

The Railway Report.

Mr. Morgan Suggests Abrogation of Contract as Only Remedy—Tremendous Losses on Operation—Suggested Methods For Augmenting Earnings and Decreasing Costs.

The facts contained in the railway report tabled at the House yesterday are simply astounding. The losses on operation in the past few years have been tremendous, the line badly in need of repair, and the sole remedy, according to Mr. R. C. Morgan, is the abrogation of the contract. Several suggestions for economy and for the augmentation of the earning power of the railway are made in the report. An expenditure of \$300,000 is advised.

MR. MORGAN'S REPORT.

This report of Mr. R. C. Morgan, who has acted as General Manager of the railway and Chairman of the Railway Management Committee, and is now acting in an advisory capacity to the Government, is a most interesting document. It was tabled in answer to a question from Sir Michael Cashin. In a preface to the report Mr. Morgan gives the following reasons which, in his opinion, explain why the railway has been a losing venture since its inception:—

The traffic is too light.
The train load is too low on account of the heavy grade, light engines, light rails and bridges.

The rates are too low.
Branch lines were built without hope of remunerative traffic.

Agencies are maintained when they are not warranted by business conditions.

Labour and material costs have increased tremendously when freight rates have remained nearly stationary.

CONTRACT MUST BE MODIFIED.
He concludes his preface by stating that the existing contract for the operation of the railway must be modified, and in his accompanying report recommends to meet this difficult problem would be found. Mr. Morgan makes some suggestions, which if put into practice, would augment the earning power of the railway. He thinks the mail subsidies are too low and should be increased to at least \$250,000. He further suggests that with the approval of the Government, freight rates should be increased and that the railway management should be allowed to use their own discretion in meeting traffic requirements and competition. The co-operation of the Government should, he thinks, be obtained to reduce unnecessary steamship competition, thus giving to the railway the traffic that naturally belongs to it.

BELIEVES IN PUBLICITY.

He believes that the inauguration of a more active and persistent campaign for the soliciting of traffic should be appointed. That the co-operation of business men should be secured by continually impressing them with the fact that the present losses on the railway is due to insufficient traffic, is another of Mr. Morgan's suggestions. A few more of his recommendations are:—

(a) That greater use should be made of the press by putting the position before the public.
(b) That the Government should grant increased mail compensation.

And finally (c) that the tourist traffic should be promoted by paper advertising and by the building of suitable hotels in St. John's and at various fishing and hunting localities.

SUGGESTED ECONOMIES.

Several forms of economy are suggested in the report. The most important are:—

(1) That no attempt should be made to operate the Trepassey, Bay de Verde and Bonaville branches for the first three months of the year.

(2) That no attempt should be made to operate between Millertown Junction and Humbermouth, except that a mixed train service should be operated once a week between Millertown Junction and Port aux Basques. All traffic, passengers and freight, should be handled direct from North Sydney to St. John's or Argentia, except such as is destined for points west of Grand Falls.

(3) That the mileage should be kept to a minimum.

(4) That all cars should be fully loaded.

(5) That a tonnage basis should be instituted instead of a car basis in making up the trains.

(6) That a test should be made to discover the tonnage an engine can handle between each terminal over ruling grades.

(7) That a test should be made of the practicability of operating freight trains with two engines instead of one.

ENGINEERS WASTEFUL.

Mr. Morgan thinks that the engineers and firemen are wasteful, and that a competent instructor should be obtained to educate them in firing and the use of oil. That stations where traffic is insufficient to necessitate operators and agents should be closed.

That a regular monthly estimate should be made in advance to cover pay rolls and should be compared with the actual expenditure in the same month in previous years.

ABROGATE PRESENT CONTRACT.
Now Mr. Morgan comes to the most important statement in his report. He makes a more definite statement about the contract than he did in his preface, for he suggests that it be abrogated on terms fair to all. He says that all claims should be waived in a settlement to be made. The ownership of all the physical property is vested in the Government. They should also acquire the Reid steamers. He says that many repairs are necessary to the railway, but does not think the time ripe to effect them as they will cost less later on. He suggests an expenditure of \$300,000 for the year 1922-23. This expenditure should be made, for the purpose of recovering the rails from the Fortune Bay branch and replacing the worn rails on the main line from such recovered rails; the relocation of the line in the vicinity of Kelligrews and Holyrood to protect it from storm damage; the rebuilding of various structures urgently needed; providing 100 additional box cars. He summarizes his suggested programme as follows:—

(1) The purchase of equipment.

(2) The abrogation of the passed contract.

(3) The readjustment of subsidies, mails, branch lines, and stations.

(4) The lease of the line of steamers.

TREMENDOUS LOSSES.

Mr. Morgan quotes figures, a few of which are reproduced, to show the losses incurred by the operation of the railway since 1904. The few given here will be sufficient to enable the public to grasp the situation:

Yr. Expenditure Earnings Loss

1904—\$522,600.19 \$430,964.00 \$91,636.19

1914—972,772.95 766,581.71 206,191.24

1918—1,584,069.10 1,238,229.23 345,839.87

1919—2,153,539.86 1,465,176.23 688,363.63

1920—2,767,890.65 1,432,783.10 1,335,107.55

1921—3,226,551.67 1,545,290.44 1,681,261.23

The total cost during the years 1904-1921 was \$20,086,346.96. The earnings were \$14,517,345.40 and the loss was \$5,579,001.56. As will be seen from the figures quoted above, there was an enormous increase in the losses on operation between the years before 1919 and from 1919-1921.

The Guards Comrades Association had its first annual meeting in M.C.I.I. room last night and reported the best of success all along the line. In fact, success in every undertaking seemed to be the keynote of every report submitted. The association, formed just a year ago, already has 500 members or more, has acquired fine club rooms over Connors' Drug Store, on Water Street, has a Ladies Auxiliary, and is well under way in its primary purpose—that of getting the old Guards brigade reorganized.

OFFICERS ELECTED.
Conducted by Mr. H. J. Duder, who is active in his interest in the association, the election of officers resulted as follows:—

H. J. Russell—President, re-elected.

L. J. White—Vice-President.

Heber Bartlett—Secretary.

N. Ellis—Treasurer.

Rev. C. H. Johnston—Chaplain.

Joseph Peters, Don. Butler, Dr. W. F. Gault, Alex. Rooney, Thos. Sparks and Major B. Butler, Executive Committee.

J. R. Smallwood—Official Reporter.

The sports committee, social committee, club committee, library committee and other committees, were all re-elected en bloc.

GREAT ENTHUSIASM.
The meeting was characterized by great enthusiasm, and every mention of the re-organization of the Guards brigade was hailed with cheers. It was announced that the committee appointed to go into that matter had met prominent supporters of the brigade in the old days, and that these had promised to put an armory there for the brigade. Votes of thanks to the retiring officers, to donors of articles to the club and association, to the chairman of the elections, and to the press for its courtesy in publishing doings of the association, were passed unanimously. Seventeen new members were elected to the association.

Crawford's English Biscuits at BISHOP, SONS & CO. Grocery.—mar20,21,23

Inter-Club Billiards.
B. I. S. TEAMS LEAD.
With the close of the first night's play in the Memorial Billiards Contest, the B.I.S. have 2 points, the K. of 1, the Star 1, and the C.E.I. 0. A slow but spectacular play, French (B.I.S.) defeated J. Edwards (C.E.I.) by 77 points; C. J. Morner (B.I.S.) defeated W. Pierce (C.E.I.) by 38 points; T. Ryan (Star) defeated J. Power (K. of C.) by 88 points; J. Hickey (K. of C.) defeated J. Carberry (Star) by 45 points. To-night's teams will be Masonic vs. Saints (2 games), and T. A. vs. M.G.O.C. (1 game).

"My Irish Rose."
The performance of "My Irish Rose" at the Casino Theatre last night attracted a large audience. The affair was staged by special permission for the benefit of Mount Cashel School. The performance was delightful, and all the players acquitted themselves in a very able manner. Between the acts specialties were given by Miss McCarthy and the C.C.C. Band. The amount realized from the performance was sufficient to purchase the necessary school desks and other equipment.

"REG'LAR FELLERS"
(Copyright 1921 by George Matthew Adams—Trade Mark Registered U. S. Patent Office)

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MAJESTIC!

Overture, Schubert's
"MARCHE MILITAIRE."
Majestic Orchestra.

Obituary.

CAPT. WM. BARNES.

It is with regret that we chronicle the passing of another of the Old stock of Mariners. On Thursday last, the 19th inst., Capt. Wm. Barnes crossed the bar and entered the haven of everlasting rest. The deceased spent his entire life from boyhood days as a seaman and the greater part of that time as master of a coasting schooner. Very few men could be found who knew the coast of Newfoundland and Labrador better than he did. Several years during the latter part of his seafaring days he put in the summer months filling the responsible position of Chief Officer with the late lamented Capt. Parsons on the Labrador mail service and during the Winter months on the Reid Co. West Coast boats. It was while at his post of duty on the bridge of the S.S. "Glencoe" during a winter night blizzard that he was stricken with a severe chill which developed spinal trouble and in spite of all that medical skill could accomplish resulted fatally. For nearly four years the sufferer endured the torture of worry over his inability to provide the household with the necessities of life which he for so many years successfully accomplished. It is very seldom that we give a second thought to the hardship and misery endured by our hardy mariners while endeavouring to protect life and property but we cannot possibly forget the fact that without their service and sacrifice our Island home would be completely isolated. We ask the bereaved widow to accept our sympathy and we sincerely hope that the future for her will be brighter than can reasonably be anticipated under present conditions.—A. H.

Eat MRS. STEWART'S Home Made Bread.—oct18 6mo

Shipping Notes.

S.S. Canadian Sapper, 3 days from Halifax, arrived at 8 o'clock last night bringing a large freight and four passengers.

S.S. Mapledawn, 6 days from St. John, N.B. via Louisbourg reached port at 10 o'clock last night with general cargo to Harvey & Co.

Schr. Isabel Moore is loading codfish at Hickman's and sails for Barbados during the week.

Schr. Robert J. Dale has entered to load at Tessier & Co's for Ponce, Porto Rico.

Score 10
Better luck next time, Captains. Try it again 1923.

Score 9
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Score 8
Better luck next time, Captains. Try it again 1923.

Score 7
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Score 6
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Score 5
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Score 4
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Score 3
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Score 2
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Score 1
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Score 0
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