

Address Before Canadian Club

Rev. Canon F. George Scott
Delivered Interesting Address at Board's Last Evening—Subject, "Some Lessons of the War."

The Canadian Club was privileged last night to have as their guest the Rev. Canon F. George Scott, known throughout the country as one of the best of the "pulpit" of the last Division. After the luncheon he addressed the club on "Some Lessons of the War."

Canon Scott is an entertaining speaker and his address, interspersed with many humorous anecdotes was listened to with great interest. A. M. Belling, vice-president of the club was in the chair and introduced the speaker. He referred to the fact that Canon Scott had easily made his point as a speaker and as an advocate of Imperial Unity. Then came the war, and among the first to go was this post preacher, statement.

The war is now over but there are many lessons to learn from it and Canon Scott is present to give some of these lessons.

Canon Scott was given a very hearty ovation as he rose to speak. He said that it was a very great pleasure to speak before the Canadian Club of St. John. He had many pleasant memories of former visits here and more over he had the pleasure of meeting many old friends and of renewing acquaintances made in France. Though he had been with the 1st division in every engagement till Cambrai, he said he was just going to speak on the last year of the war. He then took his leave back to that month of March, 1918, when the Hun had been made his big drive and things looked so critical. The enemy had taken the initiative, and he did not know where the attack was coming next. Those days were trying in the extreme, yet the morale of the troops was not broken.

Many Rapid Changes.

The speaker gave a graphic description of the many rapid changes which took place during that critical month. Troops moved at a moment's notice not knowing where they were going nor seemed to care. This emotional-ness he considered one of the remarkable things of the war. Then came the most momentous event of the war, the unity of command was decided upon and Poch was chosen Generalissimo of the Allied forces. He really did not know how to explain it but the speaker said as soon as he heard the news a thrill went through him and he felt that was the beginning of the end.

Foch Takes Command.

The speaker then told how as soon as Foch took command the plan of campaign was changed. The drive of the Germans was stopped by a big counter-drive and Poch took the offensive. The Canadians were chosen as shock troops and were sent down the line on rest. It was a delightful change from the trenches. The troops were billeted in quiet little French villages behind the lines and practiced open war-fare manoeuvres. After spending a fortnight in two months back to billets in Arras again. Then suddenly came the word of a move. The speaker here graphically described that marvelous undertaking, the moving of the 100,000 men from one front to another and keeping them on the move. It was a feat that no other army had ever accomplished. He then told of the attack on the morning of the 21st of August, of the British cavalry going into action for the first time. The glorious victory of the Allies at Amiens was the beginning of the end.

Lessons Learned.

Speaking of the lessons to be learned from the war he considered that the greatest one was comradeship. The spirit of comradeship during those awful days was splendid, unending. We have to get that spirit here in Canada. We have to think of each other and get rid of this sick of sympathy. We must bring that spirit of comradeship and unselfishness which our men learned overseas into all our activities. We must become as brothers through our common brotherhood in Christ and God. At the conclusion a vote of thanks was extended to Canon Scott by the chairman, A. M. Belling. The singing of the National Anthem brought the evening to a close.

Proud Record.

The Little Greek—"Daddy, what did you do in the Trojan War?" Daddy (proudly)—"My child, I painted the spots on the wooden horse."

Be Careful What You Wash Your Hair With

Most soaps and prepared shampoos contain too much alkali which is very injurious, as it dries the scalp and makes the hair brittle.

The best thing to use is Mulsified coconut oil shampoo, for this is pure and entirely preservative. It's very cheap and gets anything else all to pieces. You can get this at any drug store, and a few ounces will last the whole family for months.

Simply moisten the hair with water and rub it in, about a teaspoonful is all that is required. It makes an abundance of rich, creamy lather, cleanses thoroughly, and rinses out easily. The hair dries quickly and evenly, and is soft, shiny, looking, bright, fluffy, wavy, and easy to handle. Besides, it loosens and takes out every particle of dust, dirt and dandruff.

PRES. BEATTY MAKES ANNUAL REPORT TO C. P. R. DIRECTORS

Gross Earnings of Company Largest in Its History, But Net Earnings Less Than Last Year — Irrigation Project Proves Advantage to Canada—Enlightening Review of Tariff Rates—New Equipment.

Montreal, May 5.—At the annual meeting of shareholders of the C. P. R. Co., held at Montreal today, Mr. E. W. Beatty, president, gave the following address:

"The annual report of the company and statements attached, which have been in your possession for some time, reflect very vividly the situation prevailing generally in respect of the company's operations. The gross earnings of 1919 by \$19,391,382, the net earnings were less by \$1,560,455. The large increase in working expenses of \$2,030,715, following it, does not indicate an increase of \$17,360,667 in the working expenses during the year 1919, or \$38,152,706, as a striking example of the effect of the increased cost of wages and material in the operations of a company, even one conservatively and economically administered as are the affairs of your company."

While it is a matter of great gratification that, even with these exceptional costs, your company has been able, during the past two years to earn its fixed charges and usual dividends and very moderate supplies, it is nevertheless important that the relation between earnings and expenses should now receive the most careful consideration. The results of the operations during the past year show an upward trend in costs which even extensive increases in gross earnings and effective operating economies due to heavier loading, larger power and consequent reduced train mileage, have not equalled.

For the past sixteen years the freight and passenger rates of all Canadian Railways have been subject to review, or have been fixed by the Dominion Railway Commission. The rates have been reduced from time to time, first being lowered and then increased, but the extent of the increase has not equalled the increased costs which have recently been placed upon all companies and reductions in which cannot with any confidence be predicted at this time. During the fiscal year ended June 30, 1919, the expenses of your company, with mileage somewhat less than the operating mileage of last year, were \$87,388,000, while for the year 1918 they had climbed to practically \$144,000,000, an increase of 64 per cent. Within that period increases of nominally 40 per cent. in freight rates and 15 per cent. in passenger rates have been authorized by the Railway Commission. The actual increases, owing to the adjustment of rates made by direction of the board, were, in fact, 30 per cent. in freight rates and 10 per cent. in passenger rates. The result, therefore, has been that during the past five years the percentage increase in operating expenses was double the percentage increase in total revenue to the companies.

Owing to the parity of conditions existing between the United States and Canada the Canadian Road were forced, during the war, to put into effect the high wage scale made effective under government control of the American roads and they were also compelled to continue operating under tariffs of tolls substantially the same as those in force in the United States. These tariffs were entirely inadequate as results in the United States clearly demonstrated.

By legislation, recently enacted, the American carriers are assured rates which will return a fixed percentage on the value of the undertakings used in the public service, which will mean a reconsideration of rates and increase in the rates now current in that country. No doubt the necessity of rate adjustments in Canada will be given earnest consideration by the Dominion Board and the Dominion Railway Board. While it is not my purpose to anticipate any action which may be taken, it is only proper, I think to say that a readjustment is amply warranted, both on the ground of the value of the service rendered by the carriers, and the cost to them of performing such service.

It is further to be remembered, and I do not anticipate that it will be forgotten, that the company's enterprise is upon its ability to progress and develop, and on the maintenance of a high credit without any undue development cannot take place. Waste extravagance and improvidence must be discouraged, but I can imagine nothing more detrimental to Canada than that its railway systems should be unable to keep pace in their own development with the progress of the country, and that they should be unable to add that progress by the expansion of facilities, the construction of necessary new lines and by meeting the increasing demands of the public in the way of efficiency and comfort in service.

Based upon accepted principles in other countries governing compensation due to transportation and other public service corporations the net earnings of your company have always yielded a moderate return upon the capital actually invested in the enterprise. The railway net earnings of the company for 1919 represent only a return of 4 per cent. on the actual cash invested in the railway itself. The operations for the year 1919, after the payment of fixed charges and the usual preference and common stock dividends show a nominal surplus of \$84,249, which has been placed in reserve to meet the special taxation imposed by the Dominion Government, which special taxation ended in 1919. The fixed charges of the company are low, the interest on the preference stock is equally low, and the dividends of 7 per cent. payable on common stock, from railway earnings, is moderate. A factor which seems to be lost sight of in these discussions of the relation between expenses and revenues is the absolute necessity of reasonable surplus in the case of any corporation conducting an enterprise as extensive as that of your company. The gross earnings

of the company for the year exceeded \$176,000,000, and the surplus, after deduction of the moderate fixed charges and dividends, only amounted to less than half of one per cent. of these earnings.

Considering the importance of reasonable provision for working capital annually from the operations of the company, if its high credit and ability to progress is to be maintained, it will readily be appreciated that the revenues during the past two years have been, to say the least, inadequate.

In the discussion which has taken place as to the desirability of other rates, of increased rates, and, therefore, increased revenues to the Canadian railways, two theories are publicly maintained. The first that rates should be increased, but that any surplus earnings thereby accruing to your company should be taken back through the medium of special taxes, and the second, that rates should not be increased, but that the government railways deficits, if such occur, should be met out of the general revenues of the country. Both theories are, in my opinion, unsound. Rates should be established which represent a fair return for the service rendered, and if by efficiency and economy and character and extent of its equipment and facilities a company can render its operations under such rates profitable, there is no warrant for the application of those profits, nor can there be anything but doubtful honesty in the proposition that the company's revenues accruing to it from service actually rendered by it and well performed, should be taken from it to supplement the revenues of a competitor whose operations do not show favorable results. It is scarcely necessary for me to say that the fairness, or otherwise of any rate basis is not necessarily measured by the strength or resources of a company, or by the lack of them.

The second theory that rates should not be increased, but that any deficit should be met from the general revenues of the country is unsound economically and unfair alike to the government-owned and other railways. It is obvious that any system which permits services to shippers and others to be performed at unreasonably low rates is discriminating in their favor, and discriminating against a public whose taxes are increased as a contribution to those railway facilities.

In my opinion the rates in the country should be determined, having regard to the cost and value of the services rendered by the companies, and to the legitimate needs of the companies if they are to meet the transportation requirements of the country. No doubt a question so important and far-reaching in its effect will be given the careful consideration which it is entitled by those in authority and empowered to deal with it. I may say, however, that the properties of this company are in excellent condition and that in its history it has been better prepared to perform its important public services or to play its full part in the advancement of transportation future of this country.

Irrigation Project.

In the annual report reference has been made to the company's irrigation project in Alberta, the construction of which was undertaken some years ago, and in the earlier progress of which some difficulties were made. The project has now become firmly established and the success has been so pronounced during the past few years, that further extension to this important undertaking is, I think, warranted.

An area of 645,526 acres has been brought under irrigation through the medium of 2,549 miles of irrigation canals and distributing ditches of this area 201,302 acres of irrigable land have been sold at an average price of \$20.18 per acre. There is still for sale within the block, 342,141 acres of irrigable land for which there is at present a very active demand.

During the period from the commencement of construction to 31st December, 1919, the company has expended in connection with the construction and maintenance of these irrigation works the sum of \$15,186,348, and in their operation the sum of \$1,751,265.

The introduction of irrigation in Southern Alberta has made it possible to successfully produce on irrigated land a wide variety of alfalfa, corn, small fruits and vegetables, which are not produced with equal success under dry farming conditions. Careful statistics, covering several years, indicate remarkable increases in ordinary crops grown on irrigated land over those produced on dry land, and the wisdom of the decision to undertake this extensive project has been more than justified. We are amply warranted in the belief that the irrigation block will ultimately be a closely settled, intensively cultivated and a considerable traffic producing area tributary to the company's lines in Southern Alberta. The success of the company's undertaking in this respect, combined with the obvious necessity of that portion of the country, will, I hope, lead to the extension of irrigation projects under the auspices of the Federal or Provincial Government, which will in the end render the danger of crop failure in these districts practically negligible.

Equipment.

As indicated in the annual report, your directors thought it necessary to make provision for the construction of necessary additions to your company's rolling stock. Since the report has been issued, arrangements have been concluded for an equipment loan under which the payments for such equipment are spread over a period of twelve years, the actual amount of the equipment trust being \$12,000,000. By reason of the conditions existing at the time the transaction was concluded, highly favorable interest rates were secured.

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Parisian Sage Surprises and Delights—It Positively Does Not Change the Color of the Hair.

Here is good news for all men and women whose hair is faded, dry, streaked and scraggly—is falling out badly, and whose scalps are covered with dandruff and itch like mad. Your druggist can now supply you with the genuine Parisian Sage (liquid form), which is guaranteed to quickly and safely abolish every sign of dandruff, stop itching scalp, check falling hair and promote a new growth of money refunded.

Thousands testify to the excellent results from its use; some who feared becoming bald now glory in their abundant hair, while others who suffered from itching scalp and itching head get a clean, healthy scalp after just a few days' use of this simple home treatment.

It has been proved by the thousands of men and women with falling hair, dandruff, itchy scalp, try Parisian Sage—you will not be disappointed. It is a scientific preparation that supplies hair needs.

The first application should make your hair and scalp look and feel 100 per cent. better. If you want thick, lustrous hair and lots of it, try Parisian Sage. Don't delay—begin tonight. A little attention now helps insure abundant hair for years to come.

LEFT JEWELS WORTH ONE MILLION DOLLARS

(Cross-Atlantic News Service, Copy-right.)

Paris, May 4.—A French Government expert who has valued the Deslys' estate for probate declares jewellery left by her is worth at a nominal rate of exchange \$1,000,000. It has been reported that the Deslys left instructions that the bulk of her fortune should be disposed of for the benefit of the poor of her "beloved" Marseilles.

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The National Remedy of Holland for centuries and endorsed by Queen Wilhelmina. A trial drug, 50c. a box. Look for the Gold Medal on every box and accept no imitation.

You will have observed that since the issuance of the annual report for the year 1919, your board have considered it desirable to apply for an amendment to the company's charter which will permit the increase of the number of directors from fifteen to eighteen, should that at any time or year necessary. The statute is purely empowering and the amending by-law will be submitted for your approval in the event of it being considered advisable to increase the directorate.

The purpose of any increase will, of course, be to secure a larger representation of the board from those portions of Canada in which the company's interests are especially important. I look forward to immigration to Canada on a large scale, and while a period of retrenchment and financial conservatism may temporarily be the part of wisdom, your directors have the same implicit faith in the future growth and prosperity of the country that they have always had, and also the same confidence in the ability of your company to play an important part in its development and prosperity.

HAD ECZEMA For Over 28 Years

Eczema or Salt Rheum manifests itself in little round blisters, which contain an extremely irritating fluid. These break and subsequently a crust is formed, and the intense burning, itching and smarting, especially at night or when the part is exposed to any strong heat is almost unbearable. The success which Burdock Blood Bitters has met with in skin diseases of such severity is due to its wonderful blood cleansing and purifying properties, and we know of no other remedy that has done or can do so much for those who are almost driven to distraction with the terrible torture. Mr. James Walker, 152 Niagara St., Hamilton, Ont., writes:—"I have been using Burdock Blood Bitters for some months past, and find it an excellent remedy for skin eruptions. I have suffered with eczema for over 28 years, and have tried almost everything you could think of. I was recommended to use Burdock Blood Bitters, and I am now clear of my skin trouble. It is certainly a good remedy and I shall recommend it to all my friends." Manufactured for over 40 years by The T. Milburn Co., Limited, Toronto, Ont.

HOME LIFE - THE BEST

People are realizing that the centre of their lives is home, and they want their homes better. Across the land, in city, town and country, is spreading the "Better Home" movement. Women's clubs are discussing it, magazines are taking it up. People just like you have begun to say more often, "I want to make my home better."

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"Plus Service" Transmission Belting

Service, not price, should be the basis on which your purchases of transmission belting are made. The highest-priced belt is built to give maximum service and, in the final analysis, is the most economical. Low-priced belting is the most expensive, for it cannot be expected to wear for any length of time, and usually doubles its first cost in expensive repairs, power waste, idle machines and lost production.

Leaving price out of the question, no belt will prove economical unless it is the right size and construction to efficiently carry a given power load.

The possibilities of waste in buying and placing belts is so great that no one but a belting expert should ever be permitted to select a belt for even the most unimportant purpose. It isn't necessary that you maintain a belting expert. We have established a special service department in charge of belting engineers who will, without cost, gladly take the responsibility of making your transmission belting give Plus Service by keeping its cost at the minimum. They will specify

because of its unbroken record of satisfactory performance, but only when it will most efficiently meet your requirements. Phone or wire our nearest service branch that you may test the value of this service

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COLONEL PECK, I. C. REFUSES TO ACCEPT

Fair and Concise Statement of General McLean as to His Position on Pensions Matter—Resigns from Committee.

Ottawa, May 5.—The "Citizen" will publish the following tomorrow: "As a protest against recent occurrences and statements of General H. McLean before the Parliamentary Committee on pensions, Lieut.-Col. C. V. Peck, V. C., has tendered his resignation from that body."

"I am a soldier who has been addressed to Mr. Hume Cronyn, chairman of the committee, Col. Peck, after stating that he considers it his imperative duty to resign in view of what has occurred, says that he does so, not only to protest in the name of the widows of the hundreds of brave men whom I had the honor of leading in the war, but as a protest against a deplorable attempt on two successive days to camouflage the incident, and also in the name of common honesty and decency."

The full text of Col. Peck's letter is as follows: "Mr. Hume Cronyn, chairman of Pensions and Re-establishment, House of Commons."

"Dear Sir,—In view of the recent occurrences, and regarding the statements of General McLean, I feel that it is my imperative duty to resign from your committee. While I do not pretend that my membership is of any great importance, I cannot consent to being a party to what has taken place."

"I therefore, resign, not only to protest in the name of the widows of the hundreds of brave men I had the honor of leading in the great war, but as a protest against a deplorable attempt on two successive days to camouflage the incident, and as a protest in the common honesty and decency. I cannot being myself to be a party to what has taken place, as a credit to the committee or parliament."

"While there is nothing to their discredit to be described as the servant class' (because it is honorable to work, and we all should work), the statement made was an invitation to attempt to discredit the widows of our soldiers."

"I claim that the statement made by Mr. C. Grant Macneil was correct. No attempt has been made to prove this matter, and had General McLean seen fit to apologize to the widows of our brave men, no further attention would have been paid to the incident."

"I regret that, according to the rules of parliament, I cannot go further into this matter publicly. I wish it to be distinctly understood that I do not wish to reflect on your committee as a whole, or on your chairman-ship which has always been fair, generous and impartial."

"Yours truly, C. W. PECK."

ARGUE PASSENGER RATES MAY 10TH

Canadian Railways Will Present Their Case for Increased Rates to United States.

Ottawa, May 5.—(Canadian Press)—It is understood that Canadian Railways will present their case for increased passenger rates to the United States before the Canadian Railway Commission, shortly, probably at the regular sitting of the commission on May 13. The case was set down for argument on Tuesday afternoon, but when it reached at the end of the docket, counsel stated that they preferred to postpone argument for the present. It was understood by the commission that there is no reason for postponing the case except that counsel for the railways were not ready to proceed with it.

G. W. V. A. PROTEST AGAINST STATEMENT

Of General McLean Appearing Not to Grasp the Meaning and Spirit in Which it Was Given.

Ottawa, May 5.—Telegrams from branches of the G. W. V. A. in all parts of the Dominion were received today by Mr. C. Grant Macneil, Dominion Secretary, protesting against the statement alleged to have been made by Brigadier General Hugh McLean, before the parliamentary committee on pensions on the subject of the wives of private soldiers.

A resolution embodied in one telegram from Victoria, B. C., demanded the resignation from the committee of Brigadier General McLean. Other wires enquiring if the report of his statement is correct. All express surprise and indignation at such utterances, and demand that some definite action be taken by the Dominion Executive of the G. W. V. A. to repudiate it.

DODD'S KIDNEY PILLS

Low Travels Instantly during business engine-erloo had from short a hon