

THEY'RE REALLY POLICE DOGS NOW



Royal Canadian Mounted Police now have added highly trained German shepherd dogs to their roster. The dogs will aid the Mounties in tracking person lost in the bush country. LUX, an eighteen-months-old pup, who has the distinction of being the first tracker to be on the R.C.M.P. payroll is shown with his Mountie pal, Constable W. H. BILLINGTON, of Regina.



Public Must Be Informed Of C. N. R. Financing

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but it is utterly impossible to remove any of the load from the backs of the taxpayers. So long as the whole story is contained in the reports of the railway the public will know from year to year the exact nature and cost of the enterprise in which they are engaged. If public ownership and operation in this instance is to be judged fairly by those who must pay the bills it must be judged in the light of all the facts. It is true that a reduction of capital was suggested by the Royal Commission in 1932, subject to some reservation, and that it was recommended by a firm of auditors, but in neither instance does it appear that the position of the taxpayer was considered. As a matter of fact, there can be no such thing as reduction; there can only be a transfer of part of the capital from the railway books to those of the Government, with the taxpayer's position remaining precisely as it is now. Prof. Leslie Fournier, who deals with this question exhaustively in his book, "Railway Nationalization, in Canada," in discussing the Commission's recommendation, points out that Government advances to meet the cash deficits are no longer shown in the consolidated balance sheet of the system but are treated simply as Government advances. This he holds to be a mistake "since a clear record is not maintained as to what the railway system is really costing the people of Canada." In other words, a beginning has already been made in the process which advocates of capital reduction have in mind. The writer suggests, as a more defensible method of accounting, the placing of these advances in a separate account in the balance sheet so that the profit and loss account "would continue to reflect the true deficit position of the railway."

Discussing the auditors' recommendation, Prof. Fournier emphasized the difference between dealing with a privately-owned railway and one owned by the

public. He points out that the memory of the public is short and that if the record of past losses is removed from the books of the Canadian National there would be, as he puts it, far less assurance of economical expansion and operation of the system in the future than there would be if there were a constant reminder of the real cost of its operations. Resulting from this he suggests a real danger of misleading the public as to the real cost and thereby postponing the day "when a logical solution of Canada's railway problem must be faced." The writer makes one other point which is of importance, namely, that the huge obligation of the Canadian National system should be regarded as a safeguard against uneconomic policies and operations in the future. The objections which he records are applicable to the proposed elimination of cash deficit payments for the railway accounts, the proposal to convert capital loans from interest-bearing obligations to capital stock, and the suggested wiping out of interest accruals on Government advances amounting to \$424,338,000. They are applied to all these by the writer himself and it must be kept in mind that Prof. Fournier's analysis is that of a thoroughly impartial and unprejudiced witness and one who has gone exhaustively into the whole national railway situation. It is impossible in a brief space to include all the details of this analysis but the conclusions are as quoted. These conclusions, in the main, agree with the position which has been taken by the Prime Minister and which is so obviously sound that public opinion is bound to uphold it.

ROPE OF PEARLS HAS FANGS

Istanbul.—A waiter in a Turkish restaurant near St. Sophia mosque opened a drawer to get some spoons. He saw what he thought was an imitation snake of false pearls. But when he put his hand in, the imitation snake got its fangs well into his first finger.

Cars Last Longer In France Than In Other Countries

Import of Automobiles Into That Country Shows A Decline.

France has more motor vehicles in operation than any country in Europe except Great Britain, figures for France being 1,875,000. Figures for Great Britain are 1,922,000. Germany has 810,000, Italy 371,000, Soviet Russia 175,000. The French people retain their motor vehicles for a considerable length of time, new cars put on the highways last year only amounting to 8.4 per cent. of the total in operation, which figures out at an average life of around 12 years. While world production of motor vehicles has almost doubled during the past three years, from about 1,950,000 units to 3,750,000, the increase in France has been less than 10 per cent.; it was only 5 per cent. in 1934. Imports of motor cars into France have shown a decline, in 1934 only 1,772 being brought into the country, a decrease of 23 per cent. from the previous year, according to the Industrial Department of the Canadian National Railways. The United States was the principal contributor. Exports of French motor cars has remained practically stationary, the chief foreign market being Spain. Some French cars went to Belgium, Switzerland, Holland, Great Britain, Portugal and Czechoslovakia.

The Whole City Is Supporting Premier Tilley and Colleagues

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Murray, C. Berton Lockhart, William L. Brown, James N. Cochran, Cecil E. R. Strange, Ralph S. Stephenson, Benjamin R. Guss, Robert B. McDade, T. Moffett Bell, Charles A. Christie, Ralph H. Kee, Walter R. Stewart, Cecil R. Mersereau, H. Walter Emerson, Percy E. Moore, Sadie A. Moore, Elizabeth J. Irving, Edward J. Fleetwood, John Thornton, Arthur Skaling, E. R. W. Ingraham, George Lunergan, Edward C. Weyman.

Halifax Observes The 186th Anniversary of Its Founding

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Mary's College; and as a centre of historic achievement in the life of the Dominion. Today trains fly past crumbling blockhouses and spots where early fortifications were set up to protect the inhabitants from Indian molestation. Trains skirt Bedford Basin, which figured in the Great War as a place for anchoring numerous ships. And on a grassy knoll on the shores of the Basin stands a monument erected by the French Government to the memory of 1,000 men at arms who died in Duc D'Anville's ill-fated expedition early in the 18th century.

This historic garrison city has many points of interest, indicative of achievement. Places of worship which have poured out spiritual help and pioneered in the social development are of interest to visitors as well as to the citizens. St. Paul's Church, the first Protestant church to be erected in Canada, was set up in 1750 and was followed by the erection of the Dutch church in 1758. St. George's Church with the old interior circular style of architecture was built in 1800.

Halifax abounds in landmarks. Down in the Point Pleasant Park there is the Martello Tower used in days gone by to ward off marauders. And on the western shore of McNab's Island, Maugher's Lighthouse is another tangible sign of the days when this structure was built as a means of defence.

Freight Rates Detrimental To Trade In The Maritimes

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The provisions of that section must always be kept in mind when the Maritime freight rates situation is under consideration in its relation to railway freight rates applying throughout the rest of Canada.

In this connection there has just been issued from the offices of the Transportation Commission of the Maritime Board of Trade at Moncton a comprehensive and very useful brochure entitled "Competitive Rail Rate Reduc-

tions in Relation to the Maritime Provinces." This brochure is a compilation by Rand H. Matheson, Transportation Manager of the Commission, and deals extensively with changes in freight rates within Canada since the Maritime Freight Rates Act was passed in 1927.

This Act, in brief, as Mr. Matheson points out, provided for approximately 20 per cent. reduction in rail rates within the Maritimes, excepting import rates, and on the "preferred area" proportion of the whole to other Canadian points.

A comparison of freight rates in Ontario and Quebec with those in effect in the Maritimes indicates, however, "that for the last five years the tolls of the former provinces have been subjected to considerable reductions, principally to meet motor truck and water competition" while "for the Maritime Provinces the competitive reductions have been relatively few in number."

The resultant effects, Mr. Matheson adds, are such that the Central Provinces now enjoy specific rates which nullify to a large degree the rate advantages granted the Maritime Provinces under the Maritime Freight Rates Act.

This statement, of course, does not disclose a new situation. Those familiar with the facts have been aware for years of these developments prejudicial to Maritime interests and in violation of Section 8 of the Act. Indeed, these developments were in large measure responsible for the reconstruction of the Maritime Freight Rates Commission, with Mr. Matheson as Transportation Manager, to protect Maritime interests in this regard.

What Mr. Matheson has done is to set out the situation comprehensively and in detail, and this new brochure is an exceptionally important contribution to the records in Maritime transportation affairs.

It has been said a number of times that the Railway Commission (having administration of the Maritime Freight Rates Act) are dubious of their ability to give force and effect to the vital Section 8 of that statute.

If this is so, then the situation calls for effective attention.—Halifax Herald.

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July 22 to 27—MONCTON, auspices Masonic Bldg. Fund.
July 29-31—NEWCASTLE, auspices Canadian Legion.
August 1 to 3—CAMPBELLTON, auspices Public Charities.