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# The Daily News

PRINCE RUPERT  
Northern and Central British Columbia's Newspaper

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VOL. XV., NO. 89. PRINCE RUPERT, B.C., WEDNESDAY, APRIL 15, 1925. Yesterday's Circulation, 1488 Street Sales 283 PRICE FIVE CENTS.

## POWER DEVELOPMENT FOR CITY PROPOSED

### SUBSIDY APPLICATION OF DONALD McLEOD INCLUDES PORT PRINCE RUPERT

#### Three Alternative Schemes Proposed by Engineer Yuill in Developing Power for City

Costs vary from \$914,500 to \$1,256,400 according to estimates made; present plant inadequate

Three general schemes for the further development of the city's power production from Woodworth Lake together with estimates of cost were presented to the city council last night by A. G. R. Yuill, Vancouver hydro-electric engineer, in an extensive report on the question which he was specially engaged to the city to investigate.

The production from the present plant is 900 kilowatts. Yuill's schemes for extension are as follows:

(1) Increased development at the present power house by 1,200 kilowatts; complete development, \$915,600; extension of 1,000 kilowatts to the present plant, \$449,300.

(2) Development of complete head at Shawatlans Lake, 6,235 kilowatts, \$1,256,400.

(3) Development in two steps, first at the North Fork, 3,060 kilowatts; second from the North Fork to Shawatlans Lake, 2,000 kilowatts; total, 5,060 kilowatts; first 1,000 horsepower, \$402,000; complete development of first step, \$529,400; second step, \$385,100; total cost of two steps, \$914,500.

All three schemes are based on the raising of the present dam at Woodworth Lake by 21 feet and the enlargement of the pipe line. The development of the North Fork is left optional.

**Scheme Recommended**  
As an immediate means of extending the city's power production, Mr. Yuill recommended in his report the development of the first 1,000 kilowatts of the first step of scheme No. 3 as being the cheapest per horse power, viz. \$122. The total cost of \$402,000 it was suggested might be divided over two years—\$283,000 in a first bylaw and the balance in the second. This scheme would provide for the erection of a new power house at the North Fork and the removal of the present unit to that location. This, Mr. Yuill reported, would carry the load next year and would fit into the scheme of permanent development to full capacity. It would also require the putting in of another 45 inch pipe line up the North Fork.

**Present System**  
In the course of his general report on the present system, Mr. Yuill stated that the Woodworth Lake dam was leaking considerably and the leak seemed to be increasing but, with the dam at its present height, there was no cause for alarm. If the dam were emptied, the leaks might be remedied. Part of the dam was of poor quality but another part was good. Any addition to the height of the dam would have to take care of itself in the matter of binding to the present dam.

The scheme in the dam having collapsed, there was a danger to the entire system.

The present 45 inch pipe was sufficient for the full development of the present unit but, if the dam were raised, the pipe line would have to be increased. The present pipe line still was good for a long period of life.

The turbine showed evidence of its 14 years use and was lost (continued on page two)

#### TO PROCEED WITH STREET BY-LAWS

Seventh Avenue East and West  
Mattress Grading Traffic  
Approved by City Council

The board of works was given tacit permission by the city council last night to proceed with local improvement bylaws providing for the mattress grading of Seventh Avenue East from Blays Cove Avenue and Seventh Avenue West between Fulton and Taylor Streets and east of Fulton Street. Last week Ald. Stephens suggested that the by-laws be tabled for a week so that it might be ascertained if it would be possible to make any reductions in the work proposed. Last night the most of the members of the council expressed themselves as being in favor of the by-laws being proceeded with. It was felt that the work proposed was necessary and that the property affected could stand the cost. Ald. Perry, chairman of the board of works, requested that the by-laws be proceeded with and Mayor Newton, Ald. Casey, Ald. Larsen and Ald. McMordie were in favor of doing so. While not definitely opposing the work being carried out, Ald. Stephens again urged that every care be exercised in connection with it so that the danger of property reverting might be eliminated and the cost to the city might be made as light as possible.

#### ALASKA BONE DRY LAW PROPOSED REPEAL WAS DEFEATED YESTERDAY

JUNEAU, April 15.—A bill to repeal the Alaska Bone Dry law and providing for territorial officer's to enforce the Volstead Act and eighteenth amendment to the Federal Constitution was defeated in the Alaska legislature yesterday ten to six.

#### CHILDREN'S PARTY AT METHODIST CHURCH

About 80 children and mothers enjoyed an Easter party at the Methodist Church yesterday afternoon. The children provided a program of music and recitations. Miss Hartin of the Borden school told a splendid Children's story, after which Easter baskets of eggs and chickens were distributed to all.

Miss Haddock, Mrs. Waddell and Mrs. Ketchum were in charge. The hall was tastefully decorated in Easter colors.

#### BUDGET DEBATE

OTTAWA, April 15.—The Commons resumed consideration of the budget yesterday after five days' Easter recess. Those taking part in the debate were Jas. Murdock and W. G. McQuarrie.

C.N.R. steamer Prince George, Capt. Harry Nodden, from Vancouver and waypoints, is due on time at 3 o'clock this afternoon.



Miss Gladys Joel, woman buyer for a big automobile concern, declares that housework, like business, has so much detail to be taken care of that there is not enough time to handle a business position and a home and a husband at the same time. She further claims that every woman should get married, but on doing so should give up business life and make a success as a wife.

#### Prince Rupert Included in Latest Steamship Subsidy Proposal by Donald McLeod

LONDON, April 15.—Donald McLeod's offer to the Canadian Government to establish a ten-steamer service for a subsidy £100,000 less than that offered Sir William Petersen for the service between Canada and Great Britain is being considered.

It is learned that the service provides for the inauguration of a new company called the Caledonia Transports Ltd. According to Mr. McLeod's statement, the steamers would run regularly from Vancouver and Prince Rupert to the United Kingdom and the continent of Europe, calling at United States ports when necessary.

Mr. McLeod is willing to have Dominion government representation on the board of directors. He proposes that Thomas Harling of Montreal and Vancouver, steamship agents, should represent Canada.

Mr. McLeod spent the early part of his life on the Pacific coast.

#### 40 MILL RATE SET FOR CITY

Alderman McMordie Urges Higher Rate and Gives His Reasons

**ECONOMIES ASKED FOR**  
No Profit Expected From Utilities to Meet Loss on Water

The city's mill rate for this year was set at 40 by the council last night but without a division being recorded on the matter. The rate of 40—made up of 10 general, 14 schools and 19 special—came in the form of a recommendation from the finance committee signed by Ald. Casey, the chairman, and Mayor Newton, Ald. McMordie and Ald. Stephens believed that the general rate of 40 would not cover the year's expenditures and felt that 42 was the least that could possibly be done with. They put forward an amendment that the rate for the year be struck at 42 mills. Considerable discussion ensued and the vote resulted in the rate of 40 being supported by Ald. Casey, Ald. Brown, Ald. Larsen, Ald. Smith and Ald. Mc-

(continued on page two)

#### Sir Henry Thornton's Annual Report Shows How Railway Managed

Summary explains how business fell off last year and railway suffered accordingly

MONTREAL, April 15.—The annual report of the Canadian National Railways covering the year 1924, tabled in the House of Commons shows that in spite of a decrease in gross earnings of \$17,547,305.06 due to a smaller crop and general business conditions throughout the country, the company was successful in earning a net operating profit of \$17,244,251.48, or only \$3,186,397.69 less than in the preceding year and therefore maintained to a very considerable degree the rate of improvement obtained during 1923 which was a phenomenal year in many respects from a transportation standpoint.

A feature of the report is the item which shows that operating expenses were reduced by \$14,360,907.46, to offset the reduction in gross receipts. This reduction could have been carried further, Sir Henry W. Thornton, the chairman and president of the company, states if the management had considered it advisable to pay less attention to maintenance of way and structures. He advises against such a policy by declaring that "however low the traffic density may be, there is always a point below which expenses chargeable to maintenance of way and structures cannot be reduced without damage to the property and consequent heavy expenditures in subsequent years," and "it would not be in the interest of the property to reduce expenses chargeable to this account to point of borrowing from the future." The report also points out "that, while it is possible to reduce freight train services when a reduction in that class of traffic occurs, it is impossible to pursue to a similar degree the same policy with passenger train service." The two facts provide the reason for the slight increase shown in the operating ratio of 1924 as compared with 1923, the figures being 92.68 last year as against 91.92 in 1923.

The total operating revenues of the company for 1924 was \$235,586,182.55 compared with \$253,135,478.64 in 1923, a decrease of \$17,547,305.06.

The total operating expenses of the company for 1924 was \$218,343,931.07 compared with \$232,764,838.53 in 1923, a decrease of \$14,360,907.46.

While a comparison of the net operating profits for 1923 and 1924 show a decrease, during the past year of \$3,186,397.69, a comparison of the net before fixed charges over the same period shows an increase of \$1,270,678.94. Fixed charges, however, increased \$4,433,423.19, resulting in an increase in the net income deficit of \$3,162,744.28.

#### GRAIN MOVEMENT

"Traffic during the first three months of the year," the report states, "was in excess of that moved in the same period of 1923, but general business suffered a reduction early in April and the depression continued until the end of the year. Due principally to the relatively small grain crop in Western Canada the movement of grain to the lake head was in much less volume than usual and was considerably below the exceptionally heavy movement which took place in the last three months of 1923, with the result that the impetus to active business with

(continued on page five)

#### NARROW ESCAPE OF KING BORIS

Shot Upon by Communists and Two Attendants Wounded; General Killed

SOFIA, April 15.—King Boris of Bulgaria had a narrow escape from death Tuesday at the hands of alleged Communists, while General Gheorghieff, one of the leaders in the movement, which overthrew the Stamboulsky government in 1923, was killed in the streets of Sofia.

The King's car was travelling in the direction of the capital when it ran into an ambush of Communists who fired upon him. The King was not hurt but one of his attendants and the chauffeur were wounded. The assailants fled and escaped.

#### WATER CONNECTION COW BAY PLANTS

Recommendation of Board of Works Contains no Estimate of Cost so it is Turned Back

The board of works recommended to the city council last night that a four-inch water connection from Fourth Avenue to Green Street be given the go-ahead in order to serve the Consumers' Coal Co., Swift-Gannan Co., P. Burns Co. Ltd., and Trotter for their proposed establishments at Cow Bay. Ald. McMordie and Ald. Stephens rec-

#### MAN BUTCHER WAS DECAPITATED

HANNOVER, Germany, April 15.—Fritz Hartmann, a local butcher, who was sentenced to death last winter for killing 26 men and boys was beheaded at six o'clock this morning.

#### TRAIN DELAYED.

Having been delayed on account of a big mudslide near the station east of Prince George, the passenger train, which was due from the east at 7 o'clock this morning, will not arrive until 5:40 this afternoon. The train for the East will not leave till 7.

#### OPENING GAMES MAJOR LEAGUES

Season Opened Yesterday With Both American and National Playing

NEW YORK, April 15.—Big league baseball opened yesterday with a full list of games both of National and American League games. Results follow:

- National**  
New York, 4; Boston, 5.  
Pittsburgh, 2; Chicago, 8.  
Philadelphia, 1; Brooklyn, 3.  
St. Louis, 0; Cincinnati, 4.
- American**  
Chicago, 3; Detroit, 4.  
Washington, 1; New York, 5.  
Cleveland, 2; St. Louis, 11.  
Boston, 8; Philadelphia, 9.

#### FREIGHTER EMMA H. BRINGS CARGO HERE

Experimental Trip From Vancouver With Small Vessel Carrying 100 Tons

The small coast freighter Emma H. arrived yesterday in charge of Captain Jeans with about 100 tons for several local firms. She is powered with a 150 horsepower six-cylinder semi-diesel Fairbanks Morse engine. It was a trial trip from Vancouver and was somewhat in the nature of an experiment to look over the country. She is taking a full load south.

#### SARGEANT THE ARTIST DIED EARLY TODAY

LONDON, April 15.—John Sargeant, the noted artist, suffered a stroke early this morning and died a few hours later. He was one of the best known portrait painters of modern times.

#### OLD COUNTRY FOOTBALL

English League, First Div.  
Arsenal 2, West Bromwich nil.  
Huddersfield 2, Burny nil.  
Leeds United 2, Bolton W. 1.  
Westham 6, Sheffield United 2.

#### CLEAN UP WEEK.

The citizens are hereby requested to clean up their lots by April 25. Those that have thrown bins or refuse on to adjacent lots must remove same forthwith.  
J. P. CADE, M.H.O.  
90.

Advertise in the Daily News



Local and Personal

B.C. Undertakers. Phone 41.

You'll like our coal! Consumers Coal Co. Phone 7.

For Tacksee — fone "six-seven-ate." Bob Arthur.

Basketball Dance, April 17. Presentation of cups and medals. Admission \$1.00.

Ladysmith - Wellington, "the best," also "Peerless," "smokeless." Prince Rupert Coal Co.

George Roric was reappointed city auditor by the council last night, his salary to be the same as last year. A motion to this effect was proposed by Ald. Casey, seconded by Ald. McMordie, and carried.

Members and friends of the I.O.D.E. and Women's Canadian Club who are unable to attend the banquet on the 16th are invited to hear Mrs. De Penier's address in the Boston Hall at 8.30 p.m.

Received our new stock of Pratt's Baby Chick Food and poultry supplies; Fleischman's dry yeast; garden and field seeds; Spratt's bird and dog supplies, and our famous Edsot Coal. Phone 58. Prince Rupert Feed Co.

Mrs. A. T. Parkin yesterday morning slipped on the frosted sidewalk just outside her home on Borden Street. Unfortunately she had her hands in her pockets at the time so she struck her face and is badly marked as a result.

St. George's Day! Get your tickets and get the winning number for the special prize. It is worth having. Extra good prizes for the wheel drive. Also a novelty dance in Boston Hall, April 23, at 8 p.m. sharp. Tickets may be obtained from Messdames Leek, Howe, Hemmings, Smoeton, Cox and Wilton.

A recommendation from the Board of Works that a 10 by 14 building be erected at McElymont Park for the use of the caretaker as a storehouse was adopted at last night's council meeting. The structure will be put up by the caretaker himself and the cost to the city for material will be \$75.00.

Bishop and Mrs. A. U. DePenier are arriving in the city on the Prince George this afternoon. Bishop DePenier will open the new St. Andrew's Anglican Church next Sunday and also has other parochial duties to attend to during his stay here which will be till next Tuesday. Mrs. DePenier, who is to address the I.O.D.E. and Women's Canadian Club members at a banquet tomorrow evening, expects to return to Vancouver on Friday.

The action of the superintendent of utilities in putting in a water meter at the plant of the Bacon Fisheries on the government wharf was endorsed by the city council last night on motion of Ald. McMordie, seconded by Ald. Perry. In reporting to the council on the matter, the superintendent stated that the connection had been made by the Bacon Fisheries without application to the department which later put in a meter.

ANNOUNCEMENTS

Basketball Dance, April 17.

Catholic Spring Sale, after-noon of April 20, Metropole Hall followed by social evening.

Tennis Club Ball, Friday, April 24.

Ridley Home Sale, Thursday, May 7.

January Storms Hard on Skin

Frost and wind are hard on the skin. Washing well with warm water—using Baby's Own Soap—and then rinsing well and drying perfectly keeps the skin healthy, prevents chaps, leaves a delightful sensation of comfort with the aroma of roses.

It is a wonderful soap at a popular price—10c, a cake in individual cartons.

"Best for you and Baby too"



In Every Tin

of "Nugget" there's the same high quality—the quality which has made it the supreme shoe polish throughout the world.

"NUGGET" Shoe Polish

Made in Black, Tan, Toney Red and Dark Brown. Also White Dressing (cake) and White Cleaner (liquid).



Two new cars at your service, day and night. Moderate charges. Phone Red 461. C. V. Symes.

The G.W.V.A. is celebrating its 9th anniversary by holding a smoking concert on Wednesday, at 8.30 p.m. for members and other returned men.

Don't miss seeing the "Pilgrim's Vision," an Easter cantata to be given by the Helping Hand girls in the Baptist Church on Thursday at 8 p.m.

A communication from the Gyro Club requesting that the McElymont Park playground be officially named "Gyro Playground No. 1" was read at last night's council meeting and referred to the board of works for report.

J. L. Blain, contractor, has taken over E. H. Sheokley's stock of double dressed lumber, sash and doors. Also the agency for J. Fyfe Smith Ltd. hardwoods. For bandsawing and planing, jobbing and repairing, phone Blue 268.

A recommendation from the finance committee that a septic tank be installed at the house of A. G. McDonald on Eleventh Ave. East was adopted at last night's council meeting. Ald. Casey explained that this house had been purchased by Mr. McDonald from the city on the understanding that there was a septic tank. It had turned out that there really was not a proper one.

A party of boys left yesterday for Kaien where they camped last night and are proceeding to Port Edward today, where they will be joined by Rev. G. G. Hacker who will remain with them until they return. The party consists of Bob Irvine, Tom Steen, Cecil Ball, Bruce Stevens, Ernie Batchford, Mah Lee, Cecil Hacker, Geo. McLean, Neil McLean, Sam Murray, Bronson Hunt, Billie Palmore, Gordon Parkin, Angus McDonald, and Harold Macdonald.

A letter from the attorney-general's department regarding the condition of Elwood Bard, a city prisoner at Okalla, was read at last night's council meeting. It contained reports from the prison surgeon and also Dr. J. P. Cade of this city. Both indicated that the condition of Bard is about the same as when he was sent to Okalla a few months ago. Complaints had been laid as to the treatment he had been receiving at the southern prison. The matter was referred to the finance committee.

The city council last night, on motion of Ald. Stephens, seconded by Ald. Casey, decided to communicate with I. A. McPherson, C.N.R. superintendent, to the effect that the city deemed it premature to grant any permission with respect to its promised waterfront lot before it had received any title to such lot.

This will be the city's answer to Mr. McPherson's communication of last week regarding an arrangement between the city and P. Burns in view of the latter's lot encroaching slightly on that of which has been promised the city in return for the filling in of Cow Bay.

Found—An excellent entertainment. Help the Gyros. Help the children. Westholme Theatre tonight at 8 o'clock. Rush seats 50c. Reserved seats, \$1.00.

Motorship Bellingham, Capt. Len Williams, arrive in port at 9 o'clock this morning having 70 tons of frozen fish from Ketchikan for transshipment East over the Canadian National Railways.

Passengers sailing last night on the Cardena for Vancouver included C. Knutsen, H. Doucette, H. E. Orchard, Mrs. B. Gillies and daughter, Master Terry Orme, Mrs. J. Black and Mrs. A. R. MacNeill.

After spending the Easter holidays in the city visiting with his parents, Mr. and Mrs. C. H. Orme, Master Terry Orme sailed on the Cardena last night on his return to Vernon where he will resume his school studies.

Another bylaw providing for the temporary borrowing of \$50,000 by the city from the bank pending the collection of this year's taxes was put through its first readings at last night's meeting of the city council.

The pet collie dog of Teddy Smith was killed on the street by a motor truck after noon today at the corner of Second Street and Third Avenue. The habit of chasing cars proved fatal to this canine. A crowd was attracted.

A recommendation from the utilities committee that, in case of the absence of the chief, the next senior officer be in charge of the fire department was adopted at last night's council meeting. James Parks is the present senior officer next to the chief.

ALICE ARM

Work has commenced on the construction of a wing dam to protect the east pier and approach of the Kilsault River bridge. The work is in charge of Joe Wells and five men are employed. Later the staff will be increased. It is understood that the wharf road will be surfaced as soon as possible. The department of public works is also repairing the sidewalks in town.

Elmer Ness, on his return from Victoria, stated that he had interviewed Premier Oliver with respect to the Dolly Varden railway. The premier stated that the government would put no obstacle in the way of any company taking over and operating the road which he realizes is necessary to the development of Kilsault River mining properties.

HOTEL ARRIVALS

Prince Rupert

G. A. Taylor and E. W. Pemberton, Port Essington; G. M. Williseroff, Ansox; T. M. Miller and George McAfee, Georgetown Mills; L. Whittaker, city; O. Pederson and O. Nygaard, schooner Scandia.

Central

Alice Woods, Rev. Oliver Thorne and S. C. Gordon, Aiyansh; A. R. MacNeill, Burns Lake.

NAVIGABLE WATERS PROTECTION ACT, R.S.B.C. 1906, CHAPTER 115.

THOMAS TROTIER, of the City of Prince Rupert, in the Province of British Columbia, HEREBY GIVES NOTICE that he has under section 7 of the said Act deposited with the Minister of Public Works at Ottawa, and in the office of the District Registrar of the Land Registry District of Prince Rupert, at Prince Rupert, B.C., a description of the site and plans of a wharf and pier proposed to be built in the Prince Rupert Harbor, Prince Rupert, B.C., on all those portions of waterfront block G, plan 923, section 1, Prince Rupert, Province of British Columbia, of the appurtenant foreshore and the water lot in front thereof, containing in all an area of 1 89-100th acres, more or less.

USE SIMONDS SAWS

Their teeth are of a toughness which makes them hold their keen cutting edge under every usage.



Why have we been emphasizing That First Taste

so many times in this paper? Because we know that once you take it you will thank us for introducing you to the most luscious and satisfying Milk Chocolate Bar you ever tasted.



WINTER Steamship Service

CANADIAN NATIONAL RAILWAYS. S.S. PRINCE RUPERT sails from Prince Rupert FOR VANCOUVER, VICTORIA, SEATTLE, intermediate points each Friday 9.00 a.m. For STEWART and ANOXX Wednesday, 11.00 p.m. THE S.S. "PRINCE JOHN" leaves PRINCE RUPERT fortnightly for VANCOUVER, via QUEEN CHARLOTTE ISLANDS. PASSENGER TRAINS LEAVE PRINCE RUPERT MONDAY, WEDNESDAY, SATURDAY, 5.00 p.m. For Prince George, EDMONTON, WINNIPEG, all points Eastern Canada, United States. AGENCY ALL OCEAN STEAMSHIP LINES. City Ticket Office, 528 Third Ave., Prince Rupert. Phone 260.

"The Hoover" advertisement featuring an illustration of a Hoover vacuum cleaner and text describing its benefits for cleaning.

HILLS & UNDERWOOD FAMED LONDON DRY GIN advertisement featuring a globe logo and text about the quality and purity of the gin.

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

FREE! One Pair Men's Slater Shoes. Values up to \$10.00 with each. Men's Blue Serge or Fancy Tweed Suit. Regular \$38.50. Here is the best buy of the year and as the supply is limited, we would urge you to come early.

Cash and Carry Grocery Specials. For Thursday, Friday and Saturday from 9 A.M. Till 12 Noon Only. Malin's Best Orange Marmalade, 4 lb. pails, Special 55c. Alberta Fresh Eggs, 3 dozen for 85c. Finest Grade Orange Pekoe Tea, in bulk, 3 lbs. \$1.55. Del Monte Prunes, largest size, packed 20-30, Regular 40c. Special 10 lb. box \$2.95. Van Camp's Pork and Beans, medium size, Regular 20c. Special, 2 for 25c. Canned Tomatoes, 2's, Special, 2 for 25c. Sliced Peaches, 1's, talls, Special, 2 for 45c. Cowan's Cocoa, 1 lb. tin, Special 40c. Cowan's Baking Chocolate, unsweetened, 1/2 lb. 20c. Cowan's Sweetened Chocolate, 1/2 lb. Special 15c. Fresh Ground Coffee, Special, 3 lbs. for \$1.00. Terrace Potatoes, 100 lb. sacks, Special \$2.50. We will deliver potatoes free, No C.O.D. orders. Washing Soda, Special, 8 lbs. for 25c. Black's No Rub, Special, 6 for 25c.

UNIVERSAL TRADING CO.

Canadian National Railways. Prince Rupert DRYDOCK AND SHIPYARD. Operating G. T. F. 20,000 Ton Floating Dry Dock. Engineers, Machinists, Boilermakers, Blacksmiths, Pattern makers, Founders, Woodworkers, Etc. ELECTRIC AND ACETYLENE WELDING. Our plant is equipped to handle all kinds of MARINE AND COMMERCIAL WORK. PHONES 43 and 38F.

The Boating Season is Coming. Just Arrived. English Flannel Pants \$3.75 and \$4.75. English Sports Suits \$15.00. English Gaberdine Coats—Just in. STEVE KING. Phone Green 85.

Another Portland Canal Opportunity. The first Treasury Issue of the Porter-Idaho Mining Co. Ltd. is now offered the public at 25c per share. This is the only other shipping mine besides the Premier in the Portland Canal District. Ore shipped last year more than paid development work. For full information apply—H. W. M. ROLSTON & CO. Stockbrokers. Victoria.



HENRY THORNTON'S ANNUAL REPORT SHOWS HOW RAILWAY MANAGED

(Continued from page one)

grain usually engenders noticeably lacking. Move- was also to some extent ed by the disposition to hold grain in the conn- creating an unusual condi- and one which business in- had not anticipated."

Operating Expenses

reference to the expendi- of money for operating pur- during the year the follow- items are listed as among the important by the report: Maintenance of way and struc- expenses were reduced 59.94 and while this re- presents a reduction of 1.65 per cent it is noted that reductions proportional to the in- crease in earnings were made in way maintenance, track lay- and surfacing, while the of removal of snow and ice reduced by 35 per cent due less severe winter weather. Maintenance of equipment ex- were reduced by \$4,203,- or by 8.06 per cent. To a extent repairs to motive and freight train cars reduced by decreased usage to less traffic handled was, however, a reduction of cost of locomotive repairs proportional to the reduction in expense made. Notwithstanding reductions the system's power was fully main- tained. Adequate provision was in the accounts for all of equipment retired from and ordered scrapped.

Transportation Expenses

reduction made in trans- portation expenses amounted to \$7,416.98. This group of expenses covers chiefly yard, and station services and reduction, amounted to 71.15 per cent of the reduction made of total operating expenses. The decrease in the total ing revenue was 6.93 per cent the reduction in transporta- tion expenses was 6.49 per cent. Improvement in the rela- tion of transportation ex- penses to gross earnings in 1923 assisted by an increase of 20 million dollars in gross es, whereas in 1924 the ce was made in the face of a decrease of 17.1-2 million dol- lars in gross earnings. This will be recognized as a very favorable gain and one that could not have been effected except by a planned and sustained ef- fort on the part of all concerned. In effecting the reduction in transportation expenses, better loading played an import- ant part. While density of traf- fic decreased by 10.23 per cent the train mileage was re- duced by 12.51 per cent and the average freight train load (in- cluding mixed trains) increased 502 tons in 1923 to 517 tons in 1924. Some benefit ac- crued from the slightly lower cost of fuel, but the greater part of the saving came from the more economical use of the saving in freight train already mentioned.

Traffic Expenses

expense increased by 2,823.16 but the total ex- penses under this heading was less than 3% of the gross earn- ings. In order to continue the conservative policy of solicitation as found necessary to obtain representation at vari- ous points. A more aggressive policy in advertising was car- ried out. The Canadian National and exhibit at the Brit- ish Empire exhibition at Womb- erbury special features of this from which material re- sults should result. General expenses in the agree- ment were reduced to the extent of \$29,556.17 or by 5.33 0.0. Substantial saving in the staff

of the accounting department was made possible by the co- ordination of accounting and auditing work.

Income Items

Examinations of the income statement shows that the items of railway tax accruals increased by \$768,675.23.

A reduction of \$2,182,991.98 is shown in the debit balance for hire of freight train cars. Less money was tied up in materials and supplies at the end of the year than at the end of 1923, and all collection items were on a better basis, showing reductions from the previous year. Active consideration has been given to the policy to be followed with respect to the capitalization of the system and the extent to which if at all advances made and capital held by the govern- ment should be written down to a figure commensurate with the earning prospects of the prop- erty. The problem is proving both difficult and complicated, but it continues to engage the atten- tion of the Board and Financial department of the company. It is hoped that before much time elapsed it will be possible to present to the proper authorities a consistent scheme for consid- eration. Of the \$56,527,000 voted by parliament for the fiscal year ending March 31, 1925, \$10,000,000 was received in cash by the company and two issues of guaranteed securities were made as follows:

\$20,000,000.00 four per cent, three year's gold notes dated July 1, 1924 and \$26,000,000.00 four and one half per cent thirty year gold bonds, dated September 15, 1924.

As of July 1, 1924 an issue was made of \$9,375,000 four and one half percent equipment Trust Certificates Series "H" secured by \$12,500,000 worth of new equipment.

The funded debt retirements during the year were:

Five and one half per cent five year Canadian Northern Railway secured notes, \$6,000,000.00.

Six per cent five year Canadian Northern collateral trust gold notes, \$4,349,000.00.

Equipment Trust Certificates of various issues, \$5,063,400.00.

Payments under various sink- ing funds and sundry retirements \$99,573.30.

Total, \$45,511,973.30.

Traffic Movement

Revenue freight tonnage de- creased by 8.29 0.0 namely 4,- 749,724 tons represented partly by a decrease of two and one half million tons of bituminous coal and one half million tons of anthracite coal. Additional de- creases in tonnage were as fol- lows: wheat 691,206 tons; sawn lumber, timber, . etc. 564,609 tons; iron ores 278,733 tons; dimension stone 260,482 tons. In the manufacturer class the ton- nage of iron and steel commodi- ties showed heavy decreases totalling 770,440 tons, automob- iles and auto trucks 115,538 tons; unclassified manufactures and miscellaneous merchandise, 684,291 tons.

Partially compensating in- creases were recorded in road making material of 834,112 tons and cement of 95,778 tons.

Carloads of grain moved to Vancouver for export totalled 45,248 as compared with 6,981 carloads in 1923.

The movement of livestock to Winnipeg and the East showed a good development and the cattle trade in the western provinces was reported at the end of the year as in promising condition.

The number of passengers de- clined from 23,683,781 to 22,- 707,880 or by 4.12 per cent. The average journey declined slightly from 61.09 miles to 60.43 miles and the revenue per passenger per mile declined from 2.715 cents to 2.713 cents.

During the year 12 more self propelled cars were put into service and at the end of the year there were in service 13 storage battery cars, 8 gasoline motor cars and three steam unit cars.

Express earnings showed a de- crease of 2.46 per cent from those for the year 1923. This is accounted for mainly by the gen- eral business depression and partly by close season on hal- lible shipments from Prince Rup- ert established by treaty with the United States and effective for about six weeks prior to the end of the year; also partly by expedited freight service avail- able between various points.

Retirements

During the first two years of the consolidation it was neces- sary to make substantial expen-

ditures in various ways. Refer- ence to this was made in last year's report. Further general expenditures had to be made during the past year to bring the standard of the properties nearer to what is desired. Now that the position referred to has been reached, the attention of the directors will be to avoid or post- pone for so long as may be ad- visable any capital expenditures which are not essentially needed. Certain additional capital expen- ditures were authorized by the Dominion parliament in 1924, and will be made during the present year. These include branch line construction and also that part of the Toronto viaduct cost chargeable to the National Rail- ways.

Land Sales  
During the year 1924, 55,450

acres of land were sold at an average price of \$14.29 per acre amounting to \$792,152 as com- pared with 61,991 acres sold in 1923 at an average price of \$15.- 66 per acre amounting to \$970,- 952.

Cancellations of purchase con- tracts during the year represent- ed 39,295 acres as compared with 59,190 acres in 1923.

Wages and Labor  
Friendly relations were main- tained with employees during the past year. The supply of com- mon labor remained plentiful and there was no general change in rates or conditions although rates were somewhat lower in south western Ontario than dur- ing 1923.

Purchases and Stores  
Additional storehouses have been erected with modern facili-

ties for the proper housing and handling of materials. It is ex- pected by the continued improve- ment of store keeping methods and constant supervision, that further substantial reductions in stores and stocks will be obtain- ed. During the year a new re- claimation dock and plant was erected at Transeena, Manitoba, and with the concentration at that point for reclamation of used materials on Western lines considerable savings are expect- ed.

Insurance  
The Self-Insurance Fund after payment of or provision for losses was increased during the year by \$1,437,475. The total of the fund at the end of the year was \$4,074,153. This amount does not include anything in re- spect of marine insurance which

will be referred to in the report of the Canadian Government Merchant Marine. The total fire losses were \$420,250 as com- pared with \$679,050 during 1923.

Colonization and Development  
During the past year efforts were made to obtain land settlers not only from the British Isles but also from other European countries particularly Norway, Sweden, Denmark and Holland. Additional branch agencies have been opened at Oslo, Copenhagen and Rotterdam. Educational courses in agriculture were in- augurated with the object of en- gaging intending settlers to be- come familiar with agricultural methods in Canada before im- migrating.

"From time to time," says the report, "and particularly during the past two years reference has

been made on various occasions to the need of immigration. The whole future of Canada and of the railway systems in Canada depends upon increased popula- tion and upon the increased traf- fic which would result therefrom. As compared with what might be done to bring about the desired result, the efforts made in the past might be somewhat spas- modic and unorganized. If there is to be real success the matter will have to be handled otherwise in the future. The Dominion as a whole, the provinces individu- ally, the railways and all other business organizations are, each of them, interested. The prob- lem is of sufficient magnitude and importance to justify in its solution the employment of the most capable and energetic

(continued on page six)

... Why Ford is the universal quality car



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