

ARNOLD BEARS OUT REPORT BY RECITING ACTUAL FACTS

Chicago Railway Expert Presents Figures That Justify His Report to the City—Says Harbor Board Scheme is Not a Good Solution.

Bion J. Arnold spoke at the Canadian Club luncheon on Saturday, and Mr. Conkey's big banquet hall was packed when the Chicago expert expressed his views of the Toronto Street Railway situation. Among those at the table over which J. R. Bone presided, were Mayor Hickson, A. J. Duggan, Mr. Arnold's assistant, Col. Brock, W. K. McNaught, M.L.A., W. E. Maclean, M.P., Controller McCarthy, R. J. Fleming, J. E. Aldrich, J. E. Smith, J. W. K. George, Frank Smith, Mark Irish, G. T. Somers. Mr. Arnold spoke for over an hour, answering questions during the latter portion of the time. The conclusion of his address met with the warmest applause, and it was evident that he had made a deep impression. Alluding to the plans of the harbor board he said:

"I do not think the proposition submitted by the harbor commission is a satisfactory solution of the situation but it is a valuable suggestion, and if the two plans are coordinated you will have a fine system for Toronto, and one which in my judgment you can support."

Relief Thus Extended. W. H. Orr asked what he would suggest for immediate relief. "Make the extensions recommended in my 1912 report. More cars and more tracks is what is needed," replied Mr. Arnold.

The World reporter sent up a question, the reading of which was followed by a roar of laughter. "Does Mr. Arnold in saying that the city must operate the system with the same efficiency as the company control, template the improved standard of service required under city control, or the profit-producing system now in force?"

"I think that Mr. Fleming's question," joked Mr. Arnold and renewed laughter.

"Service Before Profits." "The whole basis," he explained, "is based on the idea of service first and profits second. You must have adequate service and adequate tracks. I never assume that you squeeze the company till you strangle it, or squeeze yourself till you die. Mr. Fleming is a good railway manager. He added that Mr. Arnold displayed a good deal of humor throughout his discourse. "He is a very sane man," he said, "and I think he stands on a chair."

"I might fall off," he observed. "I seldom get off my feet, but I certainly don't want to fall off. He said he was not a public speaker, and that he did not shrink from the situation actually, he did so mentally. He had no time for preparation, nor even for necessary sleep during the week, "tho I think I am an average man."

His experience in the United States, he thought, would apply to Canada as well.

Conditions arising out of the traction situation are always more or less political.

Find Truth and Tell It. "My function is to find the truth and tell it, and it often hits my own clients as much as the others. The situation being political often injects criticism into the most sane and reasonable remarks. He thought people either did not understand, did not believe, or used his figures for political reasons when they objected to them. He would assume that in Toronto they did not understand them, as he wished to think the best of Canadians.

"I met a very charming Canadian lady, and I married her," he explained. W. E. Maclean: "She married you?" (Great laughter).

"When I was in pursuit I thought I was marrying her," responded Mr. Arnold, smilingly.

Intangible Values. He explained that usually in the estimate of intangible values it had money was put into a property that could be seen. Some would become worn and obsolete, or the capitalization would be over and above the value of the property. Many companies banked too much on the future or the operation expenses were greater than the profits expected, and the increased receipts were not always realized. These receipts were due to population, increased riding habit and electrification.

Twenty years ago the city of Chicago had been granted on many franchises. Mr. Arnold had acquired in the estimate of excessive profits, and authorized the capitalization sold to the public. The public were as guilty as the companies and in trying to get to a basis of relieving the situation he had to take account of this. They did not then understand depreciation as they did at present, and they did not set aside a fund for that, so that they found themselves depleted and their property worn out, and some of them in a state of bankruptcy.

"This situation does not exist in Toronto," he explained.

Not Here as Advocate. "I am not here to advocate the purchase of the Toronto Railway or any other company. I am just as wide open as any man can be to consider a time, and all things considered in the present situation, the prospect of future earnings, and the necessity for a clean up, the difference between the price asked and the value of the property is not sufficiently great not to warrant the purchase."

Whether some other plan would not be better was a matter for discussion. He had seen the harbor commission's plan. It was excellent point, and should be thoroughly considered. "The co-ordination of that scheme with the present plan may provide something satisfactory to everyone," he repeated this later in answering questions.

There were five questions that had been put to him which he proposed to answer in his paper. The first was on what he based his estimate of population in 1921. He referred to his experience in Chicago in 1902, when, after an exhaustive survey, he found there was no criterion to go by, he wrote a book of 250 pages. In 50 years Chicago had grown at the rate of 8 per cent. His estimate was lower and in the 11 years since the population had followed his curve so closely, and the receipts from the street railways had followed his curve so remarkably. In other cities he had similar

experience, which led him to believe that it was reasonable to safe in his predictions for Toronto, and that his figures should receive consideration. The estimated receipts were somewhat higher than in other cities. The population was figured at 8 per cent per annum, and the receipts at 11 per cent per annum increase. Getting it down to a per capita basis he had found that there was a law of increase in receipts which followed the population as the square of the increase. If the population doubled the car receipts quadrupled. He had estimated the Toronto receipts on a lower basis than this.

Growing Empire. He had estimated the future passenger growth of Chicago in connection with the train increase as following the cube of the population increase, based on the passenger carrying capacity.

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Mr. Gourlay Speaks Today

R. S. Gourlay will address the Empire Club luncheon at 1 o'clock today on the civic transportation problem.

Mr. Gourlay will review the points raised in the speeches already made on the harbor board's scheme for dealing with the question.

The committee of the club will today be extended to the members of the Toronto Board of Trade.

der public ownership, would the city not receive all the profits?"

Mr. Arnold: "It would."

The Chicago commission is appointed by the city, one by the railways and one independent. They supervise the management, looking after the investing, the auditing and the design of the system and have spent \$80,000 in the last six years.

The system was being adopted by Kansas City, for which he had recently made a report on the value of the street railway property. The estimate he gave was \$28,000,000. The mayor thought the property was only worth \$14,000,000, but he had now recognized Mr. Arnold's valuation and vouchers had been found for every dollar of it. It had been taken as the basis of the settlement, but instead of taking \$28,000,000 at five per cent, he had taken \$14,000,000 at six per cent, exactly the same thing.

The Car Ride Habit. Stewart Lyon asked if the cities for which per capita figures were given had five-cent fares or cheap fares as in Toronto.

Mr. Arnold said it did not matter. While the receipts in Toronto were higher, it was the riding habit that increased as the population increased.

Mr. Lyon thought the 34-cent fare would make a difference.

Assuming that the fares are not reduced beyond what they now are, he will make no difference. Especially would this be true if you increased the value of the good will and franchise, he replied Mr. Arnold.

The Toronto Ry. Co., he said, spent more in maintaining its service than any other company. The 70 per cent operating expenses exceeded and would give adequate service, and more need be asked of any company. In Chicago they have not tracks to put the cars on, or they would have a better service.

Why Intangible? A gentleman asked why Mr. Arnold spoke of intangible assets and not of the value of the good will and franchise.

"I don't regard the railway as having any good will," was the reply that aroused another roar of laughter. "I want to answer that question right," continued Mr. Arnold. "I do not regard a franchise as having any good will. The municipality sells the franchise and there is no good will in it. It is a legal right, but there is a legal right and there is a legal right in earning power while it continues. That earning power is what I have called intangible assets."

U. S. MARKET FOR CANADIAN WHEAT

Minneapolis Thrown Into Flutter by Importation of a Carload.

MINNEAPOLIS, Nov. 29.—(Can. Press).—From the grain fields of western Canada, milled by Canadian Northern and Great Northern lines to Minneapolis, Minn., a carload of wheat, graded No. 1 hard winter Minnesota, was practically the same price as wheat of like grade from Minnesota or North Dakota. Every one who had a truck of the grain and the probability of eventual effect. Ten cents a bushel import duty was paid on the wheat, and the freight charges from Fairmount, Sask., to Minneapolis.

The President Franklin D. Roosevelt, when Rev. Father Stanton, O. P., P., came to the cathedral with reference to the collection of next Sunday, made the collection of next Sunday taken up for the combined charities.

In the evening the mission for the poor was brought to a close by renewal of the baptismal vows and benediction of the blessed sacrament. Rev. Father Foley, O. P., gave the closing prayer of the mission.

The big Bow-Wow Minstrel Concert at Massey Hall tonight.

MANY STRIKEBREAKERS INVADE COPPER FIELDS

No Disorders Have Marked Importation and Mines Resume Activity.

CALUMET, Mich., Nov. 30.—(Can. Press).—About 500 workmen were imported into the Michigan copper region during the last week to take the place of striking miners, making a total of about 2,000 imported since the strike began. These have made it possible for the companies to increase the extent of their operations.

The recent importation of men has been attended by no disorders. The forces will be further augmented this week by outside men, it was announced today.

One Application Will Remove Hairy Growths

(Boudoir Secret.)

No woman need longer tolerate ugly hairy growths, for with a single application of a plain delicate paste it is an easy matter to quickly banish hair or fuzz from any part of the face or neck. Just mix some water with the powdered delatone and spread this on the hairy surface two or three minutes, then rub off and the skin will be free from hair or blemish. After treatment the skin should be washed with cold water from the remaining delatone.

ALSATIANS ARE DEEPLY STIRRED

Summary Arrest of Citizens by Military Authorities Bitterly Resented.

FRICITION EVIDENT

Action of Civil Courts in Releasing Prisoners Significant of Feeling.

ZABERN, Alsace, Germany, Nov. 29.—(Can. Press).—The populace of Zabern is in a high state of excitement over the arrest Friday evening of thirty men who were detained in the cells of the barracks until noon today when they were turned over to the civil courts, which immediately ordered their discharge. The city council sent energetic protest to the military authorities, and the Chancellor von Bethmann-Hollweg and Major-General Erich von Falkenhayn, minister of war. The chancellor of Zabern, in his answer, referred to the stateholder for a rigid investigation, and promised redress if illegal arrests had been made. General von Falkenhayn, in his answer, said he had referred the matter to the general commanding at Straßburg, whose duty it was to prevent infractions of the law.

The council has sent a deputation to Straßburg to make representations to the military government. The military has sent a commissioner here to investigate the situation, and also number of gendarmes to assist the transfer of the Zabern regiment to the military from the controversy. The city was quiet today.

AUTHORITIES IN CONFLICT.

BERLIN, Nov. 29.—(Can. Press).—The impression here is that there is considerable friction between the civil and military authorities at Straßburg since the military authorities have retired to the barracks. It is believed that it is some quarters it is believed that it is probable that Count Charles von Falkenhayn, minister of war, in other quarters, however, it is thought that the matter can be settled by the transfer of Colonel von Reuter, commanding the Zabern regiment.

The situation at Zabern created a big sensation here. In the recharging a number of Alsatian and clerical and Polish members announced they would interpolate the government as what measures it was taking to prevent military aggression. It is denied here that the first Zabern incident was the subject of diplomatic action. France, but it is admitted that it was touched upon incidentally in conversation between foreign ministers of Jagow and Jules Cambon, the French ambassador.

U. S. BATTLESHIPS SAIL FROM PORT IN FRANCE

Playing of 'Marseillaise' Aroused Enthusiasm—Will Proceed to Azores.

VILLEFRANCHE, France, Nov. 30.—(Can. Press).—The United States battleships Wyoming, Utah and Delaware sailed from here this afternoon. As they slowly drew out the Wyoming, the Utah and the Delaware, and thousands of Frenchmen lined the shores flattered handkerchiefs and cheered the departing Americans.

The United States fleet will sail for the Azores. There the Connecticut, Ohio and the Skinner will join company off Gibraltar and proceed together to the Azores. There the Connecticut, Ohio and the Skinner will join company off Gibraltar and proceed together to the Azores. There the Connecticut, Ohio and the Skinner will join company off Gibraltar and proceed together to the Azores.

CATHEDRAL COLLECTION WILL BE FOR CHARITY

St. Michael's Will Observe Archbishop's Ruling Next Sunday—Men's Mission Closed.

St. Michael's Cathedral was crowded at the high mass yesterday afternoon when Rev. Father Stanton, O. P., P., came to the cathedral with reference to the collection of next Sunday, made the collection of next Sunday taken up for the combined charities.

In the evening the mission for the poor was brought to a close by renewal of the baptismal vows and benediction of the blessed sacrament. Rev. Father Foley, O. P., gave the closing prayer of the mission.

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Subscriptions to the Lakes Disaster Fund of Canada

Received by H. H. Gildersleeve, General Treasurer.

Major and citizens of Brockville, Ont. \$456.55
Alfred Ball, Niagara-on-the-Lake 5.00
Dr. Anderson, Niagara-on-the-Lake 1.00
H. Ruthven, Niagara-on-the-Lake 1.00
Miss Ball, Niagara-on-the-Lake 1.00
Small sums, Niagara-on-the-Lake 2.50
Officers and employees, C. P. R. Steamship Department, Port McNicoll, Ont. 269.00

Collected by board of trade, Port McNicoll, from citizens and outside steamers in port 228.40
Memorial Service, Sunday, Nov. 23, Port McNicoll 11.37
Township of Tay, Ont. 25.00
Miss L. Henderson, Toronto 100.00
Niagara Street Methodist Church, St. Catharines, proceeds of concert 9.25
Officers and crew, Steamer Fairmount 50.00
Officers and crew, Steamer J. Frater Taylor 27.50
Rameses Temple, Nobles of the Mystic Shrine, Toronto 200.00
Consumers Supply Co., Limited, Toronto 14.50
Highland Choral Club, Toronto 5.00
H. & C. Blackford, Limited 2.00
J. Shea (Shea's Theatre), Toronto 25.00
A. D. Gardner, Toronto 2.00
Laurence Solman, Toronto 25.00
J. F. Roberts, Parkhill, Ont. 1.00
W. C. T. U., Harrison, Ont. 5.00
South Lanark County Council 25.00
Perth Town Council 1.00
W. J. Stewart, Parkhill, Ont. 1.00
Mrs. W. J. Stewart, Parkhill, Ont. 1.00
J. F. Roberts, Parkhill, Ont. 1.00
The Church of St. John the Divine, Anglican, Bying Inlet, Ont. 25.00
A. C. W. Hardisty, Blyth, Ont. 25.00
Officers and crew, S.S. Beaverton 52.35

THE PANAMA RAILROAD

The Government Will Continue to Operate it After the Canal's Completion.

By Willis J. Abbot, author of "Panama and the Canal in Picture and Prose." Copyright, 1913, Syndicate Publishing Co., New York. All rights reserved.

The determination of the Isthmian Canal Commission to continue the operation of both the Panama Railway and its allied steamship line after the completion of the canal will be of interest to all who are interested in the ownership and operation of railroads. The Panama Railroad has been a government property ever since the United States took over the French rights in the canal. It has been managed, of course, privately for the purpose of building the canal, and in the discharge of this function probably accumulated more truckage to its total length of 50 miles than any railroad in the world can boast. More than 100 miles of track, for example, was laid in the eleven miles of the Culebra Cut, and this track was shifted back and forth over the branch, really represented the labor necessary to lay several hundred miles.

Notwithstanding the fact that its chief business was carrying supplies for the canal and removing the "spoil" excavated by the busy steam shovels, the railroad has been a commercial success ever since the United States bought it. For that matter, it is a success commercially in the United States today, and it is a success throughout its history, save for a few brief years it was under French control. In its earlier days its profits were based on the charges for the stock, which was repeatedly watered and disposed of at each time at a good profit. They say on the Isthmus that there was finally as much water in the stock as there was in the canal, but that is a tropical yarn. Now, under its private ownership, the Panama Railway was a bonanza for the men who owned and ran it. Its stock was repeatedly watered and disposed of at each time at a good profit. They say on the Isthmus that there was finally as much water in the stock as there was in the canal, but that is a tropical yarn. 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