# Standard OUR SECOND FRONT PAGE

THE STANDARD, ST. JOHN, N. B., MONDAY, APRIL 25, 1921



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LETTER TO PREMIER	OF DOUGLAS ANDUNE	The second s	IUUNITE THE C. N. R.	
DDDOFFE CONTROL	OF DOUGLAS AVENUE	IN CLOSE COUNT	ANDC D D INICANADA	
OPPOSES CONTROL	A second part and a property of the second s	The state of the state of the state of the	AND C. P. R. IN CANADA	
	Second Prize is Awarded to R. W. Baillie of West St. John	\$23,713,834; from freight \$90,982,832. The train mileage required to earn		
"Even at This Advanced Stage It Would be Wise for Do	Who Guessed the Same as the Winner But Whose	The train mileage required to earn this money was as follows: Passen- ger trains 13,322,587 miles; freight	Government Would Guarantee to Pay to C. P. R. Share-	
minion Government to Drop All Measures for Ac-	Coupons Were Received at a Later Date.	trains 24,485,286 miles. In the same	holders in Perpetuity a Fixed Annual Dividend on	
quisition or Control of the Grand Trunk."		period Canadian Facine earnot from passengers \$49,125,738 and from car- riage of freight \$145,303,399; with pas- senger train mileage 20,538,038 and freight train mileage 26,581,637,	the Share Capital of Company.	
1	NUMBER OF KERNELS OF BARLEY IN SMALL'S	senger train mileage 20,538,038 and		
WOULD RELIEVE COMPANY OF OBLIGATIONS	PEANUT BUTTER JAR WAS 7417 JUDGES FOUND			
IN CONNECTION WITH GRAND TRUNK PACIFIC	the set of a second sec	Train Milsage Too Large	WITH ADMINISTRATION OF RAIL TRUST	
	Judges Completed Their Count on Saturday Afternoon-	It will be gathered from these fig- ures that the train mileage on the	Political Management Would be Impossible Because Direc-	
Suggests Easy Terms by Which G. T. R. Could Return	A Number of Coupons Were Discarded Because of Fail-	Canadian National System is out of all proportion to the revenue, taking		
Any Money Secured by Government Guarantee During	ure to Comply With the Rules of the Contest.	the Canadian Pacific as a standard. Were it possible to effect a reduction	Governments in the Dominion.	
the Last Two Years.	The Ford Touring Car given in The Standard's Subscribers' Guessing	in train mileage on the National Sys- tem to make the ratio of train miles		
Special to The Standard , nothing to apply as dividend on th	Contest, in which guesses were accepted for the number of grains of barley contained in the jar on exhibition in Messrs Macaulay Bros. & Com-	earning same as that on the Canadian Pacific the saving in transportation	supplement the distribution to the in 1920 the average cost of the com	
Montreal, April 24-Under date of share capital.	pany's window during the past three months, was won by Ernest Wheipley	alone would represent upwards of \$22,- 000,000 per annum. This, however, is out of the question because, while	shareholders from the proceeds of the railway operations. bined system was about 101 per cent, of the gross earnings. The Canadian	
April 6 last Lord Shanghnessy, chair- man of the Board of the Canadian	of Douglas Avenue, whose guess was the classest to the correct number, R. W. Baillie of Lancaster Avenue, West St. John, was the winner of the phonograph. He guessed the same number as Mr. Wheipley, but takes	out of the question because, while	If by some arrangement with the company these assets could be segre gross earnings. If the average for the	
Pacific Railway and former president Included in the last mentioned i	second place under the rules of the contest because of the fact that Mr.	there might be a substantial shrinkage of train mileage without serious public		
Reactic Railway and former president of the company, sent the following message to the RL Hen, Arthur which is international in character	. Mr. Baillie's did not come in until March tenth. The rules of the contest	of train mileage without serious public inconvenience, the great mileage of the National System to be served and	have just described, the system would represent a saving in the cost of op-	
Meignen, premier of Canada, in poter owning or controlling important rat	i provided that in case of a tie the coupon first received would win. A	the limited traffic available prevent a proper relation between traffic and	a considerable number of parrallel	
dominion:	because they were not in conformity with the rules of the contest.	train miles.	The consideration to be given the \$24,000,000 per annum but for a num-	
sure, to you a source of constant any. where. Serving considerable portion	mayer consider a troper a	It is to be observed, however, that the Canadian Pacific handled traffic representing revenue 71 per cent in ex-	shareholders of the Canadian Pacific per of reasons 1920 was an expensive Railway Company in exchange for the year, and I see no reason why the op- properties above defined would I in erating ratio should not be brought as	
tion involving, as it does, such an bec, the Grand Trank system enjoy	That the Small's Peanut Butter Jar need in The Standard's	cess of the Canadian National with	agine, be in the nature of an under. I on an por cont at most, which	
enormous draft on the annual revenue, a second to the country with no prospect of any fic, but its international basines improvement in the near fature, is the yields the greater part of its grou	<ul> <li>circulation Contest and filled by me with bariesy on February 24th,</li> <li>1921, has this day been presented to me for examination. I find</li> <li>the scals and fastenings intact and the jar in the same condition</li> </ul>	an additional cost of transportation of only 13 per cent. This is accounted	taking by the government of Canada would reduce the total deficit to ele- to pay to the shareholders in perpetu. ven or tweive million dollars.	
Improvement in the near tilling. Is the stores of broken part of the	as when it left me.	for to some extent by the greater ex- pense per mile for transportation on	ity a fixed annual dividend on the To catch up with this a growing	
most momentous problem before our revenue. Relieved of the handloc country at this time. Pacific, the parent company should,	n E. A. SOHOFTSLD, Maror,	National System. In this unit of op- erating expenses there would have		
Would Secure Abrogation normal times, be in a position to pa "I fear very much that the Grand the annual interest on most of i	U Okty Hall, St. John, N. B.	erating expenses there would have been a saving of about \$6,500,000 if the Canadian Pacific basis had been	come in gradual stages, and the saving	
Trunk transaction will prove disap- securities that take precedence of the pointing and expensive, and if it were common stock, but a return on the	The Judges' Report	reached.	The extraneous assets of the Can- to the country in the meantime would adian Pacific would be transferred to be very large	
my case, i would go a long way to common stock would appear to be e secure the consent of the Grand Trunk ceedingly remote in any circur	we, the Judges appointed to count the kernels of Barley in the	Costs Too High Mintenance of way and structures	and administered by trustees or by a In connection with these transpor-	
shareholders to the abrogation of the stances.	contained 7417 kernels of Barley.	cost the Canadian National about \$43.	board of directors, so that the direc- miscalculations and disapointments	
"I am enclosing a memorandum giv-	We find that the undersigned contestants are entitled to the prizes offered in connection with the guessing contest.	000,000 for 17,000 miles of railway, or an average of \$2,520 per mile. On the	be interested only in the administral solidation that I have outlined above	
ing in rough outline my opinion as This railway system is, however, to the only process through which national importance, and it would it	150 Cremonanhone R W Baillie Lancaster Ave	same account the Canadian Pacific expended \$32,574,000 on 13,402 miles of	by the people of Canada. There would and economical policy	
the atmosphere can be cleared. Some unfortunate from our Canadian stan people, whether they believe it or not, point if, pampered by the method	di sie Cash D I Donovan Newcastle " 7412	railway, an average of about \$2,430	thing were possible in the circum. Besides the National Railways, Can-	
will find in my suggestions a selfish and ambilions of previous managed desire on the part of the Canadian ments, the company should be ke	e- \$10 Gash, Orvil Duplie, Loggieville,	pense was involved in bringing to a	being fixed and unchangeable, except, group consisting of the Grank Trank.	
Pacific to control the railway sitms- in a state of embarrasment as tion. The Canadian Pacific bogsy has should be prevented from carryin served its turn on every occasion in out plans for increased efficiency as	10 S10 Clash Mrs Emery Hotham Bristol	INational System that had been normit	ing as above provided, the Ganadian	
served its turn on every occasion in out plans for increased efficiency and	st 5 Cash, Hedley Allen, Upper Cape,	centage of the system consists of an	advantage from preferential treat- Railways of 4,600 miles and other	
served its turn on every occasion in out pans for increased enciency at the past thirty-five years, when comony. It would be still more n achemes were being promoted with disregard of the cost to the country. No Fish to Fry "The Canadian Pacific has no fish to fry, and I am not sure that my ada of international traine to at	a- 5 Gash, John England, 350 Haymarket Sq	where maintenance charges should be	of the railway system. The directorate These latter lines may well be left	
disregard of the cost to the country. Trunk should be placed in a position that would have the effect of destro	on \$ 5 Cash, Donald Towers, St. Stephen,	for the whole system would appare	prudent and business-like administra if they require aid, the provinces hav-	
"The Canadian Pacific has no fish others, the movement through Ca	n- Subscription to Standard, P. Coyle, 234 Douglas Ave " 7400 Bubscription to Standard, Mrs. C. Staten, Bristol, " 7400	ed that destroyed and obsolete care	Now, having brought these proper- bilities under their guarantees can	
to fry. and I am not sure that my ada of international trains to as plan would be viewed with favor by from its feeders in United States to	M Subscription to Standard, Jack Banks, (no address)	and locomotives were replaced in ac	ties together, we are faced with the well afford to give it.	
the executive, the directors or the ritory.	Subscription to Standard, Stephen Green, Woodstock, " 7444	practice the expenditure for mainten ance of equipment was not excessive	that of administration and operation. views as chairman, director or share-	
with the company would prefer to see Drop All G. T. R. Measures.	Subscription to Standard, Mabel K. Smith, Hampton Sta. 7450 Subscription to Standard, James Young, North Devon, 7450	based on the Canadian Pacific avon		
sible to accept with equanimity a situ-	Butescription to Standard, J. B. Mayes, 54 Marso Rd., 7379	live and per car. Taking into account	sons, policy and management must that neither my feilow-directors nor have the elements of continuity and the shareholders would be in accord.	
ation which makes a contract of the drop all more to	H. R. MCLEULAN.	and general expenses of the Canadian	could not be changed with each change The Canadian Pacific, with its low	
day without any compensating advanting to the acquaimon or control	WALTER H. GOLDING.	rational mainars are not excessive	sults. While I have great regard for the traffic, should as time passes yield a	
proving it. with the Grand Trunk Pacific and	to and the Grand Warsh Common contribut Education and without and the	How to Reduce Deficit	opinion of my friends Sir Henry Dray-larger return to its owners than at	
to date on very much the same lines grant easy terms covering a peri	od not have shouldered the burden with astrous. It became clear that th	e sulting from the operation of the	that their plan of management would there is little room for doubt but with	
the end of 1917 and sent to Sir Rob- amounts advanced by the Governme	It was apparent that in the circum, alive by very large grants from th	either from a substantial increase in	eliminate the danger of political in- terference, because it could be chang- anteed in perpetuity by the Canadian	
in the course of the Covernment coursed	al Dominion Government to give relief be no justification, and the only othe	, revenue from traffic or a shrinkage	ed at any session of parliament. My Government, the shareholders could suggestion would be that if an agree- probably be induced to forego their	
temportation it would not be accent. Transcontinental. Grand Trank I	a leven to the extent of taking over the alternatives for the Covernment wer			
able to the country. Even if there cinc of a line from Moncton to Prin	the Grand Trunk Pacinc. This was to permit default and liquidation of in finally determined upon, but compled to take the property over upden the	conditions, there will in the course	way Company on the lines that I have would then have the security and stab-	
time the current of events since 1917 its inception and execution. Doubtle	as with it was the decision of the Do- terms of the act of 1914. The Domin me minion Government to acquire the ion Government having become a per	traffic, but at best this growth of	company would be used under the it is my sole purpose to assist if I	
of sentiment.	ed Grand Trunk system as well. ner in the enterprise by accepting 4	make any important impression or	petuity in its duration to administer doubt the most serious and menacing	
to you with the best intentions in the western terminal of the line havi world for such consideraton as you been once determined the Gove	ng treariy a mistake. Ito the country of \$57,000,000 in subs	come.	count of the Canadian people. I men frankly outline the policy that I would	
iment was, I know, guided by the	delate at the sound of the company's completes to	Meantime the Canadian people will	magnitude, scope and variety of its sponsibility were upon me to act as	
(Sgd.) SHAOULINSSI.		by taxation, sufficient money to meet the appalling annual deficit, unless by	magnitude, scope and variety of its sponsibility were upon me to act as operations compel a comprehensive the representative and trustee of the organization, and this could be sup- lamented by indicates schemes for	
In 1917 I prepared a memorandum It was pointed out that four-tent	hs ways could have been secured by a What is Suggested.	some process the cost of the mainten	prometted by judicious selections from present and future ranway transporta-	
analyzing railway sourced and angreating make for economical operation	By its Grand Trunk policy the Gov. While it is prohable that in the ci	ance and operation of the Nationa lines can be brought to much lower	meet the demands of the larger work. endeavoring to stop, or at any rate	
a plan of dealing with it, which I read cause of the increased weight of t to our directors and subsequently for train that could be hauled over t	burdens and the Grand Trunk syst	is figures. This, however, would not ap	On the returns for the year 1920, minimize the vast demands on the the gross earnings of the combined treasury and the credit of the country	
warded to Sir Bobert Borden for the line by a single engine the theory w consideration of himself and his cab all right but the basic essential w	as now and hareafter he a much greater hereiter the property it strikes one that th	e System engaged in competition for	system would be \$342,283,000 and the that are pretty sure to be made yearly operating expenses \$345,973,000, a de if the present policy is continued.	
inet Evidently my views did not ap Ignored.	and operated than it can possibly he would have been the subject of les	s way company would be at serious dis	Solution to peration of approximately	
peal to the government, nor the ad- visors from which the government at	While the transfer of the Grand the payment of a very substantia	al equipment and in other respects it of	of the whole system including the di	
that time received its inspiration on The traffic was not available a would not be available for a long n	er voted nearly twenty years of the	those obtainable elsewhere.	vidend on Canadian Pacific prefer-	
interview conditions have substan-lod of time to furnish loads for the	the Grand Trank Railway Company the Grand Trank Railway Company would appear to be a jug-handled of the creation of a tribunal to do the creation of a tribunal to do	d Wage Sch les	total deficit of about \$51,190,000. Es-	
meaning charged. Capital expenditures heavy trains and therefore the of considerable amount that might wantage could not be utilized mai have been avoided have been incurred the practice were paramet of bolds	ass would appear to be a jug-handled of the creation of a tribunal to do ng transaction it is not without its justi- termine the value of something that	I have made no re ence to the	count from time to time will tend to	
have been avoided have been incurred the practice were parallel of motion and the deficits resulting from the traffic until a sufficient an ounx w	ng faction, because when the Dominion in the minds of the large section of a Government was framing its policy the minds of the large section of	vision of the schedule of wages and	swell these charges, but by the addi- tion of the Canadian Pacific, with its	

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those obtainable elements. Way be the sevents. Way be the sevents of the sevents of the sevent the sevent sevent the sevent sevent the sevent sevent sevent the sevent sevent sevent sevent the sevent s

days a week-Purify quality is as dependable as the sun and tide. It never changes, never varies—as good Monday as it is on Sur nday. And every day it is New Brunswick's Best. **PURITY ICE** LIMITED

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