# WHAT IS WRONG WITH THE RAILROADS?

#### The Interests of the Railroads and the Public are Identical.

There is a disposition to blame the railroads for all the national ills that the community is suffering from. Delayed transportation has been advanced as the cause of the scarcity of coal, the high cost of foodstuffs and even the curtainment of manufacturing. The railroads have failed, according to the critics, in of MacLean's Magazine, President E. J. Chamberlin. of the Grand Trunk System, sets forth in the following message the underlying causes of the present railhef may be found. The conditions arising out of the need: war mus; necessarily continue until peace is declared |.

You ask, "What is wrong with the railroads?" The reply in one word is "WAR". Although we are removed from the scene of actual hostilities by thousands of miles, war conditions prevail on this continent as they do in Europe. The conflict has wrought great changes in our industrial life. A strain has been placed up a the whole fabric of business that has tested it to the breaking point. The conditions that obtain to d. ... our great industries were undreamt of before the said and the railroads cannot be blamed if they for different the coming of the conflict. It fell like a flored r cam upon the civilized world and each too it has been " an increase in the severity of that she The period immediately before the openion of les pilies was marked by a tremendous decline of referred teather. Not revenues fell to the cared by a cat. Where were tens of thousands of bits from the same and the meteric of bille locomotives. heer so the plan the part and successful effects of a series bedies to a revent the reads from occurrent for the Pacific Particle Service and the second of the second o report come . to obtain. Without the none sawy and all it was imwitness to proped with plans for Secretarian developing from . . . worls. The radroads were gested to has been been the the business er. Fawever, duroffering. They be to be been as ing the past two years, and any a barries of a magnitude that would previous a locus been considered outside the realms of over all v.

When the time comes to be, sire up what ear railways have done during this tiple of sheemed stress, it will be freely admitted that our transportation systems have accomplished wonderful work in the face of appalling difficulties.

Complaint is made that the railroads have from time to time, in commercial parlance, got behind with their orders. Is there any branch of productive activity, engaged in war work, that has been able to meet the full demands made upon it? Every possible agency of production is being used, calling for masses of material of all descriptions to be gathered toge ther at every centre of population. The railroads have carried in greater volume than ever before the raw materials for manufacture and have then faced the task of moving the immense tonuage of finshed products in a steady stream towards the scaboard. The fact that C. N. R. earnings now include the earnings pressure from the manufacturing centres for supplies of the Quebec system, formerly excluded. However, has been without any let-up, and Imperial needs have demanded that all munitions, etc., consigned overseas be moved immediately. The efficiency of the railroads in handling this great eastbound export traffic has been controlled by ocean shipping conditions. These have naturally been irregular owing to the shortage of ships. The result has been that every railway terminal has become congested with export freight awaiting the clearing up of the situaton at the ocean point of loading. Days have passed at many of the greatest ports on the Atlantic seaboard when there has not been a single vessel on hand to receive cargo. Such a situation ties up thousands of cars and prevents the free use of the terminals. for internal movement. Railway terminals unfortunately, are not elastic and with such conditions prevailing delays to traffic were unavoidable. It must also be considered that the bulk of the traffic has been eastward without an equivalent movement

The remarkable increase in Canada's business may be gathered by a glance at these export and import reports.

west.

1916 ... \$1.091,706,403 \$766,757,491

1915 ... ... ... 614,129,846 452,761,111 Increase in 1916.. .. \$ 477,577,557 \$313,996,380

This increased national business has meant a large addition to the freight tonnage of the railways. While the demands upon the roads have been ever increasing, the amount of labor available for the railways has been away under normal and has steadily declined. Thousands of our skilled employees have answered the Empire's call and gone overseas and the reserve has not been able to fill the gaps in the rail-

The interests of the railroads and the public are the hour of greatest need. At the request of the Editor identical, and the present situation should serve to emphasize the necessity of allowing the railroads to corry on their business in a manner that will allow of continuous development in order to keep up with way difficulties and also suggests how ultimately re- the increasing needs of transportation. The railroads

Greater terminel facilities.

More side tracks.

More double tracks

More equipment

Under a burden of increased expenses the railroads are continuing to give service at the rates that were too low even when all classes of supplies and labor could be obtained at much lower prices than is possible to-day. The assumption that, because of the abnormal volume of traffic offering, the railroads are not entitled to a revision of their tariffs will lead to a continuance of the conditions which are now complained of. The railroads must be allowed to earn a net income sufficient to pay fair dividends if they are to obtain the new capital necessary to create greater facilities and give the service that the public demands. Investors will in the future look for larger returns upon their capital and just so long as railroads are restricted to earnings which are lower than those obtained by the generality of industrial enterprises the railways will continue to find grave difficulties in providing necessary new works to keep abreast of industrial expansion and the business life of the community will be menaced by a return of 1916 by the various railway lines are: these periods of acute congestion.

The welfare of the railroads is of national importance and the selfish interests of no one section or class should be allowed to interfere with their proper development along sound lines.

## RAILWAY EARNINGS FOR MARCH.

The volume of business handled by Canada's three principal railways, during March, was without precedent for the time of year and approached that of the autumn months in normal months. The increase over March, 1916, was \$2.623,194, or 15.1 per cent.

Comparisons of aggregate gross earnings of the three systems for March in the past six years follow:

1917	 iv.			·							0	\$	19.967 437
1916				v						,			17,344,243
1915	 ×	ě		,				v		·			13.612.704
1914	 į					,		·		ï			15.254,971
1913	 e.					•	٠		v	ě			17,329,581
1912				v				·	×	×			16,041,930

The comparison with 1913 figures is marred by the as the C. N. R. increase between March, 1913, and March. 1917, is considerably less than the increase shown in the aggregate of the three roads for March. 1917, as against March, 1913, the month just closed may fairly be conceded the greatest activity ever reported for the period in Canadian rattroading.

the month as compared with a year ago. The individual totals, with increases, follow:

		1917.	Increase.	P.C.
C.P.R.	 	\$ 11,692.000	\$1,464,000	14.3
G.T.R.	 	 5.002.237	492,994	10,9
C.S.R.	 	 3.273,200	666,200	25.6
			*	
		 319.967,437	\$2,623,194	15.1

## A NEW FRENCH LINER.

Steamship "Paris", of Transactlantic Steamship Co., largest steamship ever constructed in France, was Highland Inn opens May 7th. 2,000 feet above the launched recently and will go into service between sea. Pure and bracing air, splendid accommodation at Canada's Exports. Canada's Imports. Havre and New York. She has a displacement of reasonable rates. Free illustrated literature on re-

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#### CANADA'S NEW RAILWAY MILEAGE.

Canada added 290 miles to her total railway mile-

Construction last year, as compared with 1915.

was.		
	1915.	1916.
Number of companies building	. 17	11
First track built (miles)	.718.37	290.40
Second track built (miles)	84	7.90
First track is the railroad descript	ion for	entirely
new line. Second track is the term	applied	to the
second line of double trackage and	to sidi	ngs and
snur lines		

Details of the New track laid in Canada during

Edmonton, Dunyegan and British Columbia Railway: On main line 21 miles; prairie branch, 50 miles; Central Canada, Peace River branch, 5 miles; total, 116 miles.

Hudson Bay Railway, in Manitoba, 90 miles. Pacific Great Eastern Railway, Clinton to Horse

Lake Summit, 37 miles, Canadian Pacific, western lines, Pakowki, Alta., to Manyberries, 10.4 miles; Stony Creek to Cambie, 10.5 miles; total, 20.90 miles

Vancouver, Victoria and Eastern, Kilgard B.C. to Cannor, 9.32 miles; at Hope, 0.17 miles; total, 9.49

Grand Trunk Pacific, branch lines, Moose Jaw northwest from mile 67 to mile 70, three miles; Regina-Moose Jaw branch to elevator, 2.65 miles; total, 5.65 miles.

Toronto, Hamilton and Buffalo, Dunnville, Ont., to Maitland, 5 miles

Canadian Northern, western lines, completing Alliance branch, 3.20 miles.

Kettle Valley, west of Penticton, 1.70 miles.

Bay Shore and West St. John (C. P. R.) in New Brunswick, 0.75 miles.

Quebec Central in Province of Quebec, 0.35 miles. Total, 290.04.

## THE WORLD'S AVAILABLE TONNAGE.

for commercial service at present, according to Stevenson Taylor, president of the American Society of Naval Architects and Marine Engineers. This situation will compel drastic increases in freight All three systems showed substantial increases for rates. When peace is restored world's shipping tonnage will be short 6,000,000 tons. World's normal shipping tonnage when war began was 50,000 and tons. Tonnage destroyed amounts to 5,000,000, tonnage commandeered to 12,000,000 and tonnage interned 4400,000, leaving available 28.600,000 tons. Counting 1917 production as 3.000,000 tons and allowing for discarding of 4.000,000 tons as junk, Mr. Taylor estimates that available tonnage, in the event of a near peace, will be 44.000,000 tons.

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