

## THE JARVIS RECORD

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THE RECORD PRINTING COMPANY, LIMITED

THURSDAY, JUNE 4, 1925

### COUNTY COUNCIL

(Continued from Page 1)

Co. repairs .....	29.55
Robert Laidlaw, Jr., cartage	2.50
Imperial Oil Co., oils	17.20
Imperial Oil Co., oils	15.00
Imperial Oil Co., oils	15.00
W. W. Jennings, office exp.	2.50
Maintenance .....	
C. E. Fiebig, grading	13.55
C. E. Fiebig, grading	20.00
C. E. Fiebig, grading	20.00
David W. Laform	10.00
Wm. Anguish, dragging	1.75

We recommend that the Warden and Treasurer be authorized to make a loan of \$4500 on account of Good Roads.

All of which is respectfully submitted.

B. E. FRENCH, Chm.

Saunders-Lockie—That the report of the Finance Committee be adopted as read. Carried.

Kern-Kriter—That the report of the Good Roads Committee be received and read. Carried.

### REPORT OF GOOD ROADS COMMITTEE

To the Warden and Members of the County Council:

Gentlemen:—Your Good Roads Committee beg leave to report as follows:

1. The pay lists and accounts to May 1st have been carefully checked over and recommend that they be paid.

2. Would recommend that the following bridges and culverts be constructed this year on Road No. 24: Reinforced Concrete Culvert—Half way between Highway No. 4 and N. Cayuga town line—Roadway 28 ft., waterway 8 ft., height 4 ft.

Reinforced Concrete Bridge—Opposite Jno. Ling's farm, 15 rods north of 1st line in Township of Seneca, Roadway 28 ft., waterway 16 ft., height 5 ft. 6 inches.

Reinforced Concrete Bridge—Half way between 1st and 2nd lines in Township of Seneca, Roadway 28 ft., waterway 16 ft., height 5 ft. 4 in.

Reinforced Concrete Culvert—30 rods north of 3rd line in Township of Seneca, opposite Mr. Tomlinson's farm, roadway 28 ft., waterway 8 ft., height 6 ft.

Reinforced Concrete Culvert—40 rods north of Mr. Norman Gawley's residence, and 1/2 mile from Wentworth County line, Roadway 28 ft., waterway 8 ft., height 5 ft. 2 inches.

2. Would further recommend that tenders be asked for to construct the above in the following county papers: Sachem, Advocate and Chronicle, also Contract Record, 2 insertions each.

3. We have found it impossible to procure suitable material within a hauling distance for the metal base on Road No. 11 from Rainham Centre to South Cayuga line, distance 4 miles and would recommend that permission be given to install one of the County Stone Crushing plants in Mr. Kimmet's quarry, Lot 13, Con. 1, Rainham, 1/4 mile east of Rainham Centre. He has consented to grant the County all the necessary privileges that will be required in operating the quarry and that our solicitors be asked to frame an agreement between the County and Mr. Kimmet and a by-law be passed authorizing the Warden to sign the same.

1. Material and delivery for the balance of the metal bases has been arranged for and work has commenced on all the roads included in the season's program.

Would recommend that we accept the offer of The Woodhouse Crushed Stone Co. to furnish and deliver on Road No. 3 from 3rd Concession Walpole to Village of Nanticoke distance 2 1/2 miles at two dollars and thirty-five cents per yard (32.55) quantity required 800 yards crushed stone from 4-inch to dust, deliveries to be completed not later than July 1st, 1925.

Respectfully submitted.

B. GLENNY, Chm.

Scott-Clark—That the report of the Good Roads Committee be adopted as read. Carried.

Miller-McDonald—That we do now adjourn to meet again June 11th, at 10 a.m.

## Harris' Market

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## — ON PARLIAMENT HILL —

By a Member of the Parliamentary Press Gallery

OTTAWA, May 23rd, 1925.—An outstanding feature of this week's events in the Parliament of Canada was the announcement on Friday afternoon by the Prime Minister of the resignation of Hon. Edward J. McMurtry from the Cabinet position of Solicitor General. It came suddenly, the only warning being a rumor circulated in the newspapers the day previous that such a step was possible, but there was no expectation that the situation would develop so rapidly. Premier King read to the House the brief letter of Mr. McMurtry who stated that he was resigning for "professional and private" reasons, and then read his own letter to Mr. McMurtry expressing the deep regret of the Cabinet at Mr. McMurtry's action.

There is general sympathy with Mr. McMurtry in the present situation, for the circumstances which he has deemed as a necessity for his course reveal nothing dishonorable or irregular in any way, and the promptness with which he has taken the courageous course of relinquishing his position in the Federal Ministry will win for him wide respect. Mr. McMurtry's legal firm in Winnipeg, it is understood, through unfortunate

real estate investments became indebted to the defunct Home Bank for an amount which is said to have been in excess of \$100,000. When the Home Bank collapsed Mr. McMurtry then volunteered to quit the Cabinet if it was deemed that retention of his post would be an embarrassment to the Government, especially in view of the inquiry into the bank's failure instituted by the Federal Government.

Then when a short time ago it was decided that the Federal Government would introduce legislation providing for reimbursement of the Home Bank depositors Mr. McMurtry renewed his offer to get out. When he insisted upon such a course and he addressed a letter of resignation to the Prime Minister the matter was carefully considered by the Cabinet and it was finally and regretfully decided that the Prime Minister should accept his resignation.

### THE POWER EXPORT ISSUE

Another flurry during the week was caused by the discussion of the question of the export of power from Canada and the application of the Carillon power interests in Montreal for a lease to develop 500,000 horse power at Carillon, about midway be-

tween Ottawa and Montreal. It is known that the promoters of the scheme would export 400,000 of the 500,000 horse power developed, the balance to be retained for consumption in Canada. In view of the power export duty shortly to be imposed by the Federal Government strong exception is being taken by the Opposition to the possibility of the Federal Government granting a lease to a company, which lease would involve a large export. Especially, do the Conservatives object after the repeated declaration of the Premier Ferguson of Ontario and Premier Taschereau of Quebec that those provinces are unalterably opposed to the export of power. While the Opposition have sought to make much capital out of the efforts of the Carillon promoters to get their lease it is clear that the Federal Government has in no way committed itself on the matter and that all the developments in the case so far have been quite in accordance with the policy pursued by the previous Government in such matters.

### EXPENDITURES ARE CUT

Much of the remainder of the week in the House has been devoted to consideration of Estimates of the various departments, those Estimates without exception disclosing an earnest desire on the part of the Government to cut expenditures, down to the bare necessities. What criticism

(Continued on Page 5)

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## 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.



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

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 line of freight steamers on the Atlantic under the proposed Petersen contract and pointed out that particularly during the past two 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 disclosure 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 there was nothing fundamentally unsound in Canada's immigration laws, but there was an apparent lack of interest on the part of the British Empire 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 cause of the present unsatisfactory conditions "was undoubtedly the lack of 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 or by individuals or companies. In each case these undertakings received the financial support of the government and the approval of the people of Canada, without which 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 facilities 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 aimed to take 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 commission 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 merged. 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."

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No. 120—lv for Canfield Jc. 7:55 a.m.  
No. 121—arr Jarvis ..... 4:45 p.m.  
No. 122—lv for Canfield Jc. 5:10 p.m.  
From St. Thomas to St. Thomas  
No. 234—arr Jarvis ..... 11:00 a.m.  
No. 235—lv for St. Thomas 11:35 a.m.  
No. 236—arr Jarvis ..... 8:15 p.m.  
No. 237—lv for St. Thomas 8:20 p.m.  
From Canfield Jc. to Port Dover  
No. 123—arr Jarvis ..... 9:30 a.m.  
No. 124—lv for Pt. Dover 11:05 a.m.  
No. 125—arr Jarvis ..... 8:10 p.m.  
No. 126—lv for Pt. Dover 8:20 p.m.  
From St. Thomas to Hamilton  
No. 238—arr Jarvis ..... 7:55 a.m.  
No. 239—lv for Hamilton 8:10 a.m.  
No. 240—arr Jarvis ..... 5:50 p.m.  
No. 241—lv for Hamilton 5:10 p.m.  
Mixed Train—East and West  
No. 242—West—lv Jarvis 12:45 p.m.  
No. 243—East—lv Jarvis 12:45 p.m.



BABY CHICKS — Barrow Baby Chicks for sale, from laying strain. Apply J. W. R.R. 4, Jarvis. Phone 17-1.

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FARMS FOR SALE—FOR SALE—Eleven acres in Haldimand and Norfolk. Easy terms. Apply to R. Carter, Jarvis.

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"Secrets," Norma Talmage  
"North of 36," Jack Holt  
"The Water," Harold Lloyd