

SATURDAY, DECEMBER 15, 1917

FORD FOR UNIFIED RAILROAD SYSTEM

says There Are Too Many Companies Looking After Themselves

Lighter Cars His Plan — Declares it is Time to Stop Trying to Solve Carrier Problem by Wall Street Bookkeeping

Henry Ford, automobile manufacturer, in a statement made public for him this week, declared that locomotives and cars are too heavy, and should be made lighter. He said that four-fifths of the work of the railroads was in hauling dead weight, and pointed out that the rolling stock on a passenger train was fifty to 100 times as heavy as the people ailed.

"Who would carry home twenty-five pounds of flour in a hundred-pound market basket," he asked. Mr. Ford did it was time to stop trying to solve the railroad problem by bookkeeping in Wall Street, and that the time had come to tackle the problem practically. "The United States needs one unified railroad system tying together all parts of the country," the statement says. "Instead, we have hundreds of separate railroad companies, each looking after itself or trying to get the best of its neighbors."

"Through the proxy system control our railroads has passed largely to bankers living in New York and other big cities. These banker-managers are like a factory owner who sits the whole time in his office without ever going into the shop to see how the work being done. These bankers were busy with their offices with stocks, bonds, commissions, and syndicate arrangements—t who ever saw them go to a point of operation or railroad trouble to see what was the matter with their rail-

road?" "Transportation, like agriculture and manufacture, is a basic industry. Railroad management requires technically minded men, who know how to run engines, machines, dig tunnels and design better equipment."

Cars Are Too Heavy. Heavy cars require heavy engines, heavy coal, heavier bridges, heavier rails, steeper grades in starting and stopping, results in increased waste and deterioration.

Four-fifths of a railroad's work is lifting the deadweight of its own terribly heavy engines and cars. This heavy railroad presidents have such a hard time to figure out freight and passenger rates high enough on the 20 per cent of live load to cover the cost of lifting this 80 per cent of dead-weight. A new motto—Service—must be adopted by the railroads. Constantly adding 15 per cent increases to passenger rates and bonds do not solve our transportation problem."

High freight rates are a barrier to hardworking industries producing for a market. It costs hardly one dollar

per ton of coal more to run a passenger train with its seats filled than half empty. To get more revenue the banker mind tries to raise rates. The new spirit of service reduces the rates and permits great numbers of people to ride and thereby increases its earnings. Service at low prices brings out the paying power of the millions.

"By a wrong rate policy in the past railroads have helped congest population in great terminal cities. This may pay big dividends, but banking men and industries in great cities do not make a healthy nation."

"In many sections we have two roads where there ought to be one. In other places there is open land without railroads."

"Population should be more evenly distributed over our land. We must

unify our railroads into a single national system whose first purpose is to give transportation service."

"Bookkeeping cannot solve this problem. A management with a national policy that knows what it wants, that can make steel, run engines, dig tunnels, that can keep the people's interest before local or personal interests, is what we need."

"Such railroad leadership must be protected against politics and wire-pulling. The benefits from such a policy will be so great that all the money that have been put into the railroads in an honest way can easily be paid off."

"To supplement our railroad system we can build concrete roads that will last hundreds of years with low upkeep charges."

"In the country 80 per cent of the road

hauling is done on 20 per cent of the highways. If this 20 per cent of the roads is rebuilt of concrete, trucks and automobiles will take over much of the short-haul business and bring land and city nearer together."

WAR AND WHISKERS.

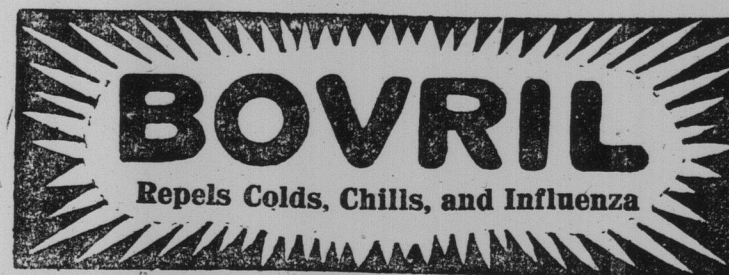
(Columbus Dispatch.)

Just what style of whiskers the present war is going to develop remains to be seen, but it is certain that some style will come out of it. It always has happened.

The most conspicuous instance is that of the long moustache. In the Crimean war the cavalrymen began allowing their moustaches to grow to great length. The infantrymen were forbidden to wear any kind of moustache; they were required to shave the upper lip. The cavalry

performed many daring feats, and the civilian is always quick to adopt something to cause people to believe his daring. So civilians began growing long moustaches, so they would be taken for

There is no distinguishing style of wearing the beard or moustache at this time. That is, no branch of the service had adopted any particular style. It may be that later on the short, stubby moustache will come to be worn by the artillery, or the eye-brow effect by the aviation corps, or the curled moustache by the infantry, or the goatee by the commissioned officers of any arm of the service. Then, whatever arm the service becomes most popular, the civilian will imitate it by wearing the style of whiskers worn by the members of that particular arm of the national defense.



Repels Colds, Chills, and Influenza

"Master of your destiny and captain of your soul," will be more truly demonstrated on Monday than ever before. See to it that you bring the "Citizen"-ship into port safely and with honor.

Put your old battered hat into the ring for a finish fight by making your ballot right on Monday—the Kaiser hopes you will, like Laurier, wish an exhibition, no decision affair.

MEN AND WOMEN OF CANADA

DO YOU realize the momentous duty, the tremendous opportunity your vote places upon you on Monday, December the seventeenth, nineteen hundred and seventeen? Everything is at stake—everything that your forefathers have fought for—everything that you have lived for—every good thing you have hoped for will stand or fall as you vote on December the seventeenth.

This is not an Election It is a Battle with the Hun

Whose cause will be injured WHEN you cast your vote for the Unionist Candidate?—The Kaiser's.

Whose cause will be supported WHEN you cast your vote for the Unionist Candidate?—Canada's and the Allies'.

Whose cause will be injured IF you cast your vote for Laurier and Bourassa?—Canada's and the Allies'.

Whose cause will be supported IF you cast your vote for Laurier and Bourassa?—The Kaiser's.

Never before in the history of this great Dominion has such a terrible crisis appeared and yet it is called an election, and some electors appear not to understand its awful import. Union government, formed of representative men both Liberal and Conservative, has realized that in this crisis party affiliations must be cast aside and every energy expended to win the war. Union Government is pledged to raise them under the just provisions of the Military Service Act, 1917.

YOUR DUTY IS CLEAR SUPPORT UNION GOVERNMENT

Bourassa has joined forces with Laurier as he knows that the Laurier policy can only mean one thing—QUIT—take Canada out of the war—break our pledge to the brave boys in France—drag Canada's fair name in the mud of world opinion—and clear the road for the Kaiser.

Shall Quebec Force Her Will on Canada?

Quebec, who has spurned her duty to Canada in the war, made Conscription necessary. Had the French-Canadian done his duty under the voluntary system of recruiting, the Military Service Act, 1917, would not be in force today. Are our boys in France and Flanders fighting for the liberties of

all the people in Canada, or for only part of the people?

Shall Union Government be returned to power to enforce impartially the Military Service Act and procure the 100,000 reinforcement from ALL of Canada, making each Province do its full duty, or shall Laurier and Bourassa annul the Military Service Act?

IT RESTS WITH YOU---YOU HAVE THE VOTE FOR THE BOYS---OR THE KAISER

The duty of every elector is to vote for Rupert W. Wigmore, St. John City and Counties of St. John and Albert; Stanley E. Elkin, St. John City and Counties of St. John and Albert.

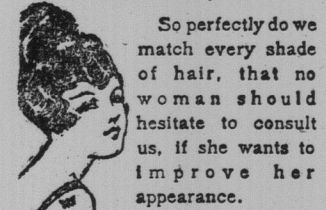
Unionist Party Publicity Committee

Can you picture Mary Pickford without her curls?

IT'S her glorious hair—worn in the captivating style—that helped so much to make this charming girl "The Queen of the Movies."

Thousands of women owe their charming appearance to

DOREN WEND'S
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TRANSFORMATIONS,
POMPADOURS, ETC.



Write for our book on Beautiful Hair Pictures—how to select Toilet articles of recognized merit. Write today for it.

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Have Smooth, White,
Soft Skin All Winter

your skin chapped or roughen easily weather, or become unattractively red? Here is a quick, easy way to overcome the trouble and keep complexion beautifully white, smooth and clear all winter long. Just get an ordinary marcellized wax at the drugstore and use a little before you go to bed. It will remove the coating with which the skin is covered, and the rough, discolored, flaking skin. The worn-out outer skin is just like dandruff, only in invisible particles. Marcellized wax hastens Nature's work. Used as it keeps the face constantly free of flaking skin and only the young-looking skin is in evidence. Best treatment known for wrinkles, aged, muddy, freckled, pimply, unattractive complexion. Skins wrinkle easily in winter. An excellent remedy in a harmonious lotion made by dissolving an ounce of powdered azotite in a half pint of water. This will quickly eradicate wrinkles.

HORSES

ON Stock Yards of Toronto Limited, capital one million five hundred thousand dollars. "Canada's greatest live stock market" over two hundred acres. Railroad adjacent. Horse Department conducts sales every Wednesday. Private Sales every Saturday on ground floor. Four to six hundred horses received and sold each week. Horses solicited. Those requiring young draft mares and geldings, and purpose farm horses and delivery vans and a large stock to choose from. Sales arranged, correspondence

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