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THE GRAND-TRUNK APPLICATION

Misfortunes, according to an old saying, never come singly. The Government at Ottawa may remember the proverb when, in the midst of their troubles concerning the application of the Canadian Northern Railway Company for a \$45,000,000 guarantee, they find Chairman Smithers and General Manager Chamberlin, of the Grand Trunk Company, at the Capital, seeking further aid for the Grand Trunk Pacific line.

In considering matters in relation to this road it is necessary to bear in mind the manner in which the responsibilities of the great enterprise of the National Transcontinental Railway were divided.

From Montreal, in the East, to Winnipeg, the line is called the "Eastern Division." This is being constructed as a Government work by the Government's Commission, under arrangements which contemplate the taking over of the road, upon its completion, by the Grand Trunk Pacific Company.

From Winnipeg to Prince Rupert, on the Pacific Ocean, the line is known as the "Western Division," and is divided into "Prairie" and "Mountain" sections. This Western Division is being constructed by the Grand Trunk Pacific Company, under a financial arrangement by which the Government guarantee the bonds for the greater part of the cost, and the parent Grand Trunk Company guarantees the remainder of the bonds.

The whole line is now well advanced towards completion, and all interested are looking forward to an early opening of this great railway from ocean to ocean.

When the contract was entered into to all parties concerned thought that ample provision had been made to meet all the cost of construction, but the very large increase that occurred in the prices of labor, supplies and materials upset all the earlier estimates, and necessitated some additional arrangements for raising money.

In the party strife that, unfortunately, seems to be almost inevitable in the preparations for a great public work, it was claimed by opponents of the Government of the day that the terms of the agreement were much too generous to the Grand Trunk Company.

Time has shown that this criticism was not well founded. The fact is the Government of that day drove a pretty severe bargain with the Grand Trunk Company, and the latter have found their burden heavy.

The liberal aid given to other railway companies in the form of cash, lands, Customs exemptions, etc., etc., found no place in the contract with the Grand Trunk. Valuable help was given by the Government in the form of credit as guarantor, in the way of interest on "Mountain" bonds in the earlier years, and in a corresponding temporary freedom from rental on the Eastern Division. But, taking all these into consideration, it will still be found that the contract has not been an easy one for the parent Grand Trunk Company, who have been obliged to raise on their own credit much larger sums than were contemplated when the agreement was entered into.

Everybody should hope that in the future the Company will reap a reward for their enterprise and courage. Just now the reward seems some distance off, while the heavy burdens of the project are ever present.

According to reports in the press, the claim of the Grand Trunk representatives is that the agreement made between the late Liberal Government and the Grand Trunk Pacific Railway Company was that the Government should guarantee the bonds of the company to the extent of three quarters of the cost. This calls now for a further guarantee of bonds to complete the Mountain section. Their contention also is, in the alternative, that the Government, under the implementing clause of the agreement, is bound to pay some twelve million dollars in addition to the amount already paid under that clause.

If this is a correct statement of the position, if the Grand Trunk representatives rest their claim on the purely legal ground, it is not surprising that the Government are unwilling to assent to that contention.

The "implementing clause" is one feature which has already proved very advantageous to the Company, and the Government would naturally hesitate to assume new liability on that score. The clause, which is not in the

original agreement, but in a supplementary one of later date, was designed to deal with the reduced value of the guaranteed bonds, the contract having been made on the assumption that a three per cent security would sell at or near par, while, owing to the change in the money market conditions, a heavy discount had to be met.

The Liberal Government's contention was that the implementing should be in the form of an addition to the amount of the Company's bonds to be guaranteed. The Company claimed that the implementing should be a cash payment. The Government's legal advisers, including some of the very ablest lawyers in Canada, sustained the Government's view. They were supported by the unanimous judgment of six Judges of the Supreme Court of Canada, judges who unquestionably were well informed in the whole matter. But on appeal to the Privy Council, four judges—possibly only three, for the Privy Council practice does not allow dissenting judgments to be recorded—who certainly were not better informed than their six brethren at Ottawa, decided that the Company should get the cash. As the Judicial Committee of the Privy Council in London is our final Court, Canada, while wondering at the marvels of law, had to provide the cash.

The Borden Government will not be blamed for being unwilling to admit the claims of the Company, but the aid as a matter of legal right. But the Company may, nevertheless, be able to make out a good claim on equitable grounds. The discussions at the time the contract was made leave room for the contention that it was expected that the funds for the Western Division would be provided in the proportions of three-fourths by Government guarantee, and one fourth by the guarantee of the parent Grand Trunk Company. If by reason of the large increase in the prices of all that enters into railway construction the cost of the Mountain section is proving much greater than the estimates, the Grand Trunk people may, with much force, claim that they should not have to bear all the burden of the increase.

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present the constant leakage of time between job and job, and any saving in demoralizing and aimless search for work. Some such machinery is also necessary in hard times, in order to ascertain the certainty that no opportunity of employment exists. Without some such machinery, experience has shown in continental Europe, that even insurance against unemployment breaks down, owing to the excessive amount of time lost between jobs, and the impossibility of proving that every claimant has done his best to get work.

But of all the forms of employment that which may be termed "under employment," extending as it does to many thousands of workers, and for their whole lives, is the worst. In Canada we have not as yet any considerable number of this class of workers; but in this best of times, there are a few of modern industry in Germany, France, the United Kingdom and the United States. It is this system of chronic under-employment which is above all other causes, responsible for the manufacture of paupers in Europe. It is this class that makes the problem of dealing with other types—such as the men from permanent situations or the men of discontinuous employment—almost hopeless if impossible.

In the United Kingdom this under-employment of men is coincident with the employment in factories and workshops, or on work taken out to be done at home, of a large number of mothers of young children who are thereby deprived of maternal care; with an ever-growing demand for boy labor on an uneducational kind; and with a positive increase in the number of "half-timers"—children in factories before the age exempting them from school. Thus, in the United Kingdom, in recent years, there have been an increasing number of men degenerating through enforced unemployment or chronic under-employment into parasitic unemployable. The burden of industrial work is thrown upon pregnant women, nursing mothers, and immature youths.

The United Kingdom has attempted to solve these problems; in part, by providing for unemployment and various other forms of social insurance; and, in part, by establishing National Labor Exchanges. The function of these exchanges is to ascertain and report upon, the shortage of labor of particular kinds, at particular places and to diminish the time and energy now spent in looking for work. In addition, the exchanges attempt to "dovetail" casual and seasonal employments, with the object of effecting a practical continuity of work for those chronically under-employed. Employers who have trade as casual, and who do not furnish continuous work are especially urged to keep in touch with the exchanges.

By these means, and the truly remarkable era of industrial prosperity that the United Kingdom has recently enjoyed, unemployment has been reduced to a minimum. The people, both capitalists and workers, have never been so prosperous. An attempt, at least, has been made to deal with this tremendously important social problem along scientific lines. But in Canada our governments have as usual, blundered stupidly along; and when the great need arises, nothing is done. It will be soon recognized however, that it is a far greater mistake to waste the power, the energy and the capacity of our people, than to squander our natural resources. No one will gainsay the need of a commission of conservation for the latter, but much more pressing and vital is the necessity of establishing a government bureau for dealing with the far bigger problem of the conservation of the economic welfare and prosperity of the whole people.

In his report, Captain Quinan of the flami, states briefly: "There was some compensation for the discomforts we experienced in knowing that we prevented several ships from running in to serious danger." By all means, let Canadians, who depend so much upon the overseas traffic navigating the danger zone, heartily commend the good work inaugurated by the Convention and extend thanks to the men who have faithfully performed their duty as Wardens of the Deep.

Wardens of the Deep. The thanks of Canadian shipping men and those interested in the welfare of our Transatlantic trade should be given to the promoters and the service of the International Ice Patrol. The Patrol was the outcome of the Arctic disaster and the plans for the service were formulated at the International Convention for the Safety of Lives at Sea. To carry on the work, the United States Government was invited to undertake the particular branch relating to the destruction of icebergs within the limits of the North Atlantic Ocean east of Cape Hatteras and between a point situated in latitude 34 degrees North and longitude 70 degrees West, and also to locate and warn steamers of the presence of dangerous ice in the traffic lanes of the Western Ocean. To the latter service, the United States detailed the Revenue Cutters Miami and Seneca—the last named vessel taking part in the patrol on February 19th, 1914. Since that date, both steamers have remained at sea cruising the ice track and warning merchantmen of the presence of the deadly berg, growler, floe and field, through the medium of wireless telegraphy. Shore people do not adequately realize just what such a service means, but to the anxious masters of Transatlantic liners, the Ice Patrol has been a Godsend.

Coming from the eastward, the shipmaster begins to look for ice when he crosses the longitude of 40 degrees west. In the old days before wireless and Patrol service; the westbound master mariner shouldered fresh worries when he crossed the limit of Western Ocean ice. He cautioned his officers to keep a sharp look-out—and ended the admonition more certain keeping on the alert himself. The lookout stood his watch in the crow's nest with his eyes wide open instead of a drowsy hour loling over the side rail when the ice track was signalled in flag code and their brief reports as to the presence of the dreaded berg were carefully noted by the apprehensive shipmaster. There could come the fog of the Bank latitudes and taking a chance, the captain would keep his vessel going through the pall and trust to luck that there was nothing ahead. It is very well to talk about slowing down in thick weather, but if a liner but off speed every time she ran into Western Ocean passages would be a slightly tedious and lengthy. One man said to steel his nerves to that sort of thing and it all fell on the shipmaster. The Ice Patrol lifted a great deal of his burden. They cruised around the ice track; located the ice dangers, recorded their drift, and keeping in touch with the liners crossing the danger zone, gave out warnings of certain course was warned of the bergs and floes drifting across her path and with the knowledge of what was ahead the shipmaster felt reasonably secure.

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Coming from the eastward, the shipmaster begins to look for ice when he crosses the longitude of 40 degrees west. In the old days before wireless and Patrol service; the westbound master mariner shouldered fresh worries when he crossed the limit of Western Ocean ice. He cautioned his officers to keep a sharp look-out—and ended the admonition more certain keeping on the alert himself. The lookout stood his watch in the crow's nest with his eyes wide open instead of a drowsy hour loling over the side rail when the ice track was signalled in flag code and their brief reports as to the presence of the dreaded berg were carefully noted by the apprehensive shipmaster. There could come the fog of the Bank latitudes and taking a chance, the captain would keep his vessel going through the pall and trust to luck that there was nothing ahead. It is very well to talk about slowing down in thick weather, but if a liner but off speed every time she ran into Western Ocean passages would be a slightly tedious and lengthy. One man said to steel his nerves to that sort of thing and it all fell on the shipmaster. The Ice Patrol lifted a great deal of his burden. They cruised around the ice track; located the ice dangers, recorded their drift, and keeping in touch with the liners crossing the danger zone, gave out warnings of certain course was warned of the bergs and floes drifting across her path and with the knowledge of what was ahead the shipmaster felt reasonably secure.

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