

WHY THE CANADIAN NATIONAL RAILWAYS DO NOT PAY THEIR WAY

Big Reason is Lack of Available Tonnage—Cost of Operation is No Higher Than on Competing Roads—War Period Caused Slump in Development of Country.

There must be, of necessity, a certain level of development in the mind of the average citizen of Canada when he reads of what he regards as colossal deficits on our National Railways, and of the earning of a surplus above dividends by its privately-owned competitor.

And yet, as all great things come, so do these seemingly great problems become simple when stripped to their proper classification and proportion.

The Canadian railway problem is that although freight rates and passenger fares have been increased, there is a deficit on the publicly-controlled lines in Canada, "over this year" than last.

Factors in Conditions.

The costs of operation are no greater, relatively, on Canadian National Railways than on any other great railway in United States or Canada. The problem of costs is no more the peculiar problem of Canadian National Railways than it is the peculiar problem of the Canadian Pacific, of the New York Central, or of the Pennsylvania Lines, which have been making such strenuous efforts lately to effect a reduction in certain departments.

The increased costs factor is one that applies with equal force on any road from the Mexican boundary to the most northerly lines in Canada. It is not, then, the "Canadian National" problem.

The rates and fares allowed for the handling of tonnage on Canadian Railways are not too high, because it will be observed that the Canadian Pacific—mentioned because it has had time to mature in efficiency—reports less than half a million of dollars clear after paying its charges for 1920 on the operations of its railways and lake steamers. The great railways in United States are not earning enough money to get along comfortably. The rates are the same in Canada and United States, speaking generally, although in some respects Canadian railways' rates are lowest in the world, but there is less advantage from them in Canada than in United States because Canadian railways have to pay more for big items, such as coal, than American railways do.

C. P. R. Needed Increase.

It is conceded that the Canadian Pacific Railway is well-managed and efficient, and yet all its efficiency would not have preserved it sufficient net earnings from its railway operations to pay its dividend if the Board of Railway Commissioners for Canada had refused to permit the rates and fares to be raised. The tonnage—freight and passenger—available for the C. P. R. would not have sufficed to enable it to pay its way. Here, then, surely, is the key to the Canadian railway problem. The increases in rates and fares saved the Canadian Pacific from operating loss because they produced from the available tonnage and passengers the sufficient increased earnings to meet the higher wage and other operating expenses.

Hence the fixing of this rate and fare increase, the necessities of the Canadian Pacific Railway were considered as basic, and not those of the Canadian National. Had the latter been the "considered" road, and the elimination of deficits the desired object, the rate increase would have been still greater for, in that case, it would, necessarily, have been based upon the tonnage available to C. N. R. on the one hand, and the expenses of the C. N. R. on the other.

Tonnage Core of Problem.

This brings us face to face with the core of the Canadian railway problem—available tonnage.

Compare the position with that of a department store where the trade had to be built up. The proprietor would have to appoint his general office force, his department managers and a certain number of salespeople. He would occupy a pretentious building, which he would see was adequately stocked. There would not be a continuous succession of goods passing across his counters to customers. But his maintenance costs would go on just the same.

The difference between this picture and that of the situation of the Canadian National is largely one of degree. Its lines were, in great part, laid in character, designed in times of great prosperity to expand the productivity of the country. They were not described as necessities as to the handling of available tonnage. There was reasonable expectation that the wave of immigration would continue, that settlement and production would expand, and that the expenditure on the lines would be justified in the enhanced prosperity of the Dominion as a whole. This is true of the purpose of those who, in good faith projected the Canadian Northern, the National Transcontinental from Montreal to Winnipeg, and the Grand Trunk Pacific.

The Canadian Pacific was complete as a transcontinental system in 1886, and has, therefore, been in business for 35 years. Settlement began, and expanded along its right-of-way. Towns were commenced, and marketing was organized to function by its lines. All of this meant production—tonnage—and it is that advantage in start that furnishes the density of traffic, both in freight and passenger business, the privately-owned lines gain along with today.

Built in Unsatisfied Areas.

The C. N. R. lines were of necessity, built in the unsatisfied—unsupplied—areas to the north of the first transcontinental. Even the idea that the north and west might be fertile was openly scoffed at. The road had to be built in the face of the ranklest sort of pessimism on the one hand, and visionary optimism on the other. But government grants and subsidies fed the idea that the mileage being laid down was to function chiefly to make possible the production of natural products by opening great areas to the labor of man and they backed the railways in such cases to the full extent of their financial resources.

Older Canadians will remember

that the ideal was realized in great part. Towns sprang up as by magic all over the territory served, and many of these new communities became cities. Settlers poured in. Products of the farms rolled over the rails to the head of the lakes where the C. N. R. soon had the largest consolidated grain elevator plant in the world. The supplies were proved to have been wrong. The soil of the area thus opened up was fertile—fertile beyond the dreams of optimists even. It was so fertile that the Saskatchewan Valley lands the C. N. R. opened up, became the centre of what was known as "The Bread Basket of the Empire."

Built in Faith.

This success, as a matter of fact, encouraged the promotion of the Grand Trunk Pacific—National Transcontinental Railway development. It was felt that sufficient tonnage could be developed in Canada to support three transcontinental systems. The N. T. R.—G. T. P. line was constructed from Montreal, N. B., to Prince Rupert, B. C., with a branch to Fort William and other branches to other centres in the prairie provinces. The C. N. R. lines were connected, back of Lake Superior, between east and west, and the main line extended from Edmonton through the Yellowhead Pass to Pacific Headwater at Vancouver.

Canada then entered the war period. The tide of immigration stopped. The productive power of the nation was changed to suit the altered conditions. Some half million of our men went overseas and the majority of those remaining were busy with work calculated to advance the war effort. The era of expansion was closed and so also was the work of developing tonnage so necessary to the success of the plan under which the bulk of the new mileage was projected and built.

We, as Canadians, are in the position of having under our control the transportation manufacturing plant—the product being ton miles and passenger miles, which mean the movement of a ton of freight one mile and of a passenger one mile. But our plant cannot get enough raw material—tonnage—and passengers or a long enough movement of them to maintain the production at the economical point. The number of freight and passenger trains is not large enough to spread properly the maintenance charges, while the stationary and movable equipment is capable of handling a greater output with a slightly greater cost. One extra revenue train on the "National" Lines each way per day, would wipe out the deficit at the rates existing. The deficit, due to a shortage of tonnage available can be removed by the necessary increase in tonnage, and by that only.

The question of management, enters into the Canadian railway problem only as to the degree of efficiency in which the available tonnage is moved over the lines.

"Could the deficit be any less?" It is proposed to set out in this series, the comparison between the costs of maintenance of a mile of line on the C. N. R. and on the Canadian railways as a whole; the costs of ac-

curing traffic; the comparison of general expenses; the costs of maintaining motive power and rolling stock; and the costs of transporting people and their goods over the lines. These are the reasonable measured tests of efficiency as between the handling of traffic over one set of rails as compared with the same service over those of a competitor.

RHEUMATISM FOR OVER 16 YEARS

No Return of the Trouble Since Taking "Fruit-tives."

102 Church St. Montreal.

"I was a great sufferer from Rheumatism for over 16 years. I consulted specialists; took medicine; used lotions; but nothing did me good. 'Fruit-tives' began to use 'Fruit-tives', and in 15 days the pain was easier and the Rheumatism much better. Gradually, 'Fruit-tives' overcame my Rheumatism; and now, for five years, I have had no return of the trouble. I cordially recommend this fruit medicine to all sufferers."

50c. a box, \$5 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-tives Limited, Ottawa.

American Clerks For All Their Embassies

Aliens Have Been Given Notice to Quit by the State Department.

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Washington, March 28.—Every alien clerk in the American embassy, fourteen all British—today was given notice of dismissal on orders from the State Department. The majority of them leave April 30, but at least two of them have been doing confidential work, the details of which will take some time for American clerks to acquire, and they may be kept a little while longer. All will be gone not later than June 30. This action was taken partly as a result of the campaign to Americanize the American embassies, as pointed out in these despatches some weeks ago, and partly because of a reduction in appropriation for embassy clerk hire in the last diplomatic and consular bill.

All embassies and legations will be so affected, it is reported here. In fact, alien in the Paris embassy already have been laid off.

The State department order was welcomed by most of the embassy staff, although it was not without regret. It has long been felt that there was certain confidential work in any embassy that should only be done by Americans, but at the same time much of this has been handled by efficient clerks who often had been years in the same positions. It was pointed out emphatically today that it is the system which has been in vogue for years which is considered wrong, and that it has not been within the power of those in charge of the department in the London embassy to change it without orders from the state department.

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Found Body Hidden Under Sidewalk

Discovery Was Made by Trail-ing Well Dressed Lady to Secret Grave.

Chicago, March 28.—The midnight visit of a well dressed woman to a sidewalk crypt resulted in the discovery early today of the body of an unidentified man who had been dead about two months. In his hand he held a rosary.

While Walter Jones, a watchman at a factory on the northwest side of the city was making his rounds at midnight, he saw a woman approaching the sidewalk that adjoins a vacant lot and which is elevated about ten feet above the lot. The woman stopped, scraped away a quantity of clinders and stones from the embankment and crawled under the sidewalk.

Dead Two Months.

When she disappeared, Jones sought a policeman and returned to the sidewalk. The policeman found the body. The woman had departed. The head of the body rested upon a parcel of men's apparel wrapped in the paper of a fashionable store on Michigan Avenue. Doctors say the man had been dead about two months and was 35 years of age.

BULLETS IN BRAIN.

Oakland, N. Y., March 28.—Two bullets which X-ray photographs indicate are pressing on the brain of Roman Leondowski, rated as one of the most surely prisoners in the Danvers State Hospital for criminal insane, will be removed in an attempt to restore his sanity. The delicate operation will be performed Tuesday at Sing Sing prison.

The United States invested \$41,973, \$43,225 in the world war, or \$670,000,109 more than any other Allied nation Japan spent the least, with \$481,818,000.

Soldiers in the new German army are to be instructed in the principle of international law in time of peace and war, and the rights and duties of citizens.

The Chemical Warfare Services of the United States Army has discovered a liquid poison so strong that three drops will kill anyone whose skin it touches.

SPRING AILMENTS

Impure Blood, Humors—Relief in a Good Medicine.

Spring ailments are due to impure, thin, dehydrated blood. Among them are pimples, boils, other eruptions, eczema, rheumatism, loss of appetite, that tired feeling, nervousness and "all run-down" conditions.

Hood's Sarsaparilla combines the roots, herbs, berries and other medicinal plants that have been found in many years of intelligent observation to be most effective in the treatment of these ailments. Hood's Sarsaparilla gives the same ingredients for diseases of the blood, stomach, liver and kidneys and in cases where alternative and tonic effects are needed. Hood's Sarsaparilla gives the spring medicine that purifies, enriches and revitalizes your blood, increasing power of resistance to disease. For a laxative take Hood's Pills.

Abbey's ACTION FOR ARREST

Halt, N. B. March 28.—O. S. Miller, barrister of Bridgetown, N. B., who, on order of the supreme court of Nova Scotia, was recently imprisoned in the county jail for thirty days on a charge of writing a letter to His Lordship Chief Justice Harris, which amounted to contempt of court has begun action against Stuart Jenks, K. C., who acted for the crown before the supreme court in this matter. Mr. Miller was liberated from the jail on March 18, and brought the action personally, the plaintiff's claim being "against defendant for damages, for protecting the illegal arrest and imprisonment of the plaintiff in the county jail at Halifax, for a period of one month on a warrant issued without any legal authority and which is illegal on its face."

HIGH HEELS BARRED.

Boston, March 28.—High heels tripped up 596 of 600 girl students of the Boston University College of secretarial science in the race for simple life chevrons last month. The awards were made for strict conformity to rules laid down by the University physical directors. Candy eating between meals and elevated footwear were barred.

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The Last Special Prize of The Standard's Contest

A magnificent, new, five-passenger Maxwell Touring Car with a value of \$1400 will be given away as a special prize in The Standard's contest to the contestant who turns in the greatest amount of subscription money during a three-week period beginning today and ending Monday, April 11th at 6 p.m.

This is the last special prize of the Contest. The Maxwell auto was purchased from and is on exhibition at The Princess Garage, Princess St. (Agency for the Maxwell).

New contestants may enroll and compete for the special prize Maxwell only if they wish. All contestants start with a "clean slate" for the special prize Maxwell. Work done previously in the contest does not count on the Maxwell therefore new contestants or those low in the list have an equal chance to win it, with those topping the published list.

All votes secured while working for the Maxwell will count towards the regular prizes, consisting of the Studebaker, the Gray-Dert, the Regular prize Ford, the Movie Star Contracts and the other regular prizes.

\$1,000 REWARD

will be given, if at any time during the remainder of The Standard's big prize contest, a better vote offer than the Quadrupled Vote offer is given. This is conclusive evidence, therefore, that the best offer of the contest is now in vogue. Get busy, Contestants, and make every minute count this week, while this quadrupled vote offer is on. The Maxwell auto offer is also the last extra prize offer of the contest. You have a double incentive this week for putting forth your best efforts.

STANDINGS OF THE CONTESTANTS

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The standing of the contestants given below represent the votes counted for each up to noon Saturday, March 28th:—			
A.			
Appley, Mr. Irving	84,500	Gardner, Mr.	10,000
Anderson, Miss Margaret	10,900	Gilman, Mrs. Victoria	10,250
Alward, Miss Ousla	130,550	Green, Mrs. Harry C.	17,000
Anderson, Chas. W.	13,300	Gron, Mrs. Harry C.	11,400
Baskin, R. C.	10,000	Gron, R. M.	525,350
Burton, Geo. T.	1,001,500	Green, Miss Margaret	811,500
Boyd, Geo. H.	1,001,100	German, Geo. H.	1,001,750
Barker, Mrs. Charles	848,650	Grant, Arthur	456,350
Brown, E. Susie	610,050	Gill, George	10,000
Burke, Miss Rita	1,001,400	Goodell, C. D.	40,000
Beattie, J.	651,200	Golding, Mary	10,000
Bailey, Mrs. Hayward	456,700	Gumhill, Ed.	10,100
Boudreau, J. E.	884,750		
Bawa, W. J. P.	383,400	Hayes, Harry	697,150
Brandan, A. G.	133,550	Hayes, Miss Beatrice	791,250
Buchanan, Miss Annie	118,500	Jardine, Mrs. Ora	1,001,750
Borden, Miss B.	77,400	Johnston, Miss Dora	10,000
Brewer, Miss Minnie	10,000	Harrigan, Miss Katie	10,000
Bishop, George	10,950	Hickey, Mrs. West	10,000
Banks, Thos. H.	12,400		
Brown, Walter J.	10,050	Johnstone, Miss Violet	410,550
Burns, Harold	12,300	Jardine, J. C.	10,000
Bailantyne, W. T.	10,000	Jarvis, Mrs. Ora	10,000
Balbaine, Freeman	10,100	Johnson, Miss Dora	10,000
		Jones, Frank	10,000
		Kierstead, Miss Maud B.	54,750
		Kelth, Roy	10,000
		Land, Wm.	10,000
		Lamb, Mrs. Susan	10,050
		Lewis, Mrs. Chas. W.	110,900
		Larson, Carl	21,350
		Lardon, Miss Martha	120,550
		Lanta, Miss Cora	10,000
		MacGeeoch, Dary	652,200
		Marrison, Wylie	105,600
		Martin, W. H.	1,001,750
		Malloch, Miss Neale M.	114,700
		MacGee, Miss Elma	72,400
		Merritt, Stanley	10,000
		Malloy, Miss Agnes	80,690
		McDonald, Edward	75,350
		May, Miss Annie	18,150
		McGee, Herman	10,000
		Morhouse, Mrs. Alfred	77,100
		Milward, Miss Flavia A.	67,300
		Miller, Mrs. Aris	10,000
		McIntosh, Miss Martha	10,000
		Margia, John	32,100
		Moore, Osmond	10,000
		Moore, Miss F. L.	10,000
		MacGeeoch, R. M.	611,400
		McGeeoch, George	598,500
		McNally, R. W.	37,750
		MacKee, Hazel L.	108,750
		McDonald, W. H.	101,400
		McGee, Mrs. E. H.	10,000
		McDonald, G. H.	10,000
		McArthur, Albert	10,100
		McCabe, Gay	76,250
		McGee, Miss Helen	74,200
		McDonald, Ronald	10,000
		McKillop, Leo V.	10,350
		MacLennan, Miss Emma	73,500
		Nicherson, G.	10,000
		Northrup, Miss Mrs.	118,700
		O.	
		Oliva, Mrs. Mildred S.	1,001,750
		Osborne, Conrad	10,250
		P.	
		Piko, Eleanie J.	1,001,200
		Phillips, Mrs. May	1,001,700
		Peck, L. A.	897,350
		Q.	
		Quinn, Mrs. J. B.	10,000
		Quinn, Mrs. J. B.	10,000
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