

RAILWAY EARNINGS.

The traffic earnings for the week ending March 21st, of Canada's three principal railways, aggregated \$4,838,667, an increase over the corresponding week a year ago of \$416,928, or 9.4 per cent. This compares with a decrease of 2.5 per cent the previous week, and a gain of 5.6 per cent for the first week of March. Each of the roads showed an increase for the week.

Following are the earnings for the past week, with the changes from a year ago:

	1918.	Inc.	P.C.
C. P. R.	\$2,846,000	\$198,000	7.4
G. T. R.	1,204,467	149,828	14.2
C. N. R.	788,200	69,100	13.8
Total	\$4,838,667	\$416,928	9.4

CANADIAN RAILWAY CASUALTIES.

The casualty list of Canadian railways for the year ending March 31st, 1917, as shown by the twelfth annual report of the Board of Railway Commissioners, shows that 383 persons were killed and 1,693 injured during the twelve months. This was an increase of 46 in the number killed and of 568 of the number injured. Of the total number killed 34 per cent were trespassers.

Of the accidents at highway crossings, 151 occurred at crossings protected by gates. At unprotected crossings there 415 accidents, covering 186 persons killed and 355 persons injured. The number of accidents at highway crossings wherein automobiles are concerned is on the increase. In 1913 there were five such total number of orders issued by the report states that of 4,709 applications and complaints received and dealt with by the board 18 per cent were set down for formal hearing and 82 per cent were disposed of without the necessity of a formal hearing. The total number of miles travelled by the board and its officers during the year amounted, in round figures, to 483,000 miles. The total number of orders issued by the board was 1,065.

During the year 11,398 miles of fire guards were constructed or maintained by the railway companies, as prescribed by the Board.

RAILROADS AND THE PUBLIC.

Railroad Situation in the U. S. Outlined.

Alfred H. Smith, Regional Director of Eastern Railroads in the United States, declared that "one certain and permanent result of the war is that the American public hereafter is going to take more interest in its railways," in the course of an informal speech before the luncheon of the Eastern Glass Distributors' Association held at the McAlpin Hotel, Mr. Smith, who as president of the N.Y. Central System, directed the operation of some 13,000 miles of line and 170,000 employees, dwelt upon the tremendous problems involved in the sudden transfer of all the vast railroad properties to centralized Government control and the need of helpful co-operation by every patriotic citizen to make the new transportation regime most effective in helping to win the war.

"In a moment's time, this vast machine—the product of the constructive energies of an army for a century—passed from its old management into a unified Government control," said he. "It was the most remarkable transition of the kind in railroad history, and the imagination can scarcely conceive the vastness and complexity of the problems involved and the interests affected. In the Eastern region placed under my jurisdiction there are some 206 different companies, engaging over 600,000 employees of all classes—quite a respectable army in itself. The attempt was and is to keep this force 'in step,' and in the great readjustment there has been a notable effort on the part of this army to unite and give their utmost toward serving the country's extraordinary transportation needs in the present crisis."

Director Smith sketched the outstanding features of railroad history for the ten years preceding the outbreak of the world war, giving general statistics as to accomplishments, and said:

"The American railroads did not 'break down' within themselves. It has simply been a case of trying to put a quart in a pint measure. The American railroads, on any basis of comparison, are the envy of the world. They have furnished more transportation per dollar of investment, charged lower rates and paid higher wages than any other railroads extant. They have served their public most economically and generally efficiently. Using as a basis the unit of labor—which is perhaps the most accurate

ate for comparison—the American railroads have given four times the service given by the carriers of Germany, with all the claimed efficiency of the Germans.

"During the year 1917 the railroads carried vastly greater tonnage than in any other period of their history, with scarcely any increase of plant and equipment."

"The railroad managements foresaw coming needs and sought to provide a bigger transportation machine. Everybody is familiar with the continuous efforts to secure rates that would take care of the rising costs which affected all industry, and to provide also for the growing needs of commerce. As any prudent business man would do, we took measure of what needs should be provided for and sought earnestly to get the means to fill them."

Director Smith related incidents of transportation difficulties during the terrific winter weather, and unusual features of railroad operation under Government control.

"During the past winter New York found herself isolated here on an island, living from day-to-day and hand-to-mouth—in danger of starving to death in four days or freezing to death in forty-eight hours—unless she got transportation," said he. "The harbor was so completely ice-choked that no barge with coal could get through from the lower terminals on the Jersey shore. In this crisis a big ice-breaking steamer, the Florizel, dropped in—as if sent by Providence—from Newfoundland. She was worth a large sum and had a valuable cargo aboard, which there was not time to unload, but her services were needed desperately. So the chance was taken; she was chartered, and she did the work and relieved us of a lot of worry."

The importance of shippers aiding by prompt unloading of cars, as a means of increasing transportation service, was emphasized by Director Smith, who said:

"Much of the immediate trouble is the difficulty in promptly getting rid of the freight hauled. In remedying this the consignee has a direct responsibility which he should not neglect. The railroad is anxious to get equipment released for further and continuous service, but often there is serious loss of capacity through the dilatory action in taking freight away at destinations. There are to-day about 30,000 carloads of freight in cars, on piers, in warehouses or unloaded on the ground at the six North Atlantic ports. We have tried drastic methods to keep the great stream of traffic flowing. The permit system on carload shipments has been introduced to regulate the flow, to hold it back where necessary and to prevent congestion. But shippers restricted by the carload regulations have turned to shipping in less-than-carload lots, and now we must adopt special means to control this class of traffic."

C. N. R. LOAN.

A statement from the Department of Railways and Canals, showing the distribution of the \$25,000,000 loaned by the Government to the Canadian Northern Railway for the purchase of equipment, etc., was tabled in the House of Commons this afternoon. The statement shows that \$1,750,000 of the total amount was paid to the Central Trust Co., New York, in payment of a loan to the C. N. R. The Guarantee Trust Co., of New York, was paid \$300,000 in reduction of a loan, and the Columbia Trust Co., of New York, received \$1,500,000.

The rolling stock securities of the railroad demanded a payment of \$4,976,500 for principal of equipment bonds, and a payment of \$1,075,002 interest on equipment bonds.

The remainder of the \$25,000,000, amounting to approximately \$15,400,000, was divided between the 13 companies forming the Canadian Northern Railway system, on the following dates and in the following amounts:

November 19, 1917	\$12,500,000.00
November 28, 1917	2,540,421.97
December 10, 1917	54,750.00
December 27, 1917	1,983,503.47
January 9, 1918	1,250,000.00
January 18, 1918	2,000,000.00
January 24, 1918	2,000,000.00
January 30, 1918	2,017,460.77
February 4, 1918	653,863.79
Total	\$25,000,000.00

SHIPPING TRANSFERRED.

Transfer of 50,000 tons of American shipping to the Swiss Government to take food supplies for that country was announced by the United States Shipping Board. The Swiss Government, it is understood, will secure a safe conduct from the German Government for the transportation of supplies to Certe.

BAY OF FUNDY SAFE.

There was a time in the history of the Bay of Fundy when some fears respecting its safe navigation were justifiable, but these days have long since gone by. With the protection that is thrown around the mariner in the way of light-houses, light-ships, fog alarms, automatic buoys, bell-buoys and other forms of precautionary signals, the perils of Bay of Fundy navigation have now been almost wholly eliminated. This is borne out by the fact that for the past four years, though 22,614 ships, of a tonnage of 13,660,866 tons, have passed in and out of St. John, coming from or going overseas, there has not been a single casualty of any consequence to any of them in the Bay of Fundy.

Some years ago, when the question came before the St. John Board of Trade, a careful study was made of the wreck record for a period of eighteen years subsequent to 1896 with the result that it was shown that with a total tonnage of 2,402,262 tons entering the port, the casualty average was only .033 of 1 per cent. This statement was based on the record for the whole Bay of Fundy from Cape Sable up.

The statements above made as to the safety of the Bay of Fundy were fully established in the evidence submitted to the Special Pilotage Commission (which sat in St. John last week) by several masters of ocean steamers using this port. The pilotage service in the Bay of Fundy was also favorably commented upon. To make the pilotage service more effective it was recommended to the Commission that the present three districts be consolidated into one and a pilotage station established about eight miles below Partridge Island.

JOHN D. ROCKEFELLER AT CLOSE RANGE.
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thetic figure—though I doubt if he would concur in that characterization. Human nature is such that the man of money is sure to be importuned and besought by sycophants. "How much of what he has can I get?" is the subconscious or perhaps conscious thought of every self-seeker with whom he comes in contact. Doubtless disillusionizing experience has forced him to put up the bars of the soul.

One man whom I know, now a national financial figure, was a member of Mr. Rockefeller's bible class some years ago. Although he got to know Mr. Rockefeller exceedingly well, he had made a hard and fast rule that under no circumstances would he ever speak of matters of outside business. One day Mr. Rockefeller stopped him and said:

"George" (for we will call him George), "why is it you have never asked my advice or even spoken to me of your own business affairs?"

"Mr. Rockefeller," replied the young man, for then he was young, "I wanted you to know that there was at least one man in this world who can find something to interest him here outside of material matters."

They have been life-long friends.

Mr. Rockefeller is a democrat of democrats. But in this respect he does not differ from most men who have done big things. Such men have no time for little things of life of which snobbery is one of the littlest.

When Mr. Rockefeller had finished his testimony at the Standard Oil hearings, he bade each one of the newspapermen an individual farewell.

"I want you to come and see me," he said to them collectively, and, unless I am sadly mistaken, there was sincerity to his tones. "Mrs. Rockefeller and I are home almost any evening. We shall be very glad to see you."

Unfortunately, Mrs. Rockefeller is now no longer here, but I have always regarded that invitation as a genuine one.

Perhaps, some day I shall accept it.—Reprinted from the March 16th issue of The Magazine of Wall Street