

RAILWAY FIGURES FOR WHOLE YEAR

Ottawa Just Issued Data on 61 Steam Roads in Canada for Jan.-Dec. 1919

THOSE KILLED AND HURT One Passenger Killed to Every 1,452,000 Carried—How Finances Show Up

OTTAWA, Oct. 24. (By Canadian Press).—One passenger killed on Canadian steam railways during the year 1919 as every 1,452,000 carried, and there was one injured to every 128,772 carried. There was a slight increase in the casualties over the previous year, the number being 35 killed and 372 injured as against 32 and 322 respectively. During the year 1919 there were 162 employees killed and 1,904 injured in train accidents; from other accidents, 35 employees, 1 passenger and 5 others killed, whilst 4,458 employees, 20 passengers and 27 others were injured.

The figures are from "Railway Statistics for the year ended December 31, 1919," just issued by the Dominion Bureau of Statistics from figures furnished by the several railway companies. On the various electric railways only 4 passengers were killed out of the 749,332,380 carried; 1,717 were injured. There were 29 employees and 58 other persons killed, and 961 employees and 1,505 other persons injured.

Of the 61 steam railways reporting, only 30 earned their operating expenses during 1919. These 30 roads operated 20,982 miles of the total of 40,139 miles, or 52 per cent., and showed a net operating revenue of \$55,541,597. The other 31 roads reported a total operating deficit of \$28,732,329. Only 24 roads reported earnings in excess of both operating expenses and fixed charges, taxes, etc. These operated 20,552 miles and earned a net corporate income of \$39,456,106. The total corporate loss of the other 37 roads was \$54,384,773, which includes a loss by the Canadian Northern of \$26,187,509; by the Canadian Government system of \$7,133,295; and by the Grand trunk Pacific of \$13,483,064. Inasmuch as 1919 was the first year for the statistics to be computed for the calendar year, January to December instead of from and to June 30, it is somewhat misleading to make comparisons. And increase in freight rates for most commodities of 35 per cent. was allowed in March, 1919, and another of 25 per cent. in August, 1918, and also an increase in passenger rates of 15 per cent. in March, 1918. These increases were in effect for the full year 1919, but only for a portion of the year ended June 30, 1918.

Average receipts per ton per mile were 1.003 cents in 1919 against 0.736 cents during the year ended June 30, 1918, an increase of 36 per cent. Average receipts per passenger per mile were 2.63 cents, against 2.12 cents, an increase of 24 per cent. The average haul per ton was shorter, namely, 295 miles compared with 303 miles; but the average passenger haul was longer, namely, 76.3 miles against 70.5. The number of tons of freight moved was 111,487,780 as against 127,543,487, the decrease being principally in low rate commodities: bituminous coal decreased 7,510,396 tons, whilst ores decreased 2,614,414 tons, a result in part of strikes at the mines and steel plants during the summer and fall of 1919. Whilst the tons carried one mile decreased 4,078,479,797 tons miles, or 15 per cent., increased rates caused freight revenues to advance from \$228,244,416 to \$270,533,047, or 18.5 per cent.

The number of passengers carried increased in 1919 to 2,991,313 or 6.7 per cent over the year ending June 30, 1918, and the number of passengers carried one mile increased 497,410,314, or 15.7 per cent. Receipts from passengers increased from \$67,089,363 to \$96,262,241, or 43.4 per cent. The total operating revenues amounted to \$408,598,960 against \$330,220,150, but the increase of \$78,378,210 was more than offset by an increase in operating expenses of \$102,893,657, making a decrease in net operating revenues of \$24,465,447. Total operating expenses were \$376,789,998, an average of \$9.845 per mile of road, and \$5.52 per revenue train mile.

The salaries and wages bill increased by \$31,048,122, or 55 per cent. For maintenance of way and structures increased 59 per cent., transportation costs, 25.4 per cent., and maintenance of equipment, 49.4 per cent. In the five and a half years since 1914 total operating expenses have increased 110 per cent.

The average hourly compensation of all employees on all railways in 1919 was 52.3 cents, as against 33.1 cents in 1914. The increase in the cost of living is shown by the fact that the average hourly compensation of all employees on all railways in 1919 was 52.3 cents, as against 33.1 cents in 1914. The increase in the cost of living is shown by the fact that the average hourly compensation of all employees on all railways in 1919 was 52.3 cents, as against 33.1 cents in 1914.

WHO WON THE WAR?



The man who thinks he did. The man who guesses he did. The man who knows he did. London Opinion.

was smiling faces. But it didn't seem a laughing matter to me. I wanted to rest, to sleep, to get another gulp of tea or two of that God-given amelly stuff out of the little round tin can.

"How are you feeling?" asked the doctor indifferently. He nodded down at me as he proceeded to manipulate those precious nails of his. They were laughing, the whole four of them. I began to suspect that I wasn't going to die, after all.

"Everything's fine and dandy," announced the baroness carrier as he snapped his little pen-knife shut. But that triumphant grin of his only made me more tired than ever, and I turned away to the tall young nurse on the other side of my bed.

There was perspiration on her forehead, under the eaves of the pale hair crowned with its pointed little cap. She was still smiling, but she looked hazy and tired, and a little fussed.

"Is it a girl?" I asked her. I had intended to make that query a crushingly imperious one. I wanted it to stand as a reproof to them, as a mark of disapproval for their such unbecoming merriment. But my voice, I found, was amazingly weak and thin. And I wanted to know.

"It's both," said the tired-eyed girl in the blue uniform. And she, too, nodded her head in a triumphant sort of way, as though the credit for some vast and recent victory lay entirely in her own narrow lap.

"It's both?" I repeated, wondering why she too should fail to give me the simple answer to a simple question.

"It's twins!" she said, with a little chirrup of laughter.

The... Prairie Mother By Arthur Stringer

SUNDAY THE FIFTEENTH

I opened my eyes and saw a peaceful world all around me. Then I heard the doctor say "Give or another whiff or two." His voice sounded far-away, as though he were speaking through the Simpson Tunnel, and not merely through his teeth, within twelve inches of my nose.

"I took a whiff or two. I gulped at that chloroform like a thirsty Bedouin at the well-spring. I went down into the post-green stupor again, and heard the doctor say "Give or another whiff or two." His voice sounded far-away, as though he were speaking through the Simpson Tunnel, and not merely through his teeth, within twelve inches of my nose.

"I forgot my anxieties and my months of waiting. I forgot those weary long mate protest, of revolt in a woman's eyes, of a brand-new prairie mother with three young chicks of her own to scratch for.

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BRITISH ENVOYS TO SEE CANADA

Cavan, Balfour, Gordon and Hankey Coming by Express of France

AT QUEBEC NOV. 8

British Party to Washington Arms Party to Number Fifty-one

LONDON, Oct. 25.—Part of the British delegation to the Washington limitations of armaments conference will go to Washington via Canada. Hon. A. J. Balfour, Lord Cavan, military expert, Sir John Newell Gordon, the Foreign Office representative, who was former minister at Peking, and Sir Maurice Hankey, secretary of the delegation, have booked passage on the Canadian Pacific Railway steamer Empress of France, sailing Nov. 2 and due to arrive at Quebec on Nov. 8.

So I had to tighten the girths of my soul. I took a fresh grip on myself and said: "Look here, abbie, this is never going to do. This is not the way Horatius held the bridge. This is not the spirit that built Rome. So I had to tighten the girths of my soul. I took a fresh grip on myself and said: "Look here, abbie, this is never going to do. This is not the way Horatius held the bridge. This is not the spirit that built Rome. So I had to tighten the girths of my soul. I took a fresh grip on myself and said: "Look here, abbie, this is never going to do. This is not the way Horatius held the bridge. This is not the spirit that built Rome.

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