

### CAR DETAILS.

When one travels in a modern Pullman coach or a first-class interurban trolley car, he cannot but admire the design and workmanship which provide safety and comfort to the traveller.

The travelling man is not concerned so much with the engine design—all he expects is to make schedule time, but he is deeply concerned in the dozen and one things with which he comes in contact in the coaches. The ventilators, the door-catch, the window fasteners, the grasp handles—these are things with which he has an intimate knowledge, and which are his immediate concern. Clothing torn on a projecting screw head, fingers pinched in an ill-designed door, windows that lift two inches and no more, irritate and annoy a traveller, and the master mechanic who can spend time enough to see that his men remove these causes of irritability or can design equipment which will eliminate these annoyances as much as possible is a valuable man to his company and a public benefactor.

### EDITORIAL NOTES.

The collection of rolling stock at the Brussels Exhibition has been one of the most notable. All the larger manufacturing countries were not represented, but the great array of rolling stock indicated that the large makers were anxious that their product be known. Germany made a grand display in her own building. It is unfortunate that Great Britain and the United States did not see fit to take part in this display. They are two of the largest manufacturers of railway rolling stock.

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In our table of steam railways a clerical error occurs in connection with the Grand Trunk Pacific. The table makes it appear as if the present mileage of this road was fifteen miles. This should have read fifteen hundred miles.

### COST OF OPERATING RAILWAYS.

The accompanying diagram should prove interesting to railway managers and employees. It should be of some help also to conscientious statesmen who are often asked to throw the harpoon into the railroad before the latest wound has healed. It will surprise some people to learn that, according to Government reports, 43.58 per cent. of the gross earnings of Canadian railways goes to labor direct, as compared with 41 per cent. paid on the same account by American roads. This is largely due to the climatic conditions and to the lower earning power of the Canadian railways.

Moreover, American roads, covering about the same territory as Canadian roads cover, operate through a settled country, serving 87,000,000 people, while Canadian roads have only 7,000,000 to serve.

In addition to the 43 per cent. of gross paid for labor, 75 per cent. of the money paid on account of fuel and oil, representing 9.7 per cent. of gross earnings, goes to the men who mine coal and boil oil. This brings the amount paid to labor directly and indirectly up to 52.65 per cent. of the earnings. The cost of upkeep, material, equipment and supplies eats up 8.82 per cent. of the gross earnings, 6.02 per cent. of which goes to the men who work with their heads and hands to produce these items and articles.

So we find that the railway pays out close to 60 per cent. of every dollar taken in for labor.

The fact that Canadian railways pay considerably more of each dollar on this account than is paid by their American competitors refutes the argument that American manufacturers come to Canada in order to secure cheaper labor.

Naturally our winters being longer and harder and our days shorter than the winters and days are farther south our railways get less out of the day's work.

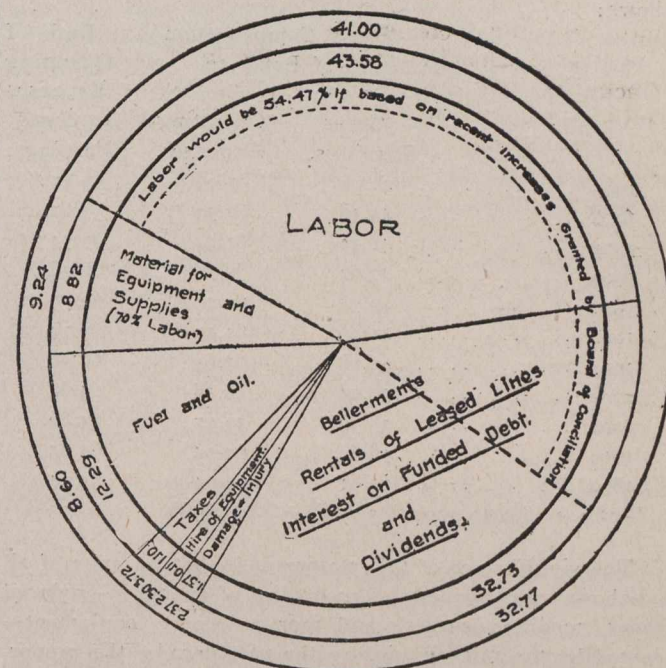


Diagram showing how the gross earnings of the Canadian Railways for year ending June 30th, 1909, were spent.

Comparative figures for United States Railways are shown in outer circle. Gross earnings \$145,056,336.

Dotted line shows the extent to which the cost of labor would ultimately be increased, and its consequent effect on betterments and finances of the railways, if the increases allowed by the Board of Conciliation to trainmen are granted.

Another point against our railway is that nearly every American line running east and west passes through or near some vast coal field. Canadian roads have not only to haul their coal great distances, but in addition have to pay a heavy duty on every ton of coal they import, a serious handicap.

The tendency in Canada, as in the States for the past decade, has been raised taxes and at the same time reduce the earning power and increase the fixed charges. In the meantime during the past ten years the wages of railway employees in Canada have been increased by nearly 30 per cent.

So all things considered Canadian railways make a splendid showing from most any viewpoint, and they unquestionably have in many respects a harder row to hoe than have the American lines, with whom for transcontinental traffic they must compete.

Always when planning war on the railway the railway employee has to keep in mind the benefits accruing from pension or superannuation funds, the saving of years, which are lost to him if he severed his connections with the road. As the railways contribute largely to this fund, they very