Victoria Named For TV Outlet

OTTAWA (CP)—Ralph Campney, solicitor-general and one of British Columbia's two cabinet members, says Victoria is the next logical place for a television outlet in B.C.

Mr. Campney said in an interview he regards Victoria as the "No. 1 spot" in British Columbia for television "within the new policy" of the government on television.

This policy calls for a CBC outlet in Vancouver. Mr. Campney evidently was referring to television in Victoria after Vancouver, but he did not indicate whether it should be operated privately or by the CBC.

The 20 brightest stars are of the first magnitude, while the faintest stars visible to the naked eye are of the sixth magnitude.

Rail-Highway Transit System To be Introduced by CNR

MONTREAL—A new type of transportation—railway service using highway trailers—will be introduced in Canada Jan. 1 by the Canadian National Railways, S. F. Dingle vice-president of operation, announced here today.

Under the new plan, railway owned trucks will haul company trailers to railway freight terminals. There the trailers will be placed on flat cars and transported in fast freight trains to their destinations where they will be attached to trucks and hauled to plants and warehouses.

The inauguration of the new freight service follows studies by company officers of highway-rail transport systems in the United States and Europe. The initial operation will be between Montreal and Toronto. Its development will be watched for possible extension to other sections of Canada.

Work on the plans and of specially equipping six 5-ton steel flat cars for the new service began several months ago and orders have been placed for construction of 12 trailers. Building of ramps and catwalks for tracks at Montreal and Toronto terminals to facilitate operation and handling is nearing completion.

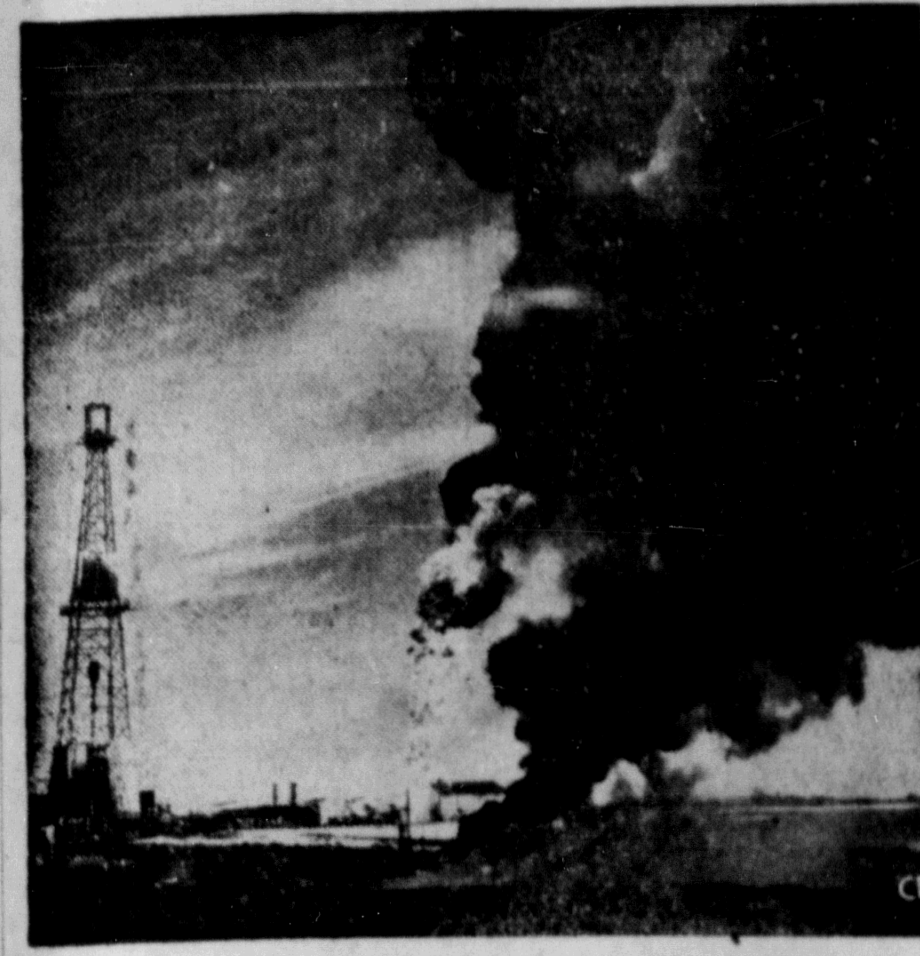
The flat cars will be the first freight cars in Canada to be equipped with roller bearings and automatic brake cylinder slack adjuster. The roller bearings will tend to eliminate the possibility of hot boxes and give smoother riding. The slack adjusters are time savers eliminating the necessity of manual brake adjusting.

Features in the design of the flat cars include the use of rolled steel wheels instead of cast iron wheels, and the installation, of special security gadgets to insure against possible shifting of the trailers in transit. Hinge-type, reinforced steel, counter-balanced, three-foot aprons will bridge the ramps and the cars.

The flat cars will be three feet, five inches above the rail, the lowest type constructed, to reduce the height of the load to meet clearances. They are more than 52 feet long and ten wide and have an average load limit of 117,000 pounds. Each car will carry two trailers.

Twelve 24-foot trailers in the new CNR service will have a 12-ton capacity.

The new service has three marked advantages in freight operation. It will speed the movement of merchandise traffic; reduce handling in railway freight warehouses; and curtail loss and damage claims.



BRING IN WELL—Most spectacular operation in bringing in a new well is burning of waste oil which has been contaminated from mud, water and chemicals used in drilling. For safety the waste is taken from the roof of the well and carried through a pipe several hundred feet before being lighted. This well is Imperial Schoepp No. 1, discovery well of the Golden Spike Field, northeast of Edmonton. (CP Photo)

Bank Declares Big Increase In 1952 Financial Statement

The 121st annual statement of The Bank of Nova Scotia, released today, shows assets of $914,380,000, as at Oct. 31, 1952. This is an increase of $40,287,000 over last year's figure.

Interest bearing deposits show an increase of over $28,000,000, or six per cent more than last year; demand deposits by the public are up about $5,000,000 over last year. Government deposits totalled $17,320,000. Total holdings of securities stand at $254,007,000. Total holdings of securities stand at $254,007,000; while total loans amount to $444,422,000, an increase of $25,353,000.

The bank's liquid position continued strong, cash and Bank of Canada balances standing at 9.74 per cent of public liabilities. Quick assets represent 53.05 per cent of total public liabilities.

The Bank of Nova Scotia statement shows estimated Dominion and Provincial taxes at $1,900,000 compared with $1,210,000 a year ago. Dividends this year, at $1.60 per share, total $2,391,000. Last year they totalled $2,038,000. These were paid out of net profits of $2,538,000 compared to $2,428,000 last year.

The balance in the profit and loss account amounts to $3,752,000 compared to $3,605,000 in 1951.

MANSONS

(Continued from page 5)

tourneau 6, Sankey, Helin 2, Black, Pinell. Total 51.

Fraser & Payne—Nickerson 11, Ciccone, Christensen 2, Kristmanson 5, Tait 7, Ford 4, McAfee, Woods 1, Sheppard 3. Total 33.

GIRLS

Shiers—Nellie Bill, Leona Webster 4, Shier 5, Leask 4, Thain 14, Lightguard 1, Hill, Matson 6. Total 34.

Rainbirds—Moore 8, McIntosh, Windle, Martin, Toffoli, Youngman, Macfarlane 2, Grimble, Knutson, Phipps. Total 10.