SIR P. T. McGRATH

Addresses Council on Railway Resolutions.

AMERICAN RAILWAYS.

CANADIAN RAILWAYS.

So much for the Britsh railways. I began down to the present time, the Dominion Treasury has borne the loss on the railways every year, first by payments to the Companies to cover their working expenses.

Take the Canadian railways, in the year these were on the down grade, and after hostilites began the downard process greatly accelerated. Toward process greatly accelerated ward process greatly accelerated. To-day all the railways in Canada, except the C.P.R. and a few small lines, have had to be taken over by the Government and operated as a National syslosses themselves until last year, when the Colony met them and is now tem under Government control. These are (1) the Intercolonial, connecting being asked to repeat the process this year. Obviously, this cannot continue, the Maritime Provinces and Montreal, and the need for a permanent settle-ment of this railway problem ought and always a Government line, the price of the Maritime Provinces entering Confederation; (2) the National to be manifest to everybody. May I point out, also, that while the present Transcontinental, from Moncton to condition of these Canadian railways is regarded by the unthinking as an Winnipeg, built by the Laurier Government, fifteen years ago and leased to the Grand Trunk; (3) the Grand absolute condemnation of Government ownership, the fact is that two built mainly by English capital and operated from London as a result of canadian Northern, built by private capitalists which it never half utilized its oppor-tunities, running as it did through the most fertile sections of Quebec and the war, and the Government had to take them over and run them to pre-Ontario, and with 30 subsidiary connections in the United States; (4) The Grand Trunk Pacific, an extension of hand the C.P.R., built when labor and materials were cheap, and splendidly the National Transcontinental from managed ever since, is able to pay a Winnipeg to the Pacific Coast, to give the Grand Trunk, a through line from 10 per cent. dividend every year. coast to coast like the C.P.R., and (5) The Canadian Northern, another I now turn to the American rail ocean-to-ocean line enterprised by ways and the problems they present. Mackenzie and Mann, two highly suc-I quote from the last word on this subcessful gailway builders, who in the ject, an article by Mr. S. O. Dunn past twenty years built or brougt Editor of the Chicago Railway Age, in the London Times special American lines in the various provinces and pieced them out from time to time as supplement of July 4th. He says that America had before the war 257,000 opportunity and money offered. All hese were sagging before the war. They flourished in the boom times and For ten years before that the rail-They flourished in the boom times and wilted in the oull days. When I first crossed Canada in 1911 the decline was plain to any eye To-day all are bankrupt. The Intercolonial, built as hill, Mellon and others to secure a political railway, always showed a deficit. The Trans-Continental and the Grand Trunk Pacific, never came acts regulating them. As a result of anywhere near earning their operating this, further advances in rates were expenses, not to say dividends. The prohibited and as the owners needed

Canadian Government, which did not take over the railways, as Britain and America did, but operated them ing the lines to the physical fitness Bailway War Board, com- they possessed when taken over by posed of their managers began exactly as we are doing, by giving them large sums to ocver their losses on operations to ocver their losses on operations of the Government. The American Government by Mr. Payne, the Canadian railway statistician already quoted. He says that "the financial condition of the Government of the restoration of the Government of the restoration of the Government dends for six months after the restora-tions, and ended by taking them over altogether, as I believe we will event-ually have to do. For the fiscal year ended March 31st, 1920, the deficits on these lines, now grouped together as the "Canadian National Railways" and the "Canadian National Railways" and physical equipment was altogether in-adequate, and he asserts that large 000 and for the year ended last March it had increased to \$76 000.000. These cars and freight cars were scrapped enough to pay the bill." To supplefigures, of course, do not take into aclar and that the Government did not empent this the London Times of April 2, has an article describing the work on building or laying these lines, when the owners ran them. He adds of a commission of experts then sitting which is included in the public debt. that "since the big decline of business at Melbourne working out a scheme which is included in the public user. That since the big decline of business and gets its dividends through that began last fall most of the railways, for the uniting of the various railway for the uniting of the various railway for the uniting of the various railway gauges of the country, for there are three of these. Victoria and South substities of \$275,000,000, guarantees maintenance of permanent way, locoof \$245,000,000, and land grants of motives and cars as they never cut gauge—that is 5 feet 3 inches. New \$44,000,000 acres To this must be them before in spite of the fact that South Wales and the Commonwealth

Court of Canada, as Chairman. Sir the United States, as in England, and drouth.'
George Bury, who was here some in Canada, Government operation of This

nessy in a letter to the Canadian press ing the roads to private ownership is last April, covering a memorandum ne designed to enable a Board to give had addressed to Premier Borden in them rates which will suffice to pay a 1917 and, after revision, to bring it up dividend, in England of 5 per cent. and to date, to Premier Meighen a week in the United States of 5½ or 6 per before he gave it to the newspapers, cent., but in the first six months un-

hefore he gave it to the heavy hat the der pre-war operation the American "National Railways" be handed over lines, under the rates then existing, "National Railways" be handed over the cases then existing, to the C.P.R., which would cut out a lot of duplicate mileage and run the combined system for a guaranteed dividend, and he showed how by this means the doing away with useless will be able to do much better in the future.

and freight rates now prevaling they means the doing away with useless duplication of management, staffs and mileage, and having all the C.P.R.'s splendid equipment of engines, cars, repair shops, etc., "available, — the combined system, which now totals 40,000 miles, and would be reduced by this to 30,000 and according to some authorities, could ultimately be made to pay. The proposal was not adopted, nor is it. I think, likely to be, mainly because the Canadian people fear it would mean a monopoly and also less efficient management, with the C.P.R. guaranteed its dividend, than if it had to get its dividend, than if it had to get its dividend by its good work at present, but even the critics concede that Lord Shaughnessy was influenced tolely by a desire for Canada's welfare in advancing it. Meanwhile, Canada must continue to pay 60 or 70 million tolelars a year until things change or it can sell the system to some other terms of the Northeastern Rail-

cent. The increase on some Scottish lines was, he said, as high as 310 per cent. Mr. Fane Vernon, presiding at the annual meeting of the Great Northern railway Company of Ireland estimated a wage increase on Irish lines of from about £1,500,000 in 1913 to upwards of £5,300,000 in 1912, a rise of nearly 300 per cent. "I need not say," was his comment, "that when the Irish railways are returned at the ex-piration of control to their owners, hey will be, as a whole, unable to pay these enormous wages. In fact, some

ister of Railways at Ottawa, in his speech on the railway situation, on March 17, stated that of every dollar cents is paid out in wages, and 20cts. meet all other items of expenditure. these he had to draw on the Canadian Treasury for seventy million dolars. Mr. Dunn, too, writing of the American railways, says that while the Government controlled them, they increased the number of employees neary 110,000 the first year, and 150,000 he second year, so that the lines when aken back had 260,000 more men em-

ployed on them that when the Governbeing paid wages of nearly a billion and a half dollars more than in 1917, or an increase of 82 per cent. The operating expenses also increased during the two years by 80 per cent., although the volume of business done was increased by only five per cent.

SOUTH AFRICAN BAILWAYS. The story of the present condition f the South African Railways, of which it is only necessary for me to say that they are narrow-gauge, like our own, and like ours also, run through much unpeopled country, is briefly, but adequately told in the curent number of "The Round Table," page 709, in these words: "The financial condition of the railway also give cause for axiety. Under the Act of ed by the Government are financed administration. Railways have to be Grand Trunk raid in bygone days, but to renew their equipment they had to in the past history of the South African the profits latterly were swamped by the losses of its western outlet. The Canadian Northern, cheaply built and operated, might have survived but for the war. There is an interesting arther war. There is an interesting arther war. There is an interesting arther war. Canadian railway impossible to renew their equipment they had to take the money from that put aside for dividends, with the result that the value of railway stock steadily declinged there, as in England. This in turn meant that they could get little or no making a total accumulated declinged the renew their equipment they had to renew their equipment they had the profit equipment they had the pro the war. There is an interesting article on the Canadian railway imbroglis in the current number of the "Round Table." I have studied the subject myself and written of it for American periodicals. In the April (1920) issue of the American Review of Reviews, Samuel C. Dunn. Editor of the "Railway Age" of Chicago, treats of American railways; rivself of Canadian and Judson C. Welliver, Lonadian, and Judson C. Welliver, Lon-same terms as the British railroads way rates, and that shipping has been don correspondent of the New York were taken namely, to pay all operations, and the high railway rates, Herald, of the European railways. I ing costs, to give the shareholders a and that shipping has been driven off am, however, relving for the data on standard dividend, and to restore the am, however, relving for the data on the Canadian railways, I am using here, on an exhaustive article in the Central Star of June 1st. by Mr. J. L. Payne, for many years statistician of the Department of Railways at Ottawa and recently retired through age. He shows that after the war began the Canadian Covernment which did not to make it was provided in the constant of the control of the contr revival of export trade will make up any loss due to the reduction."

AUSTRALIAN RAILWAYS. For part of the data respecting the

Australian railways I refer to an article in the Montreal Star of March 5, set 1000 000 acres. To this must be the properties were not in good control to the Canadian Northern and Grand dition when returned by the Government. He adds that freight cars were land, South Wales and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queenstaking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ now under arbitration at Montreal, per cent. of the total were in bad or with Mr. W. H. Taft, former President der. that 12 per cent of the Jacon will be a properties of payrow gauge. 2 feet 6 in the properties were not in good confidence of the same for the Gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316,000, or 13½ and the Commonwealth Railways have 6,062 miles of standard gauge—or 4 feet 8½ inches, Queens—taking over the Grand Trunk itself, less by 126560, that 316 with Mr. W. H. Taft. former President der. that 12 per cent. of the locoof the United States, acting for the
Grand Trunk. Sir Thomas White, late need of repairs, and closes by saving Grand Trunk. Sir Thomas White, late need of repairs, and closes by saying a recent eminent English traveler, Finance Minister at Ottawa, for the that "never since records were kept Capt. D. W. Pearce, F.R.S.S., saying that "the Australian railways present the Australian railways present that "the Canadian Go parment, and Sir Wal- did such bad conditions exist."

ter Cassals, head of the Exchequer! It will be seen, therefore, that in a worse plague to Australia than the This review deals with the railways

George Bury, who was deficited by the government the railroads during the war resulted of the whole English-speaking world, on this question, was quoted by the in a tremendous deficits for each counand it shows that everywhere the railroads. on this question, was quoted by the In a tremendous deficits for each coundary last Monday as having declared himself at Winnipeg as opposed to Government ownerships of a task of the greatest magnitude to Government ownerships of a task of the greatest magnitude to Canada and United States of America, where the conditions more closely approach our own, than anywhere else, I find from Mr. Payne's figures that plan was sketched by Lord Shaugh, as in England, the legislation restor-last restor-la 195 people, and America one to every 404, while if we figure Newfoundland's population at 270,000, with a mileage way to every 300 people. That is to say, we have a greater proportionate mileage of railway than the United States; and if we take European countries, France with only a mile to every 1347 persons, Britain with but one to every 1943 persons, and Germany with one to every 2098, the disparity becomes more and more pronount Let us look at a few more

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likes to grasp b one of yours wit puts his head clos vows eternal s words are to be t of salt-his "etern n't stand much of damp hand is laid er type of man, who rther interest in nd that is about as n you will go; but

