power at this stage, so that there will be no private bill asking for the exportation of power. This action will considerably shorten the length of the present session, as the discussion on that intended application would have been lengthy and acrimonious. I intend, in the near future, to write a full article on this question.

The Canadian railway question is receiving more serious attention than it has ever been known in the past. One has only to read the press to see that question discussed every day. Sir Edward Beatty, president of the C.P.R., has also kept this question in the forefront for a good many years. There have already been many debates about this during the present session and it is expected that when the Minister of Transport, Hon. C. D. Howe, will bring his estimates that a lengthy discussion will take place. It is a good thing that such a vital question as our Railway Transportation system is being universally discussed, for this is a problem in which every citizen is involved. This situation is certainly very acute, but if one studies it very thoroughly in the different countries of the world one soon realizes that that problem has to be faced by several countries.

No doubt that it was a great boon to civilization when the transportation system by rail was placed into function, distances to great extent disappeared, and travelling and freight-shipping became less expensive and more secure and, in fact, in our country at the time of Confederation, that invention which was perfectly new, was one of the great actions that made the Confederation pact possible because by such systems it was possible to bridge the great distance between the East and the West which brought British Columbia into the fold and at a later date the three Western provinces.

I presume that it is within the knowledge of every Canadian of the prosperous times that the C.P.R. enjoyed up to about ten years ago, and also due to the fact of the repeated instances of the population of the Prairie Provinces, in 1906 Sir Wilfrid Laurier and his government decided to construct another Transcontinental Railway that would be still a shorter road than the C.P.R. crossing the country from the Atlantic to the Pacific. There might have been over-optimism in the construction of the railway, but there was certainly lack of foresightedness when the license of the construction of a third Transcontinental railway was granted to the Canadian Northern Railway Company. There might have been at the time the need for two such lines, but the building of the third one was certainly a folly. I must state here that the original intention of the Laurier administration at the time was that after helping for the construction of certain links of the new line at the Government's expense, that it would eventually be handed over to the Grand Trunk Pacific. All the hopes of great improvements had not been fully realized and coupled with the situation occasioned by the War, the

not a solution, at least a knowledge of 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 started a general debate in which a great many participated. The answer of the minister was that the C.P.R. had laid off many shop men last August, but the C.N.R. had taken steps to keep 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 C.N.R., even if it were for the laudable purpose of asking that all shop men be employed.

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 entity, that there would be no support of a whispering campaign of the railway unification under a private ownership but that it would always sanction the closest co-operation between the two systems. Prime Minister King summed up the government's position quite definitely when he stated: "The concern of the government is not only with the well-being of the 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 the government to own a railway and have it operated without political interference." Mr. Howe observed, "I have always taken the view that it is possible for the C.N.R. to operate without political interference and I have endeavored during the time I have been Minister of transport to give it an opportunity so to operate."

On the same subject Mr. Howe referred to the suggested abandonment 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 Beatty of having "played politics to the extent that his vision was obscured." He added he had seen Sir Edward attempt too many schemes of political combines and interfere in too many others, combines which lacked straightforwardness. He could not understand complaints 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 transportation rates. It was intolerable, he said, that railway rates should be the barometer of all other transportation.

Some amendments brought to the 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, who enjoyed wide popularity amongst all parties. It has been my privilege to have spent several hours with him and I always found him very interesting, having a full grasp of national and international matters. He seemed to be in perfect health even to a few days before his demise.

From the several letters that I get from the constituency, you are enjoying in Northern Ontario just as fine weather as we in the Capital. For the last ten days we have had exceptionally fine weather. Snow has gradually melted away and early this week it was a pleasure to see the red-breasted 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.

## To-day's Stocks

| Stock                | Listed |
|----------------------|--------|
| Afton                | 2      |
| Ashley               | 5 1/2  |
| Base Metals          | 30     |
| Big Missouri         | 36     |
| Beattie              | 1.10   |
| Bidgood              | 31     |
| Bobjo                | 8 1/4  |
| Bralorne             | 8.25   |
| Buffalo Ankerite     | 13.00  |
| Canadian Malartic    | 90     |
| Castle Tretheway     | 54     |
| Central Porcupine    | 9 1/2  |
| Central Patricia     | 2.40   |
| Coniagas             | 1.25   |
| Conlaurium           | 1.32   |
| Con. Chibougamau     | 25     |
| Darkwater            | 15     |
| Dome                 | 48.00  |
| Eldorado             | 2.21   |
| Falconbridge         | 5.00   |
| Glenora              | 3      |
| Goldade              | 20     |
| Granada              | 5 1/2  |
| Gunnar               | 73     |
| Hardrock             | 2.09   |
| Hollinger            | 12.75  |
| Howe                 | 24     |
| Hudson Bay           | 23     |
| International Nickel | 41.75  |
| Jackson Manion       | 7      |
| Kerr Addison         | 1.63   |
| Kirkland Lake        | 1.65   |
| Lebel Oro            | 8      |
| Leitch               | 80     |
| Lee Shore            | 49.75  |
| Lee Gold             | 1 1/2  |
| Little Long Lac      | 4.15   |
| Macassa              | 3.75   |
| McLeod Cockshutt     | 3.55   |
| Manitoba and East    | 1 1/2  |
| McIntyre             | 38.50  |
| McKenzie Red Lake    | 92     |
| McVittie Graham      | 12 1/2 |
| McWatters            | 70     |
| Mining Corporation   | 1.69   |
| Moneta               | 1.87   |
| Naybob               | 15     |
| N'pissing            | 1.90   |
| Noranda              | 52.00  |
| O'Brien              | 3.90   |
| Omega                | 3.25   |
| Pamour               | 31     |
| Paymaster            | 44     |
| Pickle Crow          | 4.10   |
| Pioneer              | 3.00   |
| Preston East Dome    | 87     |
| Premier              | 1.86   |
| Read Authier         | 2.99   |
| Reno                 | 51     |
| San Antonio          | 1.31   |
| Red Lake Goldshore   | 19 1/2 |
| Sherritt Gordon      | 1.12   |
| St. Anthony          | 92     |
| Sullivan Con.        | 15     |
| Sudbury Basin        | 2.30   |
| Stadacona            | 70     |
| Sylvania             | 2.95   |
| Siscon               | 2.40   |
| Teck Hughes          | 4.60   |
| Toburn               | 1.90   |
| Ventures             | 4.50   |
| Wright Hargreaves    | 6.90   |

## Central Porcupine Annual Meeting

### Future of Property Said to Depend on Work at Depth.

Central Porcupine Mines Ltd. annual shareholders' meeting at Toronto on Thursday was routine, a handful of shareholders attending. Directors were reduced from seven to five, as W. J. Hume and W. J. Atkins, two former directors, have passed away in the past year. Other directors were re-elected: Ward Wright, K.C., president, acted as chairman.

The company has about \$160,000 cash remaining, which will be conserved, Douglas Wright, consultant, said he still thought the property had good chances at deeper horizon of becoming a producer. The structure is there, with graphite breaks, but work on the 1000-foot level did not locate commercial orebodies. Prof. Geo. Langford is preparing a geological report, particularly as he is well versed in Porcupine's deeper workings. It was thought interesting conditions existed at the eastern end which are more indicative in value than where work was done at the west end. When the company prepares to resume again, it will be with definite knowledge.

Interesting developments have been taking place on three sides of the company properties which were enlarged last year. The company to some extent is in touch with these. Nothing further will be done on the 1000-foot 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.

Toronto, April 2.—Preston East Dome Mines has practically completed an arrangement with one of the large companies in the Porcupine camp, whereby it will examine the property and if deemed advisable finance construction of a 500-ton mill on the Preston property, shareholders were advised at the annual meeting in Toronto Thursday by W. H. Bouck, Vice-President, who presided in the absence of Colonel D. M. Robertson, President, owing to ill health.

Negotiations carried on with Hollinger Consolidated Gold Mines were not completed and the offer rejected. Two other proposals were reported to have been made to the company, one as recently as last Thursday by interests represented by W. R. Sweeney, involving a loan of \$600,000 cash. This offer was rejected.

W. C. Durant, an interested shareholder, told the meeting that an offer 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 treasury stock, but this was also rejected, said Mr. Durant. The chairman denied knowledge of the offer.

Chairman would go no farther with details of the new deal other than to say that directors felt it was the best offer received, that it would not mean any change in the capital structure and that it is not based on a percentage of the profits.

D. G. H. Wright, Managing Director, further enlightened the meeting on results since the beginning of the year. Station is now being cut at the 550-foot horizon, he said. During January the 312 and 316 crosscuts 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 objective. However, several favourable sections were encountered, 5 feet averaging \$8.40, 3 feet averaging \$7, and 11 feet of about \$4 grade.

Other hole is proceeding satisfactorily, and was out 430 feet Thursday morning. Objective is expected to be reached between 525 and 575 feet. Between 63 and 73 feet of low-grade ore was cut, at 165 feet a width of 3 feet assayed \$208.60, and a further 3 feet returned \$1.05. Another section between 220 and 229 feet gave good return.

Work has been concentrated on the northwest claim, bordered by Dome on the north and the west. Asked as to cost, Mr. Wright estimated that operating costs on a 500-ton daily basis should be about \$4 per ton, and this might be decreased. If mill construction started today, he said, mine would be ready for production when mill was completed.

Colonel Robertson, President, asked in a letter to the management that he be not nominated for the directorate owing to his health, and E. C. McMillan, who joined the board recently, also asked that his name be withheld from nomination. Salter A. Haydon, K.C., and A. P. Herbert were elected in their stead, and other directors re-elected.

Manchester Guardian:—In accusing fat men of laziness Dr. Leonard Williams runs counter to the opinion of another eminent medical authority, Dr. Berthold, who has declared that "embonpoint is one of the greatest benefactors that Providence can confer on man, and with obesity comes perseverance, virtue and contentment." Berthold cited some notable examples: Napoleon, who developed a "corporation" at 30; Mirabau, "as fat as a fat monk;" Balzac and Dumas, prodigies of energy who were also mountains of flesh; and Gambetta, who, in spite of his obesity, retained mental and physical vigor until his death.

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## Business Outlook Good, Says Well-known Executive

Toronto, April 4.—With confidence steadily increasing and Spring lending a new impetus, the business outlook in Canada for 1938 is decidedly encouraging, 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 every reason to be proud of our achievement in 1937. I might say," he continued, "we recorded an impressive 300 per cent. increase over the business done in 1936. Incidentally, it was the greatest year in Cadillac history. Furthermore the business to date this year indicates that 1938 will be as good if not a better year than 1937."

Discussing business conditions in general, Mr. Beattie said that he like other business men in Canada, had noted the trend in the United States. "But I am convinced," he remarked, "that any temporary slowing up of business which may have been experienced by certain industries in the Dominion can be attributed, in a large measure, to a mental reaction. Many

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, but I believe that this is a time when 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 whole-hearted co-operation has made our remarkable achievement possible."

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

Huntingdon Gleaner:—She is only three years old, but Clara Hall, of Towanda, Pa., has suffered a broken right arm four times, right leg four times, left leg seven times, and collar bone once. Her bones are so brittle they break with the least strain. Her parents are anxiously trying to work out a diet that will strengthen her bones.

## 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:

- Parcel 1846 Whitney and Tisdale. Being the North half of Lot No. 7 in the 1st Concession of the Township of Whitney.
- Parcel 961 Whitney and Tisdale. Being the North half of Lot No. 8 in the 1st Concession of the Township of Whitney.
- Parcel 779 Whitney and Tisdale. Being the South half of Lot No. 9, in the 2nd Concession of the Township of Whitney.
- 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.
- 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 Whitney.
- 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.
- 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.
- 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.
- 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 Whitney.
- 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.
- 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 Whitney.
- 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.
- 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.
- Parcel 4011 Whitney and Tisdale. Being the North-east quarter of the South half of Lot No. 5 in the 2nd Concession of the Township of Whitney.
- Parcel 2722 Whitney and Tisdale. Being the South-west quarter of the South half of Lot No. 5 in the 2nd Concession of the Township of Whitney.
- Parcel 2723 Whitney and Tisdale. Being the South-east quarter of the South half of Lot No. 5, in the 2nd Concession Township of Whitney.

SHERIFF'S OFFICE, Cochrane, Ont.  
Dec. 30th, 1937.  
-21-23-25-27.

JOHN D. MACKAY,  
SHERIFF, District of Cochrane.

## 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:—

- Parcel 4941 South-East Cochrane. Situate in the Township of Ogden in the District of Cochrane. Namely: Mining Claim P. 11943.
- Parcel 4962 South-East Cochrane. Situate in the Township of Ogden in the District of Cochrane. Namely: Mining Claim P. 11942.
- Parcel 1963 South-East Cochrane. Situate in the Township of Ogden in the District of Cochrane. Namely: Mining Claim P. 18694.

SHERIFF'S OFFICE, Cochrane, Ont.  
DATED this 14th day of January 1938.

JOHN D. MACKAY,  
SHERIFF, District of Cochrane.