

WHAT CONSOLIDATION MEANS TO CANADIAN NATIONAL RAILWAYS

Incorporation of Grand Trunk Into System Will Make Big Increase in Freight Density—Expected to Raise Average Haul and Thus Lessen Cost of Handling All Classes of Freight.

Series No. 4.
The public is anxious naturally to know what effect the acquisition by the Government of the Grand Trunk Railway System in Eastern Canada and United States will have on the operating results of Canadian National Railways. From the financial point of view much, of course, depends on the rates, and on a general proper relationship of expenses to earnings being re-established. This may be brought about through wage reductions in United States that would likely become effective in Canada. The general level of freight and passenger rates in United States will probably not be reduced until the United States railroads begin to pay their full 6 per cent on the value of their properties devoted to transportation. These problems are, however, not peculiar to the Canadian National Railways, but affect all lines on this continent.

There has been no great change in tonnage as compared with the year ended June 30th, 1919, and the twelve months ended Dec. 31st, 1920, although the latter period will probably show a greater return. The latest available statistics for all Canadian railways, however, are those contained in the Government's blue book for the year ended June 30th, 1920, and these will be satisfactory for the purpose of this article which is to draw attention to the possible improvement in the National Railways freight traffic situation through consolidation as affecting the important factor of long haul traffic. The lines of the Grand Trunk Railway system serve practically all of the industrial and commercial centres in Ontario and Quebec and the company enjoys excellent traffic arrangements with United States railways. Naturally a great deal of this industrial tonnage has to be moved considerable distances in Canada. The merging of the lines of the G. T. R. with those of the present C. N. R. will make possible the extension of the average haul on the entire system.

The measure of a railway's freight density is the number of tons of freight it handles in a year per mile of line. Every shipment handled is worked out in ton miles. For example, if a carload of grain weighing 33 tons is moved 1,000 miles, that

average haul of 775 miles, which would produce, for 33,000 miles, a freight density of 419,570 ton miles per mile of line, the density could be increased in five years to 877,141 ton miles per mile of line by merely increasing the average distance hauled by 10 per cent per annum. This would put the National System on much more of an equality basis with the C. P. R., which system had a similar density in 1912, and exceeded it in 1916, 1917, 1918, and 1919 when its density averaged just over a million tons per mile of line. In producing the increase for the National lines there has been no allowance made for an increase in originating tonnage, nor for any increase in tonnage received from connections, but merely for an increase in the length of haul received from each ton now available. If during the five year period, tonnage originating on the consolidated National System and received from connections also increased, it would be easier actually to effect the increase in density and in view of this, and the results that have been obtained elsewhere, the assumption of a ten per cent increase from all sources should be possible of attainment with anything like the pre-war development.

The advantage that the C. P. R. has over the present Canadian National Railways in the matter of tonnage received from connections will be appreciated when the following comparison is noted:—

Summary of Traffic Moved—Year Ended June 30th, 1919.

	Tonnage Originating On Lines	From Other Railways	Total
Canadian Pacific	16,426,946	2,158,529	18,585,475
Canadian National	19,896,835	4,683,785	24,580,620

(The superiority of the C. P. R. in railways is particularly noticeable.)

The Grand Trunk System's tonnage is made up as shown below:

	Tonnage Originating On Lines	From Other Railways	Total
Grand Trunk System	12,301,698	3,468,603	15,770,301

Agreements Abrogated

Washington, April 14.—National agreements defining working conditions for employees on all United States railroads formerly under the Federal Railway Administration were today ordered abrogated, effective July 1, 1921, by the United States Railroad Labor Board.

"BLUE LAWS" HIT.

Baltimore, Mo., April 14.—Blue laws so far as they apply to Sunday baseball were given a hard blow here today when a jury in criminal court acquitted Jack Dunn, manager of the Baltimore International League team. Dunn was tried under an indictment based upon the fact that Sunday games have been played at Oriole Park.

It is seen that the addition of the Grand Trunk's freight traffic would certainly more than counterbalance any advantage which the C. P. R. had previously over the Government-owned lines, although allowance has to be made for traffic interchanged between the Canadian National and the Grand Trunk which should not, of course, be counted twice. Making ample allowance for this feature might reduce the total tonnage from 51,317,385 tons to a total for the consolidated system of 54,900,000 as compared with the Canadian Pacific's total of 25,884,741 tons.

The problem before the management of Canadian National Railways—when consolidation is accomplished—therefore is to convert the tonnage into the greatest number of ton miles possible, by increasing the National System's haul to the full extent that the exchange of commodities and business conditions through the country permit. This is where the shippers and consignees have the opportunity to co-operate in improving the situation by giving instructions to route some of their long haul business by the National lines. The advance that has been outlined here is one that can reasonably be expected. It will not, however, take place immediately on consolidation being effected, but should be a steady progression spread over a period of years.—Publicity Dept., C. N. R.

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Pleasure in Two Ways.

A real trout fan of the city says there are two ways to have pleasure out of trout fishing. One is to go fishing. The other is to prepare for it, think about it, talk about it, and always be just about going to do it. The advocates of this second method have had a lot of joy in the past two weeks. They meet frequently at the Victoria Hotel to talk it over. The dapper Fred who serves you at the hotel desk can talk trout fishing to the King's taste. Members of the club gather to talk it over.

The false early spring, the appearance of rash young insects before their time, the absence of snow from the country. All these have put the mind of the fisherman on the great game. In the cellar or in the attic he has toiled over his tackle. The members of the fraternity of stream whippers say this, and, whether it is ever used or not, can always stand vanishing. A reel can be taken apart and oiled a thousand times. A line can be waterproofed and tested every week. This can be repeated as often as you please. That is what the gang claims and the office chair fishermen of the Victoria Hotel admit having done the job over and over again. Now the day is at hand to go fishing and he wonders if isn't too cold for the trout to venture out, whether it is worth while trying the impoverished brooks nearby. After wondering the chances are he will pick up the wonderful tackle and give the automobile an overhaul.

The other extreme, according to the office chair fishermen, is the fisherman whose mind is on getting to the water. He has a reel, line, and maybe a dozen flies when he knows it is too early for flies, goes to the battle with a leaky boat, his reel always has something the matter with it. But he gets there, he wets his line and maybe gets a trout.

Few Delusions About Results. Maybe, they say, because the man who goes trout fishing so early in the season have few delusions about the probable results. Usually it is a miracle if a trout comes to the fly to early in the season. More than that, the man with the can of worms—and there are thousands of these practical wretches—cannot be certain of bringing anything to the frying pan, but the bacon. Too often the water is so high or so icy that no intelligent comfort-loving trout would come near the surface.

These office chair fishermen are reluctant to tell a stranger where to go fishing. The Standard man wanted a tip where to try his luck. They vouchsafed the information that the wise fisherman goes where nobody else thinks there is a trout. The business-like fisherman, they said, probably already has a postal from his rural friend, Joe the barber sportsman from Porridge Corner, telling him there ought to be something doing on Miller's Creek about two miles north of the railroad track. If that isn't his cue, follow up stream beyond Murphy's mill and fish the east fork. He will save that card for future reference and place it in his crest with the other tackle.

A Quiet Tip. For the benefit of fishermen who fondle the mistaken notion that the chief business of fishing is to go fishing, it might be said that the worms know it is an early spring. They are within a few inches of the surface of the ground to the south side of almost any barn. And the trout do not know yet that artificial flies are the proper thing in trout fishing.

"Brush your teeth before your shoes, the teeth are more important." N. B. Health Week, April 24-30.

RHINELANDERS FEARFUL OF A DOUBLE BARRIER

It is Afraid Rest of Germany Will Treat Province as Foreign Country.

DEPRESSION IN THE MARKETS FELT

Frankfurt, Germany, April 14.—In addition to fear of the effect of the allied customs frontier tax of 25 per cent, industrial leaders and merchants in the Rhineland are afraid that Germany will treat the province as a foreign country and establish counter customs charges. The markets show a general depression. The bayers in the occupied area are cancelling orders from free Germany until they see what effect the customs frontier will have and efforts to have the Rhineland stock up in anticipation of an allied levy have been unsuccessful.

Business Killed.

"Instead of stimulating business," said a Wiesbaden clothing manufacturer, "the coming barrier has killed the fast spark of business. The stagnation which set in last year is merely continued. Even considering the depreciation in the value of the mark, clothing costs more in Germany today than in France. Most Rhineland firms are already well stocked and are prepared to live off their own fat until times change. Personally I am prepared to hold out two years."

The obvious purpose of the customs frontier is to detach us from our natural German markets, while exportation to France is not facilitated."

Firms are opposed more to customs

DIED.

GOOD.—In this city, on the 14th inst. Catherine, beloved wife of Robert Good, in the 76th year of her age. Funeral from her late residence, 51 Richmond street, on Sunday at 2:30.


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Imposed by the German Government, themselves will refuse raw materials in large quantities unless accompanied by large orders of finished products from free Germany. Such a measure, while representing free Germany's best weapon for meeting the allied competition, which soon will be felt in the occupied territory, still presents uncertainties to the Rhinelanders which they are now unable toathom.

It is now expected that the Germans



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A SHIRETOWN AT DO

Only Two Voted town to Moncton plained the Me of Department

(Continued from p. 1)

Referring to sanitation in the rural districts where the danger of typhoid fever, was twice as high as in cities. During the last few years there have been outbreaks of disease, and it is now necessary to take steps to establish sanitary conditions in the rural districts.

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Child Welfare

With reference to Child Welfare, it was important to mention that the department had established a child welfare exhibit at the 1920 exposition in Fredericton. The exhibit was a success, and it had been decided to have a similar exhibit at the 1921 exposition in St. John. The department was planning to have a child welfare exhibit at the 1921 exposition in St. John.

Optometry Practice. Mr. Curran in explanation said that it would prevent the wearing of glasses and provide engaged in the work of glasses, must be properly fitted. Mr. Young protested section prohibiting passing from house to house. He thought persons wearing glasses they required, should buy them in the store. Mr. Flewelling in the chair up consideration of a bill the practice of optometrists.

Hon. Mr. Baxter said that simply to provide against persons testing eyes. Hon. Mr. Roberts said the bill was to give the people. The bill was also a bill for the St. John. A bill to amend the Roman Catholic Chatham to convey certain powers to the town of V. assist Agriculture Society to regulate restaurants in St. John. A bill to amend the Roman Catholic Chatham to convey certain powers to the town of V. assist Agriculture Society to regulate restaurants in St. John.

Moncton Bill.

Hon. Mr. Baxter spoke bill to amend the act.