

DUNNING SAYS HUDSON BAY ROAD COMPLETION FIGURED AT \$26,353,000

Denies Government Intends to Deviate Rails or Change Terminus in Presenting Engineering Estimate to Commons

OTTAWA, June 8.—Hon. C. A. Dunning submitted to the House this afternoon an engineering estimate of \$26,353,000 for completing the Hudson Bay Railway and harbor works and elevator at Port Nelson for the accommodation of ten 7,000-ton ships. The estimate was made out as follows:

To complete the railway \$ 6,153,000

Harbor works and elevator at Port Nelson, with accommodation for 10 ships 20,200,000

Total \$26,353,000

Mr. Dunning added that he did not give this estimate as an expenditure to which the government was committed. It was the policy of the government to build the road as economically as possible in order that a fair trial might be made of the route.

Questioned as to the deviation of the line, Mr. Dunning said that the government had not any intention at the present time of changing the port.

The feasibility of the line was beyond question, said Mr. Dunning, and there were extensive possibilities of development along the route in pulp-wood, mineral and fish products as well as in Arctic trade.

EQUIPMENT COST ASKED

Hon. H. H. Stevens asked what was necessary in the way of equipment such as vessels and aids to navigation in order to test the route. Mr. Dunning said he was unable to give the complete figures in answer to this question, but that aids to navigation would not be as extensive as had been thought necessary. A light house at the entrance to Nelson Channel was provided for in the estimate.

The minister read from a memorandum made in 1918 by R. A. C. Henry of the Economic branch of the Canadian National Railway, in which it was stated that navigation on the bay route was at its best in September and October. This, with ordinary aids to navigation, could be extended into November, making a two-and-a-half month season.

Conditions on the bay route were not so different from the Great Lakes as might be supposed. Mr. Henry's memo estimated that 5,000,000 bushels each season would be required to meet operating expenses, and 10,000,000 bushels to meet operating expenses and fixed charges at 3 p.c. on the money invested on the basis of a \$25,000,000 investment.

Hon. R. B. Bennett (Conservative, Calgary West) pointed out that this memo had been made in 1918 before the western movement of wheat had commenced.

\$21,189,000 IS SPENT.

Replying to questions regarding the amount already spent, Mr. Dunning said this totalled \$21,189,000 of which \$15,000,000 was on the railway and \$6,000,000 on the port.

Regarding the condition of the line, the minister said, that from Le Pas to Mile 214 it was possible for a train to pass, although it might not be suitable for heavy traffic.

From Mile 214 to Mile 322 there had been no train over the tracks for many years, and it was in a very bad shape. It was difficult to estimate the amount of work that would be required on twisted rails, etc. "The work will be pushed as rapidly as possible, and it is my hope—although it is only a hope—to complete the rail work this year."

ing had told the people of Saskatchewan that the 92 miles from Kettle Rapids to Port Nelson would be constructed. The people of the West were too tired of being put off by promises. The Conservative party had completed 82 miles of the railway from Le Pas to Kettle Rapids, and had graded the line from Kettle Rapids to Port Nelson. "This work would have been completed had it not been for war conditions," said Mr. Rogers. Mr. Dunning interjected to state that work on the Hudson Bay Railway was discontinued in October, 1918. "I'm not responsible for conditions under the Union Government," retorted Mr. Rogers. Continuing Mr. Rogers said that the Hudson Bay route was the natural outlet for the products of the west. Freight rates by way of increases in the western provinces had added to the cost of transportation there. Mr. Rogers said it was his duty to urge that such assistance be given as would complete the undertaking in order that conditions under which the people of Western Canada were suffering would be relieved.

MANUFACTURERS HEAR REPORT ON TRANSPORTATION

Continued from page 1.

Volume of freight traffic handled in 1925 as compared with 1924 had not sufficient to regain the level reached in 1923 in which latter year a record tonnage was handled. A marked falling off occurred in the movement of coal attributable to the labor troubles in the Nova Scotia and United States mines. The increase in the volume of agricultural products was relatively small.

RAILWAY ECONOMIES

An appreciable reduction in operating expenses, principally in transportation, and maintenance of way and structures, resulted in greater net operating revenue than in either 1923 or 1924. The operating income of the Canadian National Railway (Canadian Lines) was \$23,355,291.76 in 1925 or substantially double that for the previous year. Their total operating expenses amounted to 88.55 p.c. of the gross earnings as compared with 94.15 p.c. in 1924. The net earnings for the system (composed of lines in Canada and the United States) were \$20,948,531.76, or an increase of \$15,222,897 over 1924. The net earnings of the Canadian Pacific Railway for 1925 were \$40,154,778.86, their total operating expenses amounting to 77.03 p.c. of the gross earnings as compared with 79.24 p.c. in the previous year.

USE OF CANADIAN PORTS

It will be recalled that the Association at its Annual Meeting several

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years ago unanimously passed a resolution to the effect that members should use to the fullest possible extent Canadian ports in the handling of their export and import shipments. A circular was issued by the Department advising members of this resolution and we believe that members are endeavoring to carry out such an arrangement. The year 1925 shows an increase in the movement of traffic through these ports and we believe this is an indication of a greater use being made of Canadian ports.

Tariff Report

The report of the Tariff Committee was, in part, as follows:— CANADA'S POLICY In sharp contrast with the policies of all the 82 countries, Canada has reduced her customs tariff again, the average reduction in eight years. It seems incredible that Canada should go on year after year lowering her tariffs and throwing open her markets to other countries when these countries are steadily increasing their tariffs and shutting out our goods, other than raw materials, from their markets. The natural result of this policy is to increase the prosperity of the producers in other countries, to restrict employment in other countries, and to transfer employment to other countries. Many countries have recently increased their tariffs against Canadian wheat and wheat flour. This is a further indication of the necessity for Canada to formulate a bargaining tariff. If Canada raised her general tariff on goods imported from such countries she could then bargain for preferential entry of her principal exports into their markets.

TRADE AGREEMENTS

During the year Canada negotiated a trade treaty with Finland under which Canada extends the French Treaty tariff rates to Finland in return for Finland's most-favored-nation tariff rates.

A treaty was also negotiated with the Netherlands under which Canada extends the benefit of the rates provided for in the French Treaty to the

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PRINCE OF WALES IN AFRICA

Wonders of Central Africa never before disclosed. Dusky Bronze Maidens whirl in wild gyrations as only pagan, barbaric races can. Joy maddened head hunters advance issuing the awe-inspiring "hiss of death."

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ALL OPERA WEEK HOUSE

UNIQUE Tonight

The Monster

REVIEW and COMEDY

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PETE MORRISON ESCAPE

The thrilling outdoor story of a plucky cowboy who single-handedly prevented a bank robbery, outwitted the bandits and won the heart of a true daughter of the Great West. Brilliantly supported by the famous "Lightning," the marvelous horse.

ALSO SECOND "PLAY BALL" EPISODE OF AND TWO ACT COMIC FILM

Dr. W. M. Kennawin Appointed To Post

MONTREAL, June 8.—Dr. W. M. Kennawin, minister of St. John's church, Hamilton, Ont., was relieved of his charge in Hamilton and appointed

moderator of the Board of Sabbath Schools and Young People's Society by the General Assembly of the Presbyterian Church in Canada yesterday. The salary will be \$4,000. Dr. Kennawin has been convener of the board for the past year.

TO REPRESENT ASSEMBLY. MONTREAL, June 9.—Dr. A. J. McGillivray, moderator, was appointed yesterday by the General Assembly of the Presbyterian Church in Canada to represent the assembly at the fifth anniversary of the Women's Missionary Society, Eastern Division, which will be held in Halifax this year.

GAIETY WEDNESDAY and THURSDAY

Evening Shows—7:30—9:15

THOMAS MEIGHAN

IN "IRISH LUCK" WITH LOIS WILSON

He stopped traffic on Fifth Ave. and then he stopped a band of arch-crooks in Ireland.

"TIME FLIES" Lupino Lane Comedies

PALACE- WEDNESDAY and THURSDAY

PARAMOUNT FILMS CONRAD'S SEA CLASSIC

"LORD JIM"

Only Second Time in History That Author's Work Has Reached Screen

With PERCY MARMONT, SHIRLEY MASON, NOAH BEERY, RAYMOND HATTON

The man who braved death to come back—"LORD JIM"—Conrad's great masterpiece lives upon the screen.

"PARISIAN KNIGHT"—One of Those Delightful Van-Bibber Stories

HOURS OF SHOWING 7:15 and 9:10

FRECKLES AND HIS FRIENDS

THIS IS A NICE DAY TO GO FISHING—I'LL GO DOWN TO ZOOK'S POND AND GET A NICE WESS FOR OUR SUPPER!



Look Out, Boots!

MAM BOY! LOOK AT THEM! OUT OF THE WATER—THIS IS THE BEST PLACE AROUND HERE FOR FISH!



By BLOSSER

HEY THERE! CAN'T YOU SEE THAT SIGN—NO FISHING ON THESE GROUNDS?



By MARTIN

BUT I AIN'T SO DUMB AS TO FISH ON THE GROUND!



BOOTS AND HER BUDDIES

WELL, GOOD NIGHT, PROFESSOR—



Look Out, Boots!

PER GOOD SAKES! THEY'VE TEACH OTHER PORTH LAST HALF HOUR—



By SWAN

BOOTS!! OOOO—Boots!!



SALESMAN SAM

I'M SORRY, BUT YOU HAVEN'T ANYTHING I WANT



A Woman's Vanity

OH—THIS FITS FINE—I'LL TAKE THIS PAIR



By SWAN

HOW TH' SAM HILL DO YOU THO IT SAM? YOU SELL 'EM WHEN NOBODY ELSE CAN



By SWAN

WHY, IT'S EASY, GUZZ—WHEN I'D LADY COMES IN I SAYS I ASK HEFT WHAT SIZE SHE TAKES



By SWAN

FOR INSTANCE—SHE SAYS SIZE 4 1/2 I SAY OH NO PRODDEN—A 2 1/2 WOULD FIT YOU—AND THEN TRY SIZE 6 1/2 ON HER

