

## OPERATING WAGES USED UP 70 CENTS OF EACH DOLLAR EARNED BY GOVT. RAILWAYS

Canadian Taxpayers Will Be Called Upon To Make Up  
Enormous Sums—Minister Believes That This  
Year's Deficit Will Be Even Greater.

Ottawa, March 17.—(By Canadian Press)—Before an attentive House, Hon. Dr. Reid, minister of railways, today made his annual statement on the operation of Canadian Government railways. He showed in detailed statistics that the operating deficit (including fixed charges) on Government lines last year was \$29,463,441, in comparison with an operating deficit in 1919 of \$48,242,536. The increased loss of \$21,000,000 was attributed to increased expenditures on pay-rolls, fuel, materials, equipment and supplies. Out of every dollar earned by the Government lines 70 cents went to operating wages, 25 cents in fuel, leaving only 5 cents for all other requirements. The other requirements actually called for an expenditure of 20 cents on each dollar earned.

Only Slight Reduction.  
And what of the future? It was estimated that the deficit for 1921 (exclusive of the Grand Trunk Railway) would be \$20,892,720. Dr. Reid instanced the case of British and United States railways to show that results obtained on Canadian National lines were no worse. But he admitted it would be a serious matter to have increased taxation for railways in Canada to the extent of fifty, sixty or seventy millions of dollars. Nor could he see much hope of any management materially reducing the loss on Grand Trunk Pacific and Transcontinental railways for some years to come. He added: "I do feel the losses on the other portions of the road can be reduced, and must be very materially reduced every year."

G. T. R. Statistics.  
As to the Grand Trunk Railway—which the Government is to take over the company in 1920 fell short \$6,841,091 of meeting interest on fixed charges. The Grand Trunk, however, had to pay \$3,038,000 to employees for back pay between May 1 and September 1, when no increase for freight

rates had been allowed. But the figure of six millions did not take into account a loss of \$18,417,573 on the Grand Trunk Pacific, a subsidiary of the Grand Trunk, for which the Grand Trunk was responsible. The loss on the Grand Trunk Pacific had been included in the deficit for last year on Government lines of \$48,242,536.

Dr. Reid closed with a note of hope. He had presented the "dark side," but he was still a firm believer in the success of Canada's national railways. Success depended on how they would be managed.

The question is too big to be a political football," he urged, appealing for the solution of the problem would require joint action by the management and the employees. "Unless," he continued, "some action is taken not only to reduce the annual loss occurring each year, but also to place the railways in a position to reduce the freight rates, I am sure the future of the country will be seriously interfered with."

Curtail Service.  
Dealing with 1921, the estimates before the House, Dr. Reid said the management figured on reductions and economies. Train service would be curtailed, maintenance forces reduced, and other economies practiced. A readjustment was expected in the price of material, and also in wage schedules, and working conditions. The estimates submitted to the House showed the following in detail for 1921:

Loss on Canadian Northern, including fixed charges, \$23,074,847; Canadian Government Railway, operating deficit, \$7,000,000; Grand Trunk Pacific, on operation and fixed charges, \$19,817,873; total, \$49,892,720.

In addition there was \$11,000,000 interest payable to the finance department for advances made to the Canadian National system by the Government, or a total of \$60,892,720.

Huge Payroll.  
Rate increases had been given from time to time in an effort to meet the

Increased costs of operation under the Meadco and United States labor board awards, under the average wage per employee of the Canadian National system was now \$1,850, as compared with \$700 before the war. As a result, the operating payroll last year was \$53,505,072, as compared with \$40,606,170 in 1917. In addition, wages on capital work required \$12,222,045, making a total payroll of \$65,727,117. These figures, the minister stated, justified an immediate discussion between employees and management.

The present railway situation was a product of the war. The Government, the minister said, had no alternative but to stand behind the railways during the war, or a collapse would have ensued, with inability to carry on the necessary war transportation.

Across the Line.  
Referring to the general railway situation in the United States, the minister stated that the net operating income was only \$62,264,421, as compared with an average of over \$900,000,000 for the three years preceding the war. This was less than the railways would have had in one month to receive the 6 per cent which the United States transportation act prescribed as the fair return on the investment, and less than one-fourth of the various taxes payable by the roads. Only a special act of Congress authorizing partial payments pending final settlement of the guarantee made it possible for many of the roads to avoid bankruptcy.

British Conditions.  
In England, passenger fares were 75 per cent above pre-war figures, and freight rates had increased 112 per cent. Cost of materials had advanced 200 per cent, and wages 250 per cent. Further rate increases were anticipated, though short-haul freight had been commenced to move over the highways. In 20 months the Government had had to provide about \$100,000,000 under the Government guarantee, and claims were being made by the railways for the \$750,000,000 for arrears of maintenance, abnormal wear and tear and replacement of stores. The British Government therefore faced a threatened loss of a billion.

Fixed Charges.  
The result of operation of the Canadian National Railways was no worse than obtained outside of Canada, said the minister, but that every effort should be made to prevent losses. At the present time the country was faced with permanent fixed charges as follows:

Interest, public debt (including sinking fund), \$142,800,000  
Pensions, 31,816,000  
Permanent expenses, 31,816,000  
Carrying on the affairs of the Government, about, 127,000,000

Making a total of about, \$301,616,000. This was without a dollar cost for the line on necessary public works, soldier settlement re-establishment and other expenditures. It was a very heavy taxation for many years, and it would be a very serious matter to have increased taxation for railways to the extent of from \$50,000,000 to \$70,000,000 per annum.

Not Much Chance.  
The minister declared he could not see much prospect of any management materially reducing the loss on Grand Trunk Pacific and Transcontinental railways for many years, but the losses on other portions of the roads must be materially lessened every year.

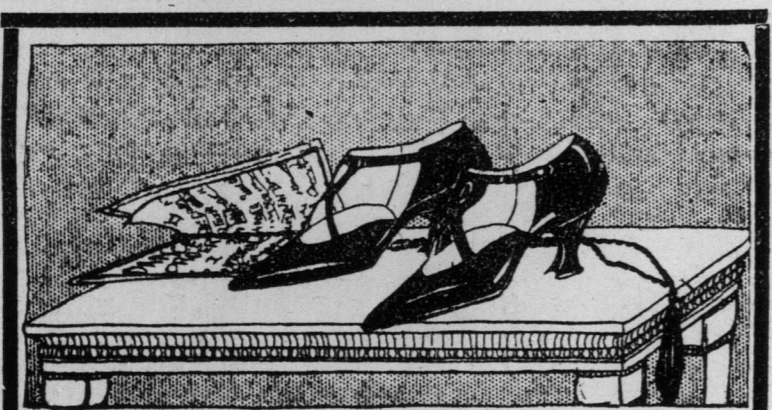
He was seeking advice from every member of the House, or whoever might be able to make any suggestion of value. The present system of administration by board entirely free from interference by any minister, by any department or by the public, was the one which public opinion had demanded. He was still a firm believer in the ultimate success of the railways, but like all other large institutions, success depended on how they were handled.

"This question," he declared, "is too big to be a political football. Might I ask the House to discuss it in its larger aspect rather than in some minor detail. Let us have instead a frank discussion of the whole railway problem."

The Only Question.  
The solution of the problem which will require joint action by the management and the employees. Not only as employees, as operators of the road, but as citizens of Canada, their interests are identical, and I feel sure that if they, the management and employees, meet and take up the whole railway problem they can deal with it in such a way as to preserve the good relations which have so far existed between them. Unless some action is taken, curtailing each year, but also to place the railways in a position to reduce the freight rates I am sure the future advancement of the country will be seriously interfered with. Our railways were built to develop our natural resources, build up the country and connect up the West with the East in interprovincial trade. Good work has been done, and it must not stop."

Bad For Business.  
As an illustration of the effect of high freight rates, Dr. Reid said that lumber and timber grown and manufactured in the province of British Columbia was no longer being brought to Ontario, owing to the high freight rates, thus injuring British Columbia and the country as a whole. It was impossible for British Columbia to grow and ship fruit and lumber at the present high rates of freight. The British provinces must live from the products of the soil. They could not produce wheat and other products of their farms and ship it to foreign markets if these high railroad freight rates were to continue indefinitely and vice versa things that are manufactured in the East that the

## VOTE FOR J. M. DONAHUE BARRISTER For ALDERMAN, Ward 4



### Easter Styles Revealed in 'Walk-Well' Footwear

Footwear that has been exceptionally well received.  
Prices, as well, are very reasonable.

### The Walk-Well Boot Shop

356 RICHMOND STREET.

## Cliff Robinson

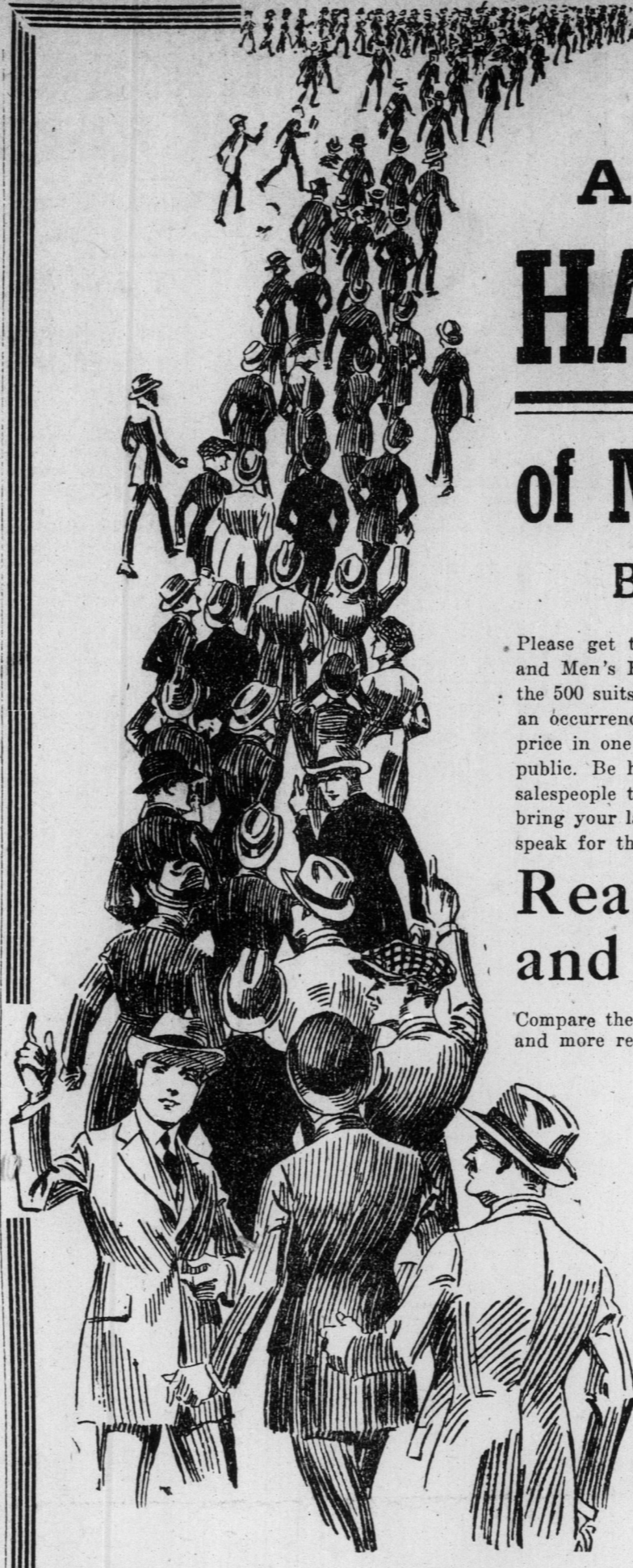
### Quality Meats and Provisions

Our Quality Meats will please you. Why not let this bright, sanitary store supply your wants today? The specials listed below will be picked up quickly. Kindly order early.

BEEF SPECIALS		Shoulder Veal,	25c	PURE LARD SPECIAL	
Fresh Beef Hearts,	10c	lb. ....	25c	3-lb. pail Pure	70c
Brisket Beef,	15c	Veal Chops,	25c	Lard	
lb. ....		lb. ....		5-lb. pail Pure	\$1.15
Beef Cuttings,	20c	Breast Lamb, extra	20c	Lard	
lb. ....		quality, lb. ....		Small size Pork and Beans in	
Oven Roasts,	22c	Shoulder Lamb,	28c	Tomato Sauce, per	10c
lb. ....		lb. ....		can	
Fresh Shoulders Pork, while		Choice Pickled	22c	4-lb. pails of Strawberry,	
they last, per		Shoulders, lb. ....		Raspberry, Peach	60c
lb. ....		lb. ....		Jam, with Apple...	25c
Pork Hearts, 2 lbs.	25c	Armours XXX Oleo,	30c	Quart Bottle of	
for ....		special today, lb. ....		Catsup	25c
Pork Kidney, 2 lbs.	25c	Fresh-Made Whey	55c	Small tins of	
for ....		Butter, lb. ....		Lobster	25c
Sweet Bones, 3 lbs.	25c	Lambton Creamery	60c	Try our Country Style	
for ....		Butter, lb. ....		Sausage, lb. ....	20c
Stewing Veal,	15c	Strictly Fresh Eggs,	42c	Pork Liver,	8c
lb. ....		doz. (none delivered)		lb. ....	
		3-lb. pail Shorten-	50c	Home-Made Shorten-	15c
		ing		ing	

FRESH-KILLED BROILERS, ROASTING  
CHICKENS, BOILING CHICKENS—  
NO CHARGE FOR CLEANING.  
O.K.A. CANADIAN SWISS, ROQUEFORT.

ORDERS TAKEN UNTIL 7:30 FRIDAY  
First Delivery Leaves Store at 8 a.m. Saturday. No Orders Taken for Delivery After 2 p.m.  
206 DUNDAS STREET.  
TWO PHONES, 7111, 7112. THREE CARS.



Remember, we are going to sell a number of suits, not one, two, and so on—no, sir! The values are so great that you will know this is a real opportunity offer. These blue serges are guaranteed for three years, won't fade, are hand-tailored throughout, and cost us so close to \$34.50 there is no chance for anything else but a tremendous saving to you. \$34.50  
So who wants a blue serge at.....

## Easter Sales In the Furnishing Store

Ties at 49c  
A nifty range of Pure Silk and Knitted Ties; regularly worth to \$2.00. Only a clearance of 500 odd ties at..... 49c  
NEW EASTER NECKWEAR at 96c—He will appreciate an Easter Tie, and here is your biggest selection and your greatest values. 96c  
Just think, pure all-silks at.....  
SOFT COLLARS—Good half-dollar ranges, Saturday special three for..... \$1.00

ORIGINAL \$5.00 SILK-KNITTED TIES, in an Easter offer at \$1.95. Pure All-Silk Knitted Ties, of English manufacture, hand finished. They are in nicely assorted colorings, also heathers and blacks, \$1.95 at.....

London's Grearest  
Shirt Offer  
Fast colors, Tooke, W. G. & R. makes; new spring ranges; fresh and desirable for the best-dressed chap; all sizes to 18, including \$2.87  
stouts, at.....  
TWO FOR \$5.00.

# ORTH, LTD.

people of the prairie and British Columbia require cannot be produced and shipped to the Western provinces if these high rates of freight are to continue. If production and manufacture of natural products was hindered the development of the country would be delayed.

The railways were a great asset for the future of Canada. If well and properly managed, and the press and public would only boost and not knock it would be possible in a few years to show to the world just what a magnificent country we had in Canada.

A Huge Deficit.  
Dr. Reid, minister of railways, this afternoon made his annual statement on the Government lines. He first outlined the policy of management decided upon when the Canadian Northern was connected up with the Intercolonial and Transcontinental Railways, describing how the board of management was constituted. A year ago, he said, he announced the deficit of 1919 on the Government lines at \$47,983,212. When the first figures were available the actual loss, he said, was found to have been \$48,242,536.

"When I made my annual statement of the operation of these roads a year ago," Dr. Reid continued, "I described from discussions I had with the management I would be able to advise the House this year that the deficit of 1919 had been reduced in 1920. Instead of a reduction I find the loss in operation alone for the year ending December 31, 1920, is much larger, and is as follows:

Operating At Loss.  
Canadian Northern, \$18,255,578.80;  
Canadian Government, \$10,449,876.43;  
total operating deficit of the Canadian National Railways, \$28,705,455.23. To

which we add the operating deficit of the Grand Trunk Pacific, which, since August 23 last, has been under management of the Canadian National Board, amounting to the \$10,134,513.34, making a total operating deficit of \$38,840,000.

"To this must be added the interest on bonds, etc., or what are called fixed charges, and which has been paid or assumed by the Government are as follows:

"Canadian Northern, \$24,155,988.48.  
"Grand Trunk Pacific, \$9,332,776.23.  
"Making the total deficit for operation and fixed charges, \$48,172,784.85.  
"And this does not take into consideration any interest or fixed charges on Transcontinental, Intercolonial Railways.

How It Happened.  
"A Canadian National income credit, which will be shown in the statement of details over 1919, is \$40,593,441, which is the loss of operation and fixed charges for 1920, as against \$48,172,784.85 in 1919.

"The management explains this increased loss of \$22,000,000 chiefly by increased expenditures in payrolls and fuel.  
"In carrying on maintenance the management explains that the cost of many materials and supplies had increased very much over 1919. They also state that prices of equipment, such as locomotives and cars, advanced very greatly, all of which have added and will continue to add to cost of operation.  
"In a word, out of every dollar earned we had to pay 75 cents for operating wages, and 20 cents for fuel, leaving 5 cents for all other requirements, which totalled 20 cents.  
"The total mileage operated by the

## Easter Is Again With Us, Folks!

# A TRULY WONDERFUL HALF-PRICE SALE

## of Men's Suits and Topcoats

By Orth Saturday, and for Five Days

Please get this right, folks. Orth was lucky enough to be able to pay spot cash for 500 Young Men's and Men's Highly-Tailored Ready-to-Wear Suits and Topcoats, with the amazing result that cash bought the 500 suits and topcoats at half their original values. Now, folks, you have been waiting for just such an occurrence in the men's clothing trade. We all know prices are lower, but not one-half their original price in one case out of a hundred. So here is your one chance in every one hundred offered to the public. Be here at 8:30. We have opened our entire second floor for this sale event. We have extra salespeople to serve you quickly, if necessary. We want you to come, young and older men, and also bring your ladies with you to help you select that better Easter suit. Here are values and cloths to speak for themselves:

Real \$38.50 Suits and Topcoats at. **\$19.50**

Compare them with the best in the land. Yes, we have the real public spirit. We must produce more and more real value for less money. This is the one big shot in the right direction.

At \$24.50

We guarantee to give you suits originally made by manufacturers to sell at \$50.00. These include fast-dye blue serges, the very choicest of pure all-wool materials. Look, folks, if you miss this lot of suits you will pay more money for clothes elsewhere—that's all. We know we have a truly real lot of suits to sell at \$24.50.

At \$29.50

A highly-tailored garment not known to sell for \$29.50 since 1914. Look them over; it won't cost you any money. We guarantee to show you your desired suit or you don't buy. This lot includes topcoats, three-quarter satin finish and lined, and also English gabardine coats that are guaranteed waterproof. Suits include Ballantyne's Scotch, Vickers' and Forbes' pure-wool materials.

The Best \$60.00 Indigo Blue Serge Suits **\$34.50**  
GUARANTEED

### Extra Special Offer

We can say "Thanks, men," for your response last week, our opening week of this department. We'll assure you of many very special offers during the year. Stick to us—we will use you right.

POLICE AND DUPLEX SUSPENDERS, were \$1.00. New, now 49c  
SANDOW FAMOUS BIG WORK SHIRTS, all shades and sizes to 18..... \$1.59  
TWO FOR \$3.00.

KITCHENER UNION LABEL BRACED OVERALLS, in blue and black stripes; all sizes. \$1.95  
Suit.....

COTTON SOCKS—A SNAP. Here you go, for an eye-opener..... 3 pairs for 85c

### For Our Famous Workmen's Department

7 LINEN CAMBRIC HANDKERCHIEFS FOR \$1.00, full sizes and ready for use; regular 20c value 7 for \$1.00  
ARM BANDS, new elastic, at, pair..... 29c  
PARIS AND IVORY GARTERS, regular 50c, at, per pair..... 39c  
SPECIAL NEW BALBRIGGAN COMBINATIONS—We bought nearly a carload. We can sell them at, suit..... \$1.69

ON THE CORNER  
OF DUNDAS AND  
CLARENCE STS.

## FASHION MAKERS OF PARIS WOUL AS TRADE SLUM

Alert Customs Agents On This Side To Deter American Women From Buying Goods Despite Dollar's High Purchasing Power in France.

PARIS, March 18.—The Rue de la Paix dressmakers are complaining of a new era of hard times, despite the fact that the exchange rate makes the dollar buy more here than in New York. Apparently it is the fault of American customs agents, who are accused of inspecting more closely than ever the trunks and valises of homeward bound tourists and levying tremendous fees whenever they find French gowns and cloaks which have not been declared dutiable.  
"The result is that American women, instead of buying our creations for the thousands, as they did a year ago, are buying material at the department stores," said the manager of a prominent dressmaking establishment, "then pay a small customs fee and their Fifth Avenue dressmakers are creating for them. Even the thin and Brazilian, who have war with the Germans as they while visiting Paris, no longer seen in our salons."  
"A few Scandinavians keep up traditional preference for gowns, while the Russian women, grateful of their income in roubles, still inspect the which deliciously adorn the mannequins—then sigh and wait until prices are lower, certain that unless something to inspire foreign buyers to 'ere buying material at the department stores," said the manager of a prominent dressmaking establishment, "then pay a small customs fee and their Fifth Avenue dressmakers are creating for them. Even the thin and Brazilian, who have war with the Germans as they while visiting Paris, no longer seen in our salons."