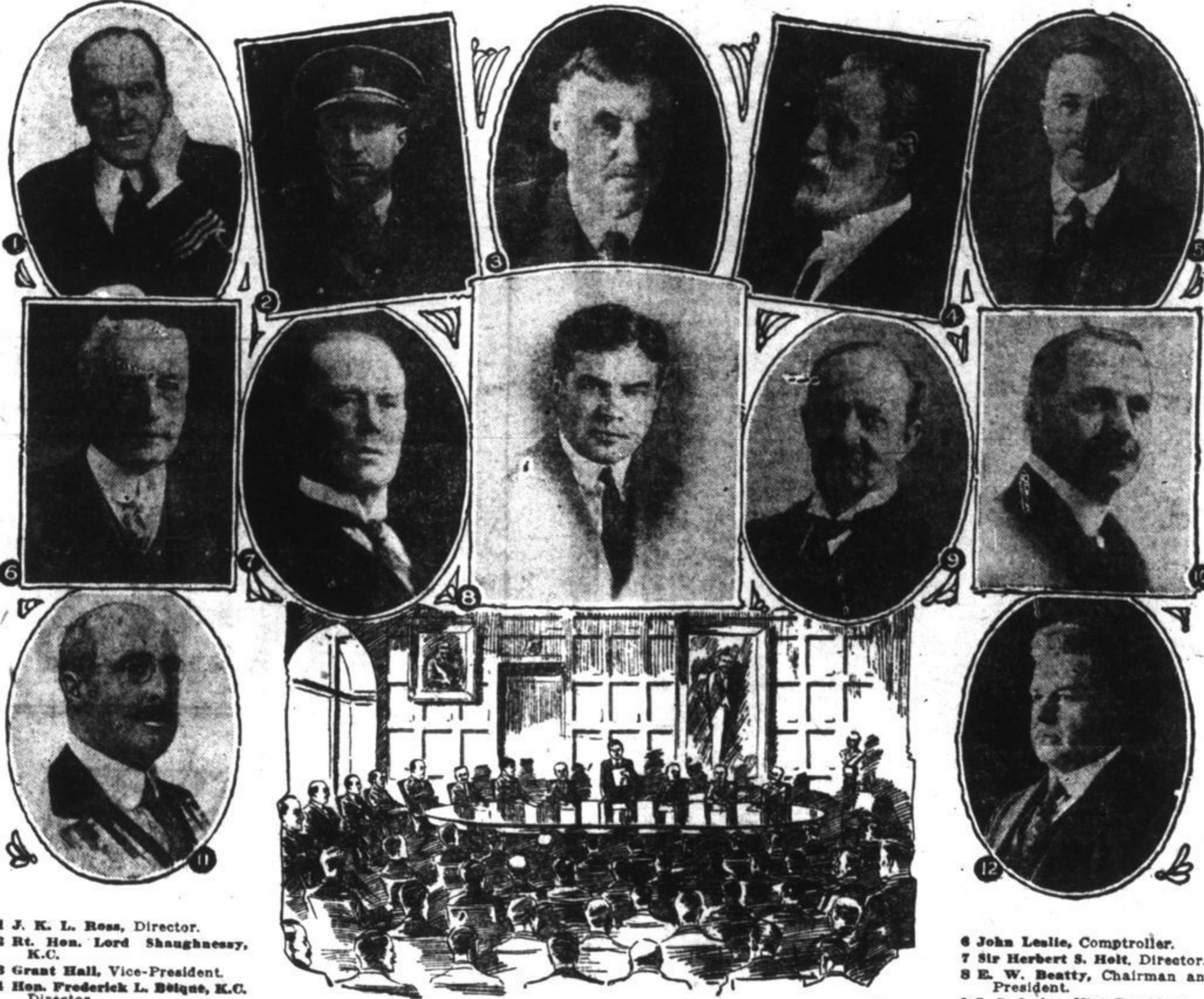


Canada's Affairs Discussed at Railway Meeting

President of great National Institution Tells of Country's Business Conditions and Discusses General Railway Situation — Immigration Shows Signs of Coming Improvement.



1 J. K. L. Hess, Director. 2 Rt. Hon. Lord Shaughnessy, K.C. 3 Grant Hall, Vice-President. 4 Hon. Frederick L. Bédoulet, K.C. Director. 5 W. H. Currie, K.C., general Solicitor.

A glimpse at a corner of the big room in which Canadian Pacific Shareholders gather to hear the annual address of Chairman E. W. Beatty on national business conditions and the Company's affairs.

6 John Leslie, Comptroller. 7 Sir Herbert S. Holt, Director. 8 E. W. Beatty, Chairman and President. 9 L. G. Ogden, Vice-President. 10 Ernest Alexander, Secretary. 11 F. W. Nelson, Director. 12 W. N. Tilley, K.C.

The annual shareholders' meeting of the Canadian Pacific Railway is one of the important financial events of the year as naturally follows from the position held by that company as a great national institution the activities of which touch every branch of Canadian life. On the first Wednesday in every May the shareholders gather to hear the president tell of the company's past year and to elect directors to carry on its great work. At these meetings are always to be found many of the country's leaders in industry, commerce and finance representing all parts of the Dominion, and the president's report is looked upon as an epitome of business conditions throughout the whole of Canada. Of course, all the shareholders cannot attend, they are far too many and they are too widely scattered, particularly in recent years when the holding of Canadian Pacific stock or bonds has greatly grown in popularity among the small investors of the country. If all were present the gathering would be a great mass meeting and the country towns, villages and even the farming districts of Canada would be represented to a surprising extent.

The meeting was this year held on May 6 and the chairman and president, Mr. E. W. Beatty, drew attention to the company's lessened earnings during 1924 which had resulted from a decrease in the movement of manufactured articles and a smaller crop movement for the year. These conditions, he said, had continued during the first three months of the present year, but during the month of April the decrease in gross earnings were appreciably less which gave ground for the belief that conditions were slowly improving. With a good crop, particularly in Western Canada, there was cause for confidence that the results of the year's operations would be reasonably satisfactory.

He pointed out, however, that neither rail nor ocean traffic had reached normal proportions and that until they did so the company's expenditures for capital, maintenance and general operation must be curtailed so far as may be without impairing the high standard at which the property has always been maintained. Mr. Beatty referred to the government proposal to subsidize a line of freight steamers on the Atlantic under the proposed Petersen contract and pointed out that particularly during the past 2 years Atlantic shipping operations have been conducted with very unsatisfactory financial returns. He said the companies felt they had been placed on trial and therefore were making the fullest disclosures of the traffic conditions and of the results of the operation of the Canadian Pacific Steamships, Ltd. Attention was drawn to the need of an aggressive immigration policy and the unsatisfactory results so far this year when 10,792 immigrants came to Canada as against 23,880 during the same period of the previous year. Mr. Beatty pointed out that there was nothing fundamentally unsound in Canada's immigration law but there was an apparent lack of concerted and definite policies in Great Britain and on the continent. There was encouragement in the fact that emigration from the British Isles was becoming more active. Enquiries from the United States were becoming more numerous and the continental field showed considerable promise. In this address Mr. Beatty felt impelled by the prominence which the general railway situation has recently been accorded in parliament and through the country generally to make some reference thereto. He noticed and welcomed an awakening of public interest quite contrary to the disinterested apathy heretofore

displayed by Canadians towards transportation matters. Mr. Beatty drew attention to the statement often heard that the present railway situation in the Dominion was due to the failure in former years of private undertakings, the inference being that defects of private ownership and administration resulted in the establishment of public ownership. Mr. Beatty pointed out that the principal causes of the present unsatisfactory conditions "was undoubtedly the information from time to time of policies of extensive new construction and duplication of existing lines, in most, if not all cases by the government or with government assistance and in anticipation of a much greater development than the country has enjoyed." Failure was almost inevitable, Mr. Beatty continued, since the undertakings were so far in advance of the country's existing or immediate future requirements, and it did not to him seem material whether the over-ambitious projects were launched by the government of the day or were conceived by individuals or companies. In each case these undertakings received the financial support of the government and the approval of the people of Canada. He said that they could not have been completed, but in neither case could their break-down be attributed to private ownership. In consequence of the existing conditions, there was, said Mr. Beatty, a general and deep-rooted desire for railway economies, for the elimination where possible of intensive competition and duplicate services and the utilization where feasible of joint instead of separate terminal facilities. In this connection the president of the Canadian Pacific Railway pointed out that the position of his company was unique. He stated that many of the lines of railway now forming the National System were not constructed as part of one

railway conception, but were conceived and designed to compete with each other as separate transportation units, while each of them, in addition, was in competition with the Canadian Pacific system. The consolidation of the National System had, he said, brought, in consequence under one administration, lines which were originally designed to be competitive and in no sense part of a unified system. On the other hand, the Canadian Pacific Railway had been conceived and constructed as one system, had been extended from time to time always as a single system, each part of which was planned to support the other. There had further been heavy expenditure of public monies with a view to bringing the national system lines to a higher state of efficiency, in particular by the addition of much modern equipment and power. Since little new traffic had been developed in Canada in the last five years and a very moderate amount of new territory opened, the expenditures were almost entirely from the Canadian Pacific Railway as much as improved service and large expenditures could accomplish. As to the larger question of the future relations which the two systems would bear to one another, Mr. Beatty said: "We propose to work in the greatest possible harmony with the National Railways consistent with the interests of your property and of its owners. I am convinced that the vast majority of Canadians, especially the business interests of the country, do not desire to see the company either absorbed or menaced.... I should add, too, that no proposals of any kind from the company to the Government or from the Government to the company have been made save those to do with the question of reducing economic waste through the elimination so far as possible of duplicate services."

NEWS FROM DISTRICT

Gulled From the Whig's Many Bright Exchanges—Brief Items Full of Interest.

Mrs. Peter Rolston, North Maryborough, has a hen's egg which measures 6 3/16 by 7 1/16. The corner-stone of the new public school at Arnprior will be laid on the afternoon of June 8th. Kenneth O'Neill, Picton, shows an egg measuring 6 1/2 by 8. The egg was laid by a Black Minorca hen. Lanark and Renfrew Presbyteries reports that it has completed its voting and out of 71 preaching stations there are 13 remaining out of union. A pretty wedding was solemnized on May 26th, at the home of W. A. Sweet, Murray township, when their only daughter, Vera Hazel, was united in marriage to Roland Earl Faul, third concession of Thurlow.

Agony of Lumbago Quickly Soothed Away By "Nerviline"

For the sharp, piercing pain of Lumbago, and the tormenting aches of Rheumatism, so often so efficient, so quick to bring comfort and relief as good old "Nerviline." This wonderful liniment penetrates through the tissues very quickly, sinks at once to the core of the pain, draws the blood from the congested area, and thereby relieves the pain in a short time. Those who suffer from stiff joints, swellings and Rheumatic conditions should use Nerviline, the King of Pain Destroyers. Get Nerviline to-day, 35c., at all dealers.

As the result of a petition from the Charlton Lake Association, 500,000 pickerel fry and 100,000 salmon fry were placed in the waters of the Lake.

On Friday one of the best known residents of Prescott passed away suddenly in the person of Joseph O'Shea. He suffered for some years from heart disease.

A well known resident of Brockville, Mrs. Douglas R. Simon, passed away Saturday. She was aged twenty-seven, daughter of Mr. and Mrs. W. W. Roberts.

At Desmond on May 15th, Marion, the second daughter of Mr. and Mrs. Simon Shane, passed away, after an illness of only a day's duration. The deceased was thirty years of age.

Mrs. F. E. H. (William) Comyn, Brockville, died Saturday, after a long illness, aged thirty-eight years. She was born at Prescott, a daughter of the late Mr. and Mrs. Hugh Vandusen.

At Arnprior the body of Thomas Rafter, eight-year-old son of Mrs. Margaret Rafter, drowned in the Madawaska River on April 26th was recovered on Wednesday.

A 21st Veteran Dies. Military honors were accorded John Ziegel, whose funeral was held on Friday from the residence of his father, William Ziegel, Pembroke. Deceased, a veteran of the Great War and a member of the 21st Battalion, died in Sudbury from injuries received when he was caught between two cars, in the C.P.R. freight yard at Sudbury. Acting as pallbearers were five veterans of the 21st Battalion, Messrs. G. Beamish, W. Anderson, W. Turner, L. Biggs, M. Walsh and M. Horn.

Perth Resident Passes. Mrs. Edward McCormick, a highly esteemed citizen and native of Perth, died suddenly in her bed, at her residence on Saturday. She was a daughter of the late James Laurie and Jane Laurie, who for a long period conducted a bakery and confectionery business here. A brother, James Laurie, who died some few months ago, was a prominent business man of Ottawa, and a sister, Mrs. John McGillivray, resides in Dakota. Mrs. McCormick is survived

by her aged mother and one daughter, Mrs. H. Webb Chamberlain. She was a member of Asbury Methodist church. Thomas Hogan, Smith's Falls, is in Victoria Hospital, London, Ont., suffering from injuries about the hip, head and face as a result of a crash on the provincial highway. On May 23rd, there passed away an old pioneer resident of Sydney township in the person of Mrs. Jane Marshall, aged 88 years.

CHILDREN CRY FOR



Fletcher's CASTORIA. MOTHER:—Fletcher's Castoria is a pleasant, harmless Substitute for Castor Oil, Purgative, Teething Drops and Soothing Syrups, especially prepared for Infants in arms and Children all ages. To avoid imitations, always look for the signature of Dr. J. C. Fletcher. Proven directions on each package. Physicians everywhere recommend it.

Zam-Buk. A WONDERFUL "SKIN SPECIALIST" IN A TWO-INCH BOX. 50c ALL DRUGGISTS.

THERE'S GOOD STYLE IN THIS SEASON'S Straw Hats. At \$2.00, \$2.50 and \$3.00. George VanHorne, 213 Princess Street. Phone 362w.

Only 10 People in 100 are free from the poisoning effects of constipation which causes 90% of all sickness. Sparkling Abbey's every morning will correct functional irregularities and bring you clean nourishing blood with radiant health and spirits. ABBEY'S "FOR CONSTANT HEALTH"

HOLIDAY SHOES. Boys' White Canvas, tan trim, suction sole, Outing Boots, 1-5 \$2.50 and \$2.75. Boys' Tan Bar Rubber Sole, 1-5, \$1.50 and \$1.75. Youth's White Canvas, Tan Trim, Suction Sole, OUTING SHOES, 11-13. GIRLS' CANVAS SHOES, Crepe Sole. CHILDS' CANVAS SHOES, Crepe Sole. The Sawyer Shoe Store, Phone 159, 184 Princess St.

Our Mid-Season Sale. Is now in full swing. Come in and share the many bargains we have arranged for you. Louis Abramson, Phone 1098, 336 Princess Street. Washington refused the offer of 1,800,000 gallons of rye whiskey at a price of \$15,000,000 from a distillery near Pittsburg. Institute of Pacific Relations to meet at Honolulu in July will have unofficial representation from the British Isles.

MOST OLD FOLKS REQUIRE A HEART AND NERVE TONIC. After middle age little sicknesses and ailments seem harder to shake off than formerly as the heart action becomes weak and uncertain and the nerves are not as steady as they were in the younger days. Now is the time when all aged people who wish to maintain their health and vigor and retain their energy unimpaired should use MILBURN'S HEART AND NERVE PILLS. Mrs. M. O'Connor, Whitestone, Ont. writes:—"I have been troubled, most of my life, with shortness of breath, palpitation of the heart, and fainting spells. I was advised, by a friend, to try Milburn's H. & N. Pills, which I did, and at once found relief, and I have never had a really bad spell since. I am 80 years of age and I always keep them in the house and feel that with their help I will see many years yet. I always recommend them to anyone who is suffering from heart trouble." For sale at all druggists and dealers.

Keep the Boy Cool Khaki Drill SUITS. Ages 2 to 7—\$1.25. WHITE SHIRT WAIST with Blue Trousers buttoned to waist. Ages 2 to 7—\$1.50. Prevo's Est'd 1871, 55 Brock Street.

GET IT REPAIRED. Sewing Machines, Phonographs, Guns, Rifles repaired and refitted. Parts supplied. Sewing Machines, sets and edge tools ground. Locks repaired. Keys fitted to all kinds of locks. All makes of Lawn Mowers sharpened and repaired. We can repair anything that is repairable. J. M. PATRICK, 149 Spadina Street, Kingston. Phone 2055.

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TAKE NOTICE. Now that the nice weather is here, don't leave it till the last minute to have your car tuned up. EDWARDS' AUTO SERVICE, 25 MONTREAL STREET, PHONE 2544w.

USE City Dairy Products KINGSTON. HEALTH IN YOUR ICE BOX. The best of milk delivered to your door. The finest liquid food that man ever knew. City Dairy Milk is pure and sweet and full of creamy contentment. City Dairy Milk, 267/3, 367 PRINCESS STREET.