

WINTER TOURS.

If you are contemplating a tour this season to California, New Orleans, Florida, or any of the numerous southern resorts, consult M. O. Dafee, 122 St. James Street, corner St. Francis Xavier Street, for full information, rates, reservations, etc. Special fares are now in effect, via Grand Trunk System—stop-over privileges are allowed.

U.S. CAR ORDERS.

Orders have been placed in the United States for 30,000 small capacity freight cars to be used in Russia by American engineers in rebuilding Russian railway system. American Car & Foundry Co. and Standard Car Co. will build 10,000 each, Pressed Steel Car Co. 7,500 and Pacific Car Co. 2,250.

WORK OF BRITISH NAVY.

Premier Lloyd George told Parliament that since beginning of the war British navy has insured safe transportation to British and allied armies of 13,000,000 men, 2,000,000 horses, 25,000,000 tons of explosives and supplies and 51,000,000 tons of coal and oil. Losses of men out of the whole 13,000,000 were only 3,500, of which only 2,700 were lost through action of the enemy. Altogether 130,000,000 tons have been transported by British ships. British expeditionary force now numbers more than 3,000,000 men. Of these 75 per cent. came from England and 75 per cent. of losses has fallen upon England.

BOOM AFTER THE WAR.

"I believe that after the war we are going to see the greatest business in the United States we have ever seen," prophesies Howard Elliott of the railroad war board.

"Some say that the putting together of the railroads is an argument in favor of government ownership. I do not agree with that. I think it means that the splendid initiative of the American business man that has built up this great transportation system that today is doing 20 to 25 per cent more than it ever did before means that the American business man, if not too much fettered by small and nagging restrictions, can do more for the expansion of American business and the expansion of the country than we could possibly obtain under government ownership."

LOSSES SUSTAINED BY BRITISH SHIPPING.

	Ships over	Ships under	
	1,600	1,600	
	tons.	tons.	Total.
Aggregate of ships sunk . . .	627	225	852
Week ending Oct. 28.	14	4	18
Week ending Oct. 21.	17	8	25
Week ending Oct. 14.	12	6	18
Week ending Oct. 7.	14	2	16
Weekly average for Sept. . . .	12.8	6.6	19.5
Weekly average for June, July, August.	18	4.2	22.2
Weekly average for March, April, May.	20.4	9.4	29.8

AUTO CENSUS FOR CANADA.

Official reports received within the past few days indicate an increase of slightly more than fifty per cent in the number of automobiles in actual use in the Dominion at the present time over the total for 1916. According to statements from the provincial cities, the cars in use in Canada now total approximately 176,600. The approximate total on December 31, 1916, was 117,000. This makes an increase of 59,600 cars—with three months of the year to come.

The Province of Ontario continues to lead with a present total of about 70,000 cars registered, as compared with approximately 55,000 last December. Saskatchewan has taken second place from Quebec, however, with a present total of 31,084 cars, as compared with only 13,894 for last year. Quebec now has close to 20,000 automobiles, as against 15,335 cars in 1916. Alberta is the fourth province with almost 18,000 cars, compared with 9,211 last December. Manitoba is a close fourth, with nearly 17,000 cars. In round numbers British Columbia owns 12,000 motor cars, while Nova Scotia has just reported passing the 5,000 mark. New Brunswick is a few hundred cars behind Nova Scotia, while the tiny province of Prince Edward Island will soon have 100 automobiles, despite adverse and freakish legislation.

THE RAILROAD SITUATION.

Increase of revenues necessary if efficiency is to be obtained.

(Chicago Tribune, Oct. 29.)

In vigorous youth men and nations can survive errors that would destroy them in middle life. The American people have made mistakes during their history which would have been fatal to a nation less richly endowed by nature and less fortunate in all the conditions of its life. The lavish expenditure of some of our essential resources, soil and timber, most conspicuously, was a costly folly to which we have only lately awakened. It is not pleasant to think of our heedlessness and want of foresight, but it is becoming necessary to do so. What material mistakes America could commit without immediate punishment are becoming fewer each year. We must learn to look ahead in another spirit than the breezy optimism of the American dream. The war with its giant pressure is forcing us swiftly out of our complacency, while it is creating conditions which will demand for a long time a more careful consideration of ways and means in private and public life, a greater foresight, a more thorough habit in treating our problems.

One of the chapters of American policy least creditable to our intelligence is our dealing with the railroads. For a generation an enterprising and intelligent nation has bungled this problem, adopting a makeshift, one-sided system of regulation which only the very great prosperity of this country has been able to sustain. The regulation of rates and the prohibition of rebates have accomplished good. There is no thought of ever departing from the principle of public regulation of this central and vital public service. It is not less regulation we need, but better regulation, a balanced and inclusive regulation. If revenue is to be regulated at its ingress, it must be regulated at its exit. If the price paid to railroads for their commodity is to be controlled by government, the price paid by the railroads for the constituents of their commodity must be brought under control also. This is basic, yet we have ignored it for a quarter of a century. The point is that we have reached a stage in our evolution in which we can no longer ignore it. We must make our system of regulation protective not merely of the shipping public but of the transportation agencies also. Regulation must be rounded out. It must be more than merely inhibitive upon the railroads. It must be constructive.

The present condition of the railroads calls not only for immediate measures of relief, but for the nondemagogic, broad minded consideration of a constructive policy. The protection of the shipper from extortionate or excessive rates is only one element of the problem. If we are to have an efficient system of transportation we must protect the credit and other resources of the railroads so that efficiency may be maintained.

Under stress of war the government lately has taken upon itself to fix the prices of certain commodities, but for years it has been fixing the price of the railroads' commodity and of late the pressure from above and below has become so great, the cost of labor and supplies and maintenance, including taxation, has so increased, while the resistance to rate increases has hardly lessened, that the situation has become critical. If the pressure continues our system of transportation will be destroyed.

To-day the American railroads are giving an exhibition of patriotic efficiency which those in touch with the facts of our war preparation recognize. This ought to create an atmosphere more favorable to a fair consideration of the railroads' needs than has prevailed for many years. It ought to be coming home to the American people with special force during these days of testing that the legitimate needs of the railroads are basic needs of the nation. With a deteriorating transportation system national prosperity and national strength must surely deteriorate. The railroads are the arteries of the nation and the nation, like the individual human being, cannot thrive with defective arteries.

We have many urgent problems before us, some of them new. But the evolution of a constructive policy of railroad regulation in the interest of the public and therefore in that of the railroads is a war necessity as well as a peace necessity. We ought to be able, after a generation of experience, experiment, and discussion, to determine upon and establish such a policy without further delay.

Meanwhile, however, the question of more adequate revenue for the railroads calls for immediate attention. The railroads have applied for an increase in rates, and we believe, for reasons we shall outline

A PROPOSAL TO DAM THE ST. LAWRENCE.

Some years ago an unsuccessful attempt was made by the Aluminum Company of America, which originated from the Pittsburgh Reduction Co., to dam the St. Lawrence River at the Long Sault Rapids. The scheme was frustrated by the strong protest of the Canadian people which caused the government of this country to take action in concert with the International Waterways Commission and the government of the State of New York, to disallow the franchise, though not before a large sum had been spent by the promoters in land adjacent to the rapids; so sure were they that the scheme would go through. . . . At the present moment a second attempt is being made to attain the same object. But while the object is the same and the men backing the scheme the same, the plan of working is somewhat different. The present idea is to secure a Canadian charter through a Canadian corporation. Under this charter the promoters would be empowered to dam the St. Lawrence starting from the Canadian side, instead of from the American side as originally planned. Should such a charter be granted, the citizens of Canada, through their government, would be selling their birthright for a mess of pottage, for that is exactly what the granting of the franchise would mean. They would be giving away to American promoters, for export to establish American industries in place of Canadian ones, a perpetual power ultimately worth at least \$1,000,000,000 to us directly and indirectly. Happily for the country, Mayor Church of Toronto, in a telegram to the Premier, has drawn the attention of the citizens to the danger in time, though let it be understood that the application for the charter has not been withdrawn by any means. The promoters are right on the job, quietly, but steadily, steering through the shallows, that all such charters have to sail, their piratical bark until it passes into the comparatively safe waters of public forgetfulness; there to be repainted to look like something else so that it may more easily be allowed to go through the locks of official inspector into the harbor of submarine franchises. . . . And then, the dear public be damned. . . . Canadian Municipal Journal.

ARE YOU A PATRIOT?

Under the above heading, the National Fire Protection Association has issued an appeal which deserves the widest circulation. The following are some extracts:—

It is the duty of every citizen at this time to act as a fire warden of the nation, and to safeguard in every way the foodstuffs, the raw materials and the finished products of every sort. Are you alive to the danger of fire? Are you doing your bit for the stricken peoples?

This is your war: a moral war; a war to save life and property; not to destroy it. Can you answer these questions with satisfaction to your country, your state and to yourself?

Are your employees organized into an efficient fire-fighting unit?

Where is your nearest fire alarm box? Whose business is it to turn in an alarm—by day—by night?

Are your chemical fire extinguishers charged and operative? How long since you looked them over?

Are your elevator shafts, areas, spaces under stairways and benches and dark corners clear of rubbish, oily waste and debris?

Is there smoking in your plant by your employees, or by you?

Are any matches except safety matches allowed in your plant?

Have you metal containers for rubbish? Are these emptied in a safe place daily?

Have your lighting and heating equipments been overhauled for winter?

Is your standpipe and hose equipment in order?

Is your water supply effective and reliable?

Is some one of your employees responsible to you for the care and absolute cleanliness of your plant?

Do you know that this employee is giving strict attention to his duties?

another time, they should be granted without further postponement. Delay is gravely hurtful and we do not think it necessary. Facts are available. Principles should be clear. The interstate commerce commission, we hope, will not show itself the only governmental body which the crisis of war has failed to stimulate to expeditious action.