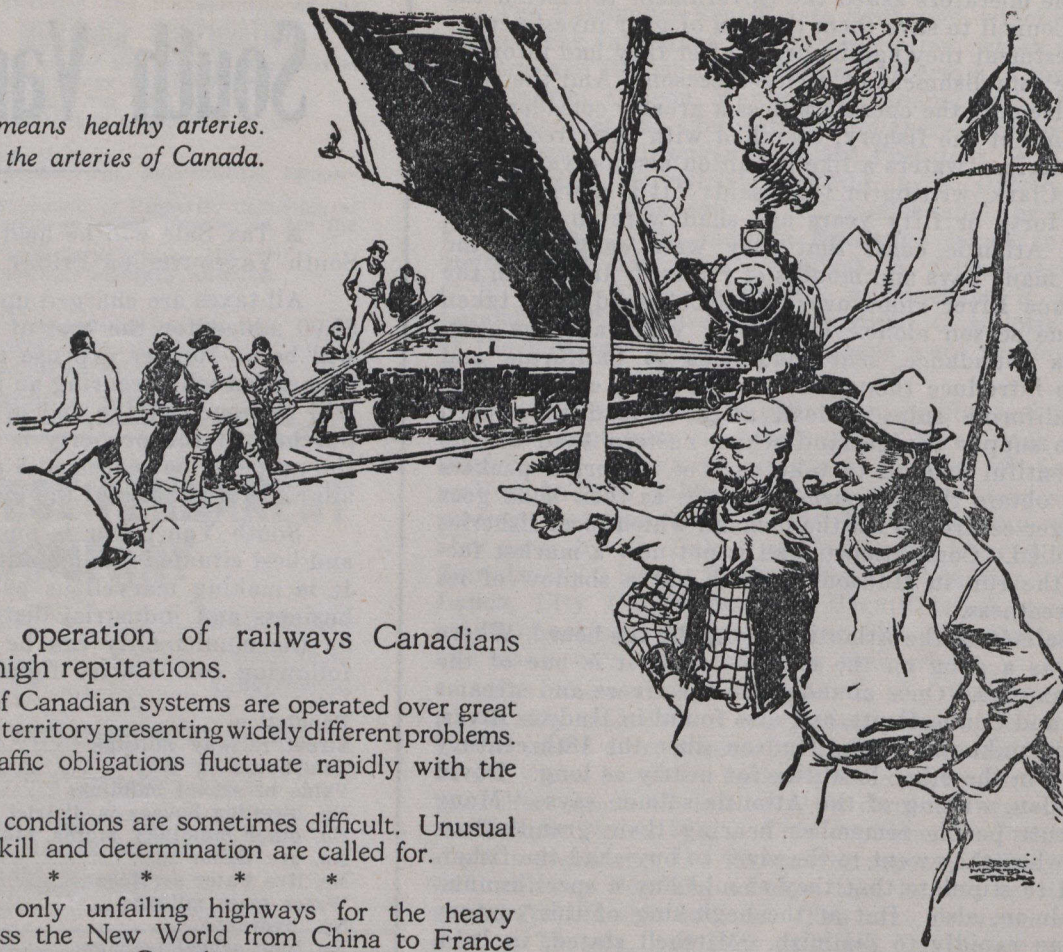


*A healthy body means healthy arteries.  
The railways are the arteries of Canada.*



**I**N the operation of railways Canadians hold high reputations.

The chief Canadian systems are operated over great stretches of territory presenting widely different problems.

Their traffic obligations fluctuate rapidly with the seasons.

Climatic conditions are sometimes difficult. Unusual foresight, skill and determination are called for.

\* \* \* \*

Yet the only unfailing highways for the heavy traffic across the New World from China to France during the war—were Canadian railways.

Canada alone among the allied countries had no war-time transportation crisis. When foreign roads choked under their loads, she relieved them of millions of tons. At a time when ships were the need of the hour no ship lost time in any Canadian port through failure of the railways to deliver cargoes at the docks.

To-day the Canadian producer still commands the fastest, the most dependable and the cheapest railway service in the world.

But the foresight that made this record possible could do nothing without MONEY! The skill that kept terminals uncongested had to be backed with MONEY! The determination that drove crippled engines ahead in the face of 40-below gales and mounting snow would in the long run have been useless without MONEY!

\* \* \* \*

Thus to-day the alarming fall in the net revenues of the railways is a menace to railway efficiency. It injures railway credit. It dissolves the reserves needful to meet the expanding needs of a growing country. It imperils national prosperity.

Increased freight rates are imperative therefore, not merely on behalf of railways but in the interests of Canada itself!

*This advertisement is published under the authority of*  
**The Railway Association of Canada**  
*formerly the CANADIAN RAILWAY WAR BOARD*

In July 1918 the Canadian roads were threatened with a general strike. To prevent this public catastrophe they agreed to follow the American scale of wage increases. The Government of Canada meantime allowed freight rate increases intended to make up the cost of these new wage rates.

Leaving aside all question of increased cost of material, the new wages cost the railways of Canada an extra eighty million dollars for the first year alone.

The new rates yielded them an additional forty-three millions!

The annual deficit on wages alone was thirty-seven millions and is constantly growing!