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Railway Rates
ry, Says E. W. Beatty

Wage 1 Canadian
Roads on W.
ADDRESS
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Railway Situation. Canada With-
out Parallel Any Place in the
World, He Says.

Winnipeg.—Addressing the Cana-
dian Club at a luncheon at the Royal
Alexandra, on the subject, "The New
Railway Situation," E. W. Beatty,
K.C., president of the Canadian
Pacific Railway Company, gave a
plain intimation of a coming in-
crease in rates.

Mr. Beatty said:—"Since I had the
pleasure of visiting Western Canada
in May last, a very important change
in the transportation situation has
taken place through the sudden con-
summation of a plan for the acqui-
sition of the Grand Trunk and Grand
Trunk Pacific Railway Companies
with a view to their incorporation into
the system of the National Rail-
ways. In due course, when the
legal and other formalities have been
fulfilled, this consolidation will take
place and the test of the possibility
of successful administration of a
single system of railway under the
aegis of the Government will be
made. It is probably the most ambi-
tious and comprehensive task
which any Government or any peo-
ple has taken upon themselves, ex-
cept temporarily and in emergent ne-
cessity. It may be a test over a
period of years and the results may
be expensive, but under honest man-
agement with independent and non-
political administration, and above
all with accurate information sup-
plied to the public as to the result
of these operations, the people of
this country will be able to deter-
mine for themselves whether that
system is the best and if not what
improvement should be made in it.
I make no comment on the wisdom
or otherwise of this further exten-
sion of Government ownership of
railways in Canada. The matter
has been settled by the representa-
tives of the people. I am sorry,
information were not given both to
the people and their repre-
sentatives, because I would have
been better satisfied that the
view and desire of the vast majority
of the people of this country, espe-
cially of the business communities,
railway situation and a particular
knowledge of what constitutes effi-
cient railway service. The deci-
sion has been taken, however, and
the consolidated system will be ad-
ministered by a board selected by the
Government, with experienced rail-
way operators and executives in im-
mediate charge of the property, with
Parliament, as is inevitable, in full
control of the financial support to be
given, and the Government of the
day with full responsibility for the
expenditures of the money voted
for such purposes. The result of
this means that the railway situation
in Canada is now completely chang-
ed, and the country must depend for
some time at least for additional rail-
way facilities, where needed upon
the National Railways or the Cana-
dian Pacific, which with preponder-
ating mileage under the control of
the Government, it is not likely that
much capital will be attracted to
new railway enterprises for the re-
wards which such investments might
bring. Therefore, I think it may
be fairly stated that such additional
construction as takes place within
the next few years will depend upon
the willingness of the National Rail-
ways and the Canadian Pacific to
appreciate these needs and their fi-
nancial ability to meet them.

MEANS KEEN COMPETITION.
"This is a situation which is with-
out parallel any place in the world
where a government-owned and
operated railway and a privately-
owned and operated railway not
greatly different in the matter of
mileage, both with, of course, ade-
quate credit, have in their hands the
almost exclusive right to remedy
transportation insufficient at most
places throughout Canada. It is
true, I think, that this will provoke
a highly competitive condition. How
effective this competition will be
will depend upon its honesty and its
fairness. If political methods are
to be introduced into the competi-
tion, and facilities provided in ac-
cordance with political expediency
or if political rewards follow the
extent of the support or otherwise
which is granted by shippers to the
National Railways, then I should say
the competition would be unfair and
of doubtful commercial or national
value.

"During the course of the year, the
railway companies of Canada had to
meet a great many problems, due
to the emergencies which prevailed
which were unusual and of great
importance and which required new
methods to secure their being dealt
with competently. For that purpose
the Canadian Railway War Board
was constituted and through it the
efforts of all railways were co-
ordinated to meet the extraordinary
demands through the movement of
war traffic and soldiers. The work
was well and efficiently done; was
so well done, in fact, that not one
hour's demurrage was caused to
Atlantic shipping by delays on Cana-
dian railways. I have recently re-

ceived a letter from Sir Joseph
MacKay, British Minister of Ship-
ping, in which he points to this
fact as a conspicuous example of
the effective way in which the work
of the Canadian railways was per-
formed.

"Since the war, there has been con-
stituted the Railway Association of
Canada, whose executive comprises
the presidents of the principal rail-
ways in Canada, and in the organi-
zation of which is contained various
committees from the operating,
financial and traffic officers of the
companies, who are constituted to
act jointly, when joint action would
be in furtherance of the traffic in-
terests of the people of the rail-
ways. Mr. Hanna and myself sit
on the executive committee, and I
am very hopeful that with the ex-
perience he has gained, he will be
confirmed in his original decision to
be a railway man and not a politi-
cian.

"I have known Mr. Hanna for a
great many years, and my apprecia-
tion of his personal qualities and of-
ficial ability are disclosed in the
numerous exacting and difficult po-
sitions he has been called upon to fill
is very great. The fact that he was
trained in his earlier years in the
service of the Canadian Pacific and
has always, both personally and of-
ficially, retained a very sincere affec-
tion for his former company has not
detracted from my appreciation of
him.

"Mr. Hanna and I have a great
many problems in common and
others which are individual because
peculiar to the different systems of
railway operation, in which we are
respectively involved. Occasional-
ly it may be necessary in public uter-
ance for us to refer to each other,
or the interests which we represent,
and I recognize that these refer-
ences will be few and far between,
because I can imagine nothing of
much less public interest or public
importance than my opinion of the
National Railways and Mr. Hanna,
unless it is Mr. Hanna's opinion of
the Canadian Pacific and myself.

Mr. Hanna rather departed from
this a few weeks ago in Toronto,
and with his characteristic Scotch
humor, whatever that means, said
that the trouble with me was that
I did not believe in public owner-
ship, but that I would hope for its
success, and that notwithstanding the
fact that the Canadian Pacific had
occupied a very unique and strong
position within the Empire, in a few
months' time it would be number
two instead of number one, and that
was where the shoe was pinching.

As I say, Mr. Hanna intended this
to be a humorous remark, but Scotch
humor is sometimes hard to under-
stand, and his audience, a most in-
telligent Toronto audience, misun-
derstood him and applauded his
prophecy of the advent of another
railway system, bigger and better
than the Canadian Pacific.

"I imagine that Mr. Hanna and
myself could sit down today and
discuss with the utmost candor the
general railway situation. In inci-
dent to that we could, I think, agree
without much discussion as to which
was number one and which was
number two. I say this without any
hesitation or reservation, because I
know what a wise and experienced
man Mr. Hanna is. I can say with
equal confidence, I think, that five
years from now Mr. Hanna and I
could discuss the question with equal
frankness and agree between our-
selves as to which was number one
and which was number two. Of
course, it would be the same rail-
way, but as I have said, Mr. Hanna
may even be wiser than he is now,
but that would not be necessary
to enable him to reach a correct
conclusion.

A CHEERFUL PROPHECY.
"Mr. Hanna has recently adopted
the role of prophet for the National
Railways. He is a cheerful pro-
phet, and he paints a glowing pic-
ture of the future of the properties
under his charge. This is as it should
be, and he is wise in making it as
optimistic as possible. He has re-
cently taken his pencil in hand and
added together the joint mileages of
the Canadian Northern, Intercolonial,
Transcanadian, Grand Trunk and
Grand Trunk Pacific railways in
Canada and the United States; he
has likewise added the number of
engines and cars of all descriptions,
tons of freight carried on all sys-
tems and has concluded the National
Railways are, or will be, the greatest
railway system in the world. I do
not dispute his figures as to mileage,
and I do not imagine it is of much
importance whether the gross
earnings of the combined systems
are greater or less than the Canadian
Pacific. Up to the present, they are
less, although the mileage is greater,
but I do say that the test of the best
or worst railway is not necessarily
determined by mileage, and "best"
and "biggest" are not necessarily
synonymous terms. Companies must
stand or fall on the character of the
service they render, and if one rail-
way's service is consistently better
than another's, if its officers are
more efficient, its service more ex-
pedient and its business transac-
tions with the public more satisfac-
tory, it is the railway which will be
rightly regarded as the best, wheth-
er its mileage be somewhat more
or somewhat less than that of the
other.

"The National Railways and our-
selves are confronted with conditions
of operating which are almost with-
out precedent, and which, with the
largest measure of support we can
both receive still render them ex-

ceptions extraordinarily difficult. We
both appreciate that the people are
jealous and exacting mistress, but
we also know that the public is a
generous and persistent friend, and
its confidence is secured. We know,
too, that no sentiment will control
the success of our efforts.

"The railway situation in Canada there
has been, I think, a prevailing decency in
competition, which has been encour-
aging. I have no reason to expect
that that will change, or that the
methods and measures taken by the
National Railways to further its in-
terests and extend its business will
be any less reputable than those
taken by the Canadian Pacific or the
Canadian Northern, the Grand
Trunk, or any other system, which is
now consolidated or to be consoli-
dated into the National Railways,
but there is always the danger of
political methods being adapted to
the business of railroading and the
influence being used where busi-
ness methods fail to accomplish
the desired result. I was very glad
because I would dislike to see post of-
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