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Bad for a cough
as coughing!**

**There is nothing
so Good for
a cough
as**

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THE DAILY NEWS

PRINCE RUPERT - BRITISH COLUMBIA

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DAILY EDITION

Friday, Dec. 15, 1922.

Government And National Railways.

If Sir Henry Thornton is to make any headway with the formidable task which lies before him of managing successfully the Canadian National Railways, there must be at once a clear definition of policy on the part of the controlling authority at the back of the board. That authority is Government. It is abundantly clear that the new Board is directly answerable to the Minister of Railways, and through him to the Cabinet. Back of the Cabinet are the people; but the people are inarticulate. They have never, directly or indirectly, given any pronouncement in respect of public ownership. They were never consulted. Even Parliament was not approached before final action had been taken. Nobody knows what is the judgment of the country in this vital matter. Government has always acted on its own initiative and Government may continue to do so.

Therefore, as the new Board takes up its tremendous responsibilities, in a courageous effort to cut down an annual loss of at least \$100,000,000, and bring about a balance as between income and outgo, the attitude of Government should be clearly and sharply defined.

Points Of Policy Are Suggested.

The Financial Post suggests the following points of governmental policy:

1. An absolutely untrammelled hand to Sir Henry Thornton and his associates to re-cast the system so as to make it a sound transportation proposition.

2. Independence of popular clamor for rates inconsistent with the economic needs of the railway.

3. The elimination of patronage in every form, and the operation of the road on recognized commercial principles.

Unless these things are understood from the very start, the financial results are likely to grow worse rather than better, and, from almost every point of view, our railway problem is a problem in dollars and cents. At the present time the layout of the system, because of numerous and extensive parallels, leads to great and unavoidable waste. There is too much trunk line mileage, and to correct that condition a comprehensive scheme of readjustment is imperative, both in the West and East. But that is precisely where political interference is certain to be asserted, and against which adequate safeguards are necessary. If politics is permitted to have any voice at all, we shall assuredly get into further trouble.

Public Must Pay For Value Received.

The second point is of paramount importance. If the idea is given effect which so long governed the operation of the Intercolonial our problem will never be solved. That idea was that freight and passengers should be carried at cost, and the public treasurer should make up our shortages. The Canadian National needs sound rates, say on an assured operating ratio of not more than 70 per cent. Just now that ratio is considerably over 100. Even at 70 it would require three times its present volume of traffic to make ends meet. It would be an economic impossibility to bring the ratio of operating expenses to gross earnings down to 70, or even 80 with the system as now laid out.

But the matter of a proper operating ratio goes deeper than that. If the policy of merely paying operating expenses, and permitting fixed charges to be met out of the public treasury, were forced on the system through political pressure, the wreck of all rival lines would be inevitable, since the tolls of the Canadian National would represent the earning power of all other roads. This is perhaps the most important aspect of future policy. We have on our hands one great railway system which is costing us \$100,000,000 a year; but our position would be infinitely worse if, in our unwise efforts to pull that road out of the hole, we

BOOTH SCHOOL REPAIRS DONE

Jeffers Left for Vancouver—
More Money Required to
Cover all Bills

A. M. Jeffers, supervising architect in the reconstruction of the Booth School, left last night for Vancouver enroute to Edmonton. At the school board meeting before his departure he reported that the building was finished satisfactorily and that it was dry. He will make a special report on the school building including all work that needed to be done and which was done and will forward his report to the board before the end of the year.

Many complimentary remarks were made at the meeting by the trustees for the way in which Mr. Jeffers had done the work. Dr. Kergin felt that the board should express its satisfaction to Mr. Jeffers and also to George Scott, the superintendent who had been very faithful and efficient.

Trustee McMeekin said that the work had been done exceedingly well and the only trouble had been the large amount of money that was needed. Trustee McLennan expressed similar sentiments and added that he was satisfied the work had been done well.

Need More Money

It was decided that W. D. Vance and George Scott should go into all the accounts with a view to placing those which could rightfully be charged to the regular current account in that class, thus lessening the amount of capital required. Dr. Kergin stated that he hated to go back and ask the council for more money after telling them last time that no more would be asked for. It was stated that the actual amount spent to date was \$12,644.00 with several thousand dollars more for bills not in. The credit given by the city council amounted to \$14,043.75. All the bills and accounts were passed by the board and ordered paid.

In reporting on the work Mr. Jeffers stated that everything would be practically finished by Saturday. There were still the fire escapes to be erected but the concrete work could not be done till the weather moderated. There were also some ventilators to fix and lathe shaftings. The board decided that this extra work should be left over till next year and put on the new account.

SHOULD WOMEN JOIN ROTARY?

Question Was Discussed at Yesterday Afternoon's Luncheon

Members of the Rotary Club at their regular luncheon in the St. Regis Cafe on Thursday, listened to a very entertaining debate on the question of whether women should be admitted to Rotary. Col. McMorris took the affirmative and E. A. Wakefield, the negative.

In his argument the colonel stated that women were able to take the place of men when needed and that they today filled some of the most responsible positions in the land. In view of the qualification for membership in Rotary that the person be the highest representative of each business or calling to which he might belong, he thought that women should be admitted.

Mr. Wakefield declared that the time might come when women could join but for the present

bankrupted all solvent lines. And it could very easily be done. Therefore, as sane and far-seeing people, we should have a policy which would help along our publicly-owned group and at the same time do no injury to other and equally valuable railway interests.

Patronage Must Be Eliminated.

The elimination of patronage cannot take place unless the board of management is entirely separated from politics. Patronage takes most insidious forms, and is always wasteful. Once it attaches to the administration it spreads like a malignant ulcer; and we must all see that a board holding its life at the will of a political body will be particularly susceptible to that influence. It will be almost impossible for them to assert resistance. They will not assert any effective resistance unless they are protected from the start by a boldly-proclaimed policy of absolute independence. Therefore, the country will await with anxious interest the course of events as Sir Henry Thornton begins his work in earnest. One hundred million dollars a year is at stake.

they should remain Rotary Annes and not Rotarians. He stated that a woman could not look after business affairs and maintain a home properly at the same time. He asked if the men were allowed to join women's organizations and what the members would think if the ladies sat at the meeting powdering their noses and adjusting their hats.

No decision was given on the debate. Syd. Johnston, attired as a woman, was present at the luncheon in view of the subject of the debate and was introduced as Miss Camouflage of Victoria.

Duncan McKee was presented with a rattle by the members through Jack Nichol, on the event of becoming the father of a future Rotarian.

Ten Years Ago in Prince Rupert

December 15, 1912

The G.T.P. Inn was damaged by fire early this morning and the damage resulting was considered too great to restore the building in comparison with the cost of erecting a new structure. A lot of damage was done by water. So far the cause is unknown although rumors are being circulated to the effect that faulting electric wiring was to

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Dress Gloves.
Vests.
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"I took very sick with my nerves and stomach, and seemed to be all run down. At times my heart would flutter and palpitate so and I would take such weak spells in the pit of my stomach that I sometimes thought I would never get better. I had almost given up hope when a friend advised the use of Dr. Chase's Nerve Food. I did not stop until I had taken twenty-five boxes. It has done wonders for me and I want to recommend it to everyone."

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