

## HOW THE CANADIAN NATIONAL RAILWAY CAN BE MADE TO PAY

The Big Freight Train is Most Important Factor in Keeping Down Operating Expenses — Consolidation With the Grand Trunk Will Add Much to Density of Traffic.

This article deals with the advantages to a railway system of handling its freight tonnage in large train loads. It will set out the position in this respect in which the Canadian National Railway stands and indicate the prospects of future improvement. It will be recalled that the last article dealt with the density of traffic on the C.N.R. and endeavored to show how, by merely lengthening the average haul of its freight by 10 per cent per annum, without even anticipating any increase in tonnage at all, the C.N.R.'s traffic density would be increased to a point where the system-owned system would be within measuring distance of the C.P.R. as it was operating in 1920—97,213 tons per mile of line on the Canadian National in Canada (20,088.67 miles) as compared with the C.P.R. with just a little more than a million tons per mile of line in 1920.

It is difficult for a line of light traffic to handle its freight in large train loads. An annual tonnage density of 750,000 tons in only 1000 tons per day. Under favorable conditions this would represent only one large freight train each way per day. It can be understood readily, however, that for purposes of service to the public this tonnage would have to be split into two, or even three trains each way. In 1920 and 1921 when the tonnage density on the C.P.R. was 751,000 and 758,000 tons respectively, its freight train load was only 340 and 336 tons respectively. Moreover, those two years marked a great advance on that system over previous years as its train load had been increased from only 233 tons in 1920 to 299 tons in 1921; and then, as stated, it went up to 340 tons.

That the ton-per-mile factor is of great significance will be clear from a study of the following table giving the Canadian Pacific freight train performance in 1913 and 1920:

Year	Frt. carried each train was	Aver. distance hauled, miles	Tons of freight per train mile	Tons of freight per train mile
1913	23,471,814	339.15	69,091	341.12
1920	30,160,134	464.01	64,782	5.50

It will be observed that the increase in the actual number of tons handled in 1920 as compared with 1913 was but 2.33 per cent, and when the C.P.R.'s 15.4 per cent increase in mileage (11,561.7 to 13,558.5 miles) is considered, the tonnage per mile of line on that system actually decreased. The ton miles per mile of line increased by 7.8 per cent, whereas the actual ton miles (when worked out) increased by 23.25 per cent. The train load increased by 23.8 per cent. From this table, also, it will be seen there was an increase in earnings per train mile of 84 per cent, and a great saving in expense in the operation of train miles. To illustrate this point clearly it might be shown that if the tonnage of 1920 had been handled by the C.P.R. in their average train of 1913, additional train miles to the number of 10,175,973 would have been required. It could not have cost less than one dollar per train mile to have run these additional train miles in 1920 so the extra mileage would have represented a loss in net to the Canadian Pacific of an amount nearly equal to that company's fixed charges. This is a striking example of the benefit in operation that may be obtained by increasing the train load. A number of railways in United States had, prior to the war, increased their train load to a point which would not

### WITHDRAWAL S.S. "EMPRESS"

The S. S. Empress between St. John and Digby will be withdrawn from service, for annual overhaul, and will be off the route between April 25th and about May 4th inclusive.

## CORNS

Lift Off with Fingers

Doesn't hurt a bit! Drop a little Frezzone on an aching corn, instantly the corn stops hurting, then shortly you lift it right off with fingers. Truly! Your Frezzone is a tiny little Frezzone for a few cents, sufficient to move every hard corn, soft corn, or corn between the toes, and the calluses, without soreness or irritation.

### A SURE RELIEF FOR WOMEN'S DISORDERS

10 Days' Treatment Free



Orange Lily is a certain relief for all disorders of women. It is applied locally, and is absorbed into the suffering tissue. The dead waste matter in the congested region is expelled, giving immediate mental and physical relief; the blood vessels are loosened and the circulation is rendered normal. As this treatment is based on strictly scientific principles, and acts on the actual location of the disease, it cannot help but be good in all forms of female troubles, including delayed and painful menstruation, leucorrhoea, falling of the womb, etc. Price, \$2.00 per box, which is sufficient for one month's treatment. A Free Trial Treatment, enough for 10 days, worth \$2.00, will be sent Free to any suffering woman who will send me her address.

SOLD BY LEADING DRUGGISTS EVERYWHERE.

### Albert Oil Shales

#### Turning Out Well

Yielding Ninety Gallons to the Ton—Hay Very Scarce in Albert County.

Special to The Standard. Hopewell Hill, N. B., April 22.—At the Hopewell Shale Works the prospects are very bright. The test now being made is yielding ninety gallons of oil to the ton of shale. This percentage of oil is perhaps equal to any in the world, and will give employment to a large number of men.

The Baptist Sewing Circle met this afternoon with Mrs. F. J. Smith. The Circle is raising funds for church purposes.

In the outlying districts hay is very scarce and the local market is quite active.

William McGarman, road commissioner, is making some repairs on the Harvey bridge.

#### SEARCH FOR BOAT.

Miami, Fla., April 22.—Seaplanes and boats left Miami at daybreak this morning to search the waters between here and the Bahamas Islands for Webb Jay, wealthy Chicago broker, and a party of four, who are believed to be missing at sea, in a little speed boat, Sue J.

In the boat with Jay were his wife, Chas. S. Deshields, of Chicago, and wife, and a negro employee.

## HIGH SCHOOL YOUTH ADMITS SETTING FIRES

Wanted to See the Engines Run in Excuse Given by Lad.

### HIT ON HEAD THREE YEARS AGO WITH BAT

Fifteen Year Old Boy Had Mania for Starting Blaze and Watch Firemen.

Philadelphia, April 22.—Because he "liked to see the engines go," Caldwell Matthews, 15 years, 14, 110 Gower avenue, Mount Airy, admitted to his home with the last ten months.

This he confessed to Fire Steward Elliott yesterday after being brought to the police station.

The boy, a first-year student at the Germantown High School, and the son of Frank C. Matthews, a stockbroker, calmly admitted he had a mania for starting fires. He was sent to the House of Detention and will be given a mental examination.

Wanted to See Firemen. Since a blow on the head with a baseball bat three years ago, he has been unable to control his desire to watch firemen at work and started the fires to gratify this impulse.

As numerous houses had been started near his home, neighbors feared that their houses were in danger and notified the police of the Germantown station. Detective McPherson and Assistant Fire Marshal Whitmore investigated and yesterday took Caldwell to city hall for an examination.

The most recent fire occurred Sunday night in the home of Mrs. M. Tausig, 112 Gower avenue. A box of rubbish was ignited under a summer kitchen while Mrs. Tausig and her two children were away from home. The fire was extinguished after a loss of \$500. It was the second incendiary fire in the Tausig home since last September.

Mrs. Matthews, the boy's mother, was not present at the examination, and at her home she knew nothing about the affair. His grandmother, Mrs. Edward Palmer, 5604 Greene street, Germantown, said that he is an only son and is a spoiled child.

Police and fire bureau officials admit that they have been investigating fires of mysterious origin in Mount Airy and Germantown for nearly a year, and that Caldwell has been suspected for some time. Most of the fires occurred in the latter part of 1920, but after a lapse of five months they began again.

Last October a slight fire was discovered in the boy's home, and during a visit to his grandmother, a blaze of small proportions was discovered there.

Other fires, which the boy admitted starting, were in the homes of Elliott Carpenter, 114 Gower avenue; Henry F. Boyer, 115 Gower avenue; Mrs. Wm. Bauerle, 108 Gower avenue; and Mrs. F. C. Chas. 7281 Boyer street. He also admitted he was responsible for a fire in the Creshelm Valley apartments, Allen lane and Creshelm drive.

The police also recall several fires which occurred in the Mount Airy Public School, where the boy formerly was a student.

The damage in each fire was slight.

### Old Rum Cases

#### Haunt Prisoner

Comes Back from Aroostook to Bangor to Give \$1,000 Bail on Three Charges.

Bangor, April 22.—Pope D. McKinnon, of Bangor, was arraigned before United States Commissioner Field as the result of his arrest by Deputy United States Marshal James Cleary of Bangor on three indictments issued on three indictments returned by the grand jury in the United States district court held in Bangor in February, and at previous terms. The offences charged were variously those of selling liquor without a United States stamp, failing to display a stamp in a conspicuous place, and bringing liquor into a dry state.

By arrangement entered into previously, McKinnon came to Bangor on the Thursday night train from Aroostook county, where Deputy Marshal Cleary took him into custody at the Union station, the agreement being that McKinnon appear here in preference to being hunted down in Aroostook county, where it is stated that he has been engaged in business along the border for some months.

On Sunday, Deputy Marshal Cleary was in Aroostook county along the border in search of McKinnon, but it so happened that the latter was over the line in Canada, and therefore immune from pursuit and capture.

McKinnon was not represented by counsel in the arraignment before Commissioner Field. He gave bail in the sum of \$1,000 for his appearance at the June term of the United States district court in Bangor and was released, his wife being accepted as surety.

### FUNERALS

The funeral of Charles Randon took place yesterday morning at ten o'clock from his parents' residence, 29 Albion street to the Cathedral where High Mass of Requiem was celebrated by Rev. Simon Oram. Six members of the Assyrion Protective Association acted as pallbearers. The funeral was very largely attended, and many spiritual and floral tributes were received from relatives and friends, interment in the new Catholic cemetery.

The funeral of William Heathfield took place yesterday afternoon from his residence, 193 Main street, following service by Rev. Dr. David Hutchinson, interment at St. Patrick's.

## SAVED FROM LIFELONG MISERY

And a Dangerous Operation, by Taking "FRUIT-A-TIVES"



MR. M. J. GORSE

2322 Union St., Vancouver, B. C.

"I suffered with all the symptoms of Female Trouble, with chronic constipation and constant Headaches. I had pains low down in the back and sides of the body. I tried various remedies without relief, and then put myself under a doctor's care and he advised me to have an operation. I refused.

Then, I started taking 'Fruit-a-tives', and from the outset, I felt better, and this medicine has completely relieved me of all my misery and suffering. My weight was only 142 pounds and now it is 168 pounds. I am free of pain and headaches and the terrible Constipation, and what saved me from misery is the splendid fruit medicine, 'Fruit-a-tives'."

MRS. M. J. GORSE.  
50c a box, \$ for \$2.50, trial size 50c. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa, Ont.

Menasha, April 19.—Arrested (Br), St. John, N. B., via Portland.

## ELECTRICITY FROM VOLCANO HEAT PLANNED

Hawaiians Hope to Get Unlimited Power from Fire in Kilauea.

### ASK LEGISLATURE TO SPEND \$25,000

Believe Light and Power Can be Supplied to Whole Island Very Cheaply.

(Copyright 1921 by Public Ledger.) Honolulu, T. H., April 22.—Hawaii's might volcano, Kilauea, may be harnessed within a few years and its heat converted into electricity for the unlimited development of industries on the Big Island. Such is the possibility seen by the Hawaiian Volcano Research Association, which is fostering a bill now before the Territorial Legislature requesting the appropriation of \$25,000 to be used with a like amount provided by the association for borings and other experimental work.

A memorial presented to the Legislature cites the fact that volcanic heat is already being employed in Italy for the production of power on a large scale. Eminent scientists are quoted as being interested in the proposal, among them several of the leading members of the first Pan-Pacific Scientific Congress which met in Honolulu last August. The possibility of recovering sulphur, copper and perhaps other minerals from the gases of the crater, as well as using the power generated to extract nitrogen from the air is pointed out in the memorial, which reads in part as follows:

"The Volcano of Kilauea, Island of

## LUMBAGO

If you feel a touch of lumbago, you can ward off the evils of recurrent attacks, by taking Gin Pills without delay. Learn a lesson from the experience of Mr. H. A. Jukes. After suffering with lumbago for years, and being confined to the house at times, Mr. Jukes began to take Gin Pills. His letter to us reads, in part: "and much to my surprise, I at once felt a change for the better. I have been taking them at intervals, and, up to date, have had no recurrence of my old trouble; in fact, I have not felt better for years."

Don't delay. Buy a box on our money-back guarantee, or write for a free sample. National Drug & Chemical Co. of Canada, Limited, Toronto, Ont. U.S. residents should address: Na-Dru-Co., Inc., 303 Main St., Buffalo, N.Y.

Hawaii, is continuously giving off vast quantities of volcanic heat, as high temperatures, ranging as high as 2400 degrees Fahrenheit, in the form of steam, gas fumes and heated air. "Your memorialists are convinced that this heat, now being wasted, is a vast unrealized territorial asset, which, at a cost well within commercial profitability, can be made available on a commercial scale, and that upon being converted into electricity, it can be economically conducted to all parts of the island in quantities sufficient to operate all the machinery now in operation or which will ever be in operation on the island, and supply surplus power for new industries to a virtually unlimited amount at a cost far below the present cost of fuel."

## It Costs Only Five Cents a Day

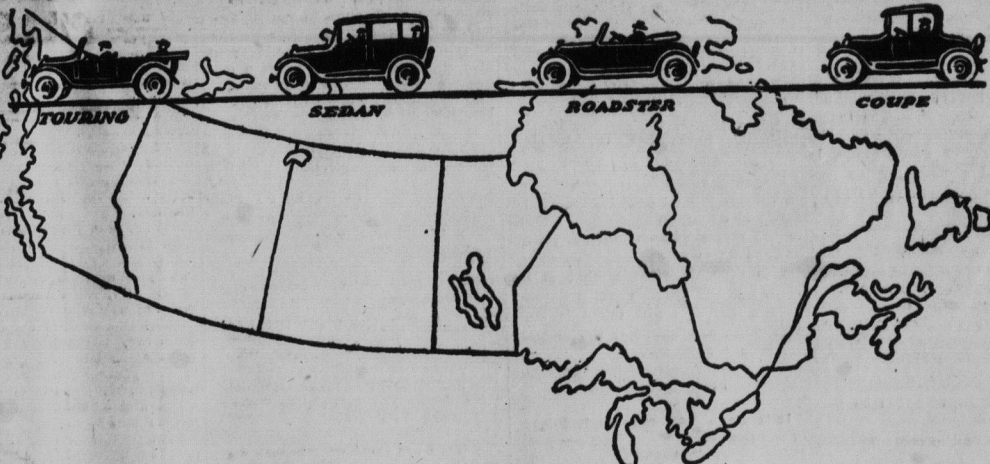
or \$1.50 per month for helpful medical treatment if you take Hood's Sarsaparilla. Known in thousands of homes as the best reconstructive tonic. For nearly half a century this good medicine has stood in a class by itself in curative power and economy. Hood's Sarsaparilla gives you the money that it takes you to get it.

## Hood's Sarsaparilla

IS PECULIAR TO ITSELF IN EFFICIENCY AND ECONOMY.

# \$5000.00

## CASH PRIZES



## Put CANADA On WHEELS

A MAN of action without a motor car is like a bird with a broken wing. The bird can only flutter instead of fly—the man can only putter instead of work.

Canada cannot putter and prosper—it must motor and progress. Willys-Overland Limited will pay \$5000.00 in cash to get your idea of the utility of the motor car. It is an inspiring movement—open to anyone in Canada who owns a motor car.

Overland owners are particularly impressed with the exceptional utility

afforded by their cars. They get from 25 to 30 miles to the gallon of gasoline and other expenses proportionately low. They have the great facilities and greater plans of a leading Canadian institution solidly behind them.

But no matter what car you drive—get an entry blank from your Overland dealer. Write a letter on the subject "What my car means to me," not to exceed three hundred words. You may win the first prize of \$1000.00 or one of the seventy-four other cash prizes.

Willys-Overland Limited, Toronto, Canada



A GOOD INVESTMENT

JAMES FLEMING, St. John, N. B.

Stock Dealer: H. A. HILYARD,  
Auto Dealer: McWHIA & BUCHANAN,  
GEORGE E. ARMSTRONG,  
NATIONAL GARAGE CO. LTD.