

## RAILWAY EARNINGS.

The showing made by the Canadian railroads since the beginning of the year has not been any too good. C.P.R. shows an unbroken series of weekly losses, while Grand Trunk has also shown more decreases than increases. Canadian Northern has made small gains.

The record since January 1st follows:—

## Canadian Pacific Railway.

|                     | 1914.       | 1913.       | Increase<br>or decrease. |
|---------------------|-------------|-------------|--------------------------|
| January 7 . . . .   | \$1,850,000 | \$2,140,000 | —\$290,000               |
| January 14 . . . .  | 1,563,000   | 1,996,000   | — 433,000                |
| January 21 . . . .  | 1,772,000   | 2,177,000   | — 405,000                |
| January 31 . . . .  | 2,534,000   | 3,206,000   | — 672,000                |
|                     | \$7,719,000 | \$9,519,000 | —\$1,800,000             |
| February 7 . . . .  | \$1,752,000 | \$2,372,000 | —\$620,000               |
| February 14 . . . . | 1,733,000   | 2,200,000   | — 467,000                |
| February 21 . . . . | 1,796,000   | 2,337,000   | — 541,000                |
|                     | \$5,281,000 | \$6,909,000 | —\$1,628,000             |

Total decrease in seven weeks, \$3,428,000.

## Grand Trunk Railway.

|                     | 1914.       | 1913.       | Increase<br>or decrease. |
|---------------------|-------------|-------------|--------------------------|
| January 7 . . . .   | \$ 797,268  | \$ 850,889  | —\$ 53,621               |
| January 14 . . . .  | 803,919     | 860,353     | — 56,434                 |
| January 21 . . . .  | 879,948     | 884,424     | — 4,476                  |
| January 31 . . . .  | 1,285,798   | 1,452,582   | — 166,784                |
|                     | \$3,766,933 | \$4,048,248 | —\$281,315               |
| February 7 . . . .  | \$ 873,338  | \$ 867,467  | + \$5,871                |
| February 14 . . . . | 868,432     | 866,864     | + 1,568                  |
| February 21 . . . . | 762,065     | 853,582     | — 91,517                 |

## Canadian Northern Railway.

|                     | 1914.       | 1913.       | Increase<br>or decrease. |
|---------------------|-------------|-------------|--------------------------|
| January 7 . . . .   | \$ 364,700  | \$ 341,500  | + \$23,200               |
| January 14 . . . .  | 362,800     | 359,000     | + 3,800                  |
| January 21 . . . .  | 313,200     | 301,500     | + 11,700                 |
| January 31 . . . .  | 530,200     | 511,400     | + 18,800                 |
|                     | \$1,570,900 | \$1,513,400 | + \$57,500               |
| February 7 . . . .  | \$ 303,100  | \$ 293,900  | + \$ 9,200               |
| February 14 . . . . | 312,700     | 306,200     | + 6,500                  |

## LIQUOR AND THE VOTING WOMAN.

With regard to the liquor traffic, there can be no question that the voting woman is as bitterly opposed to the saloon as she is to the brothel. Kansas, of course, has had State-wide prohibition for years; and Illinois, Oregon and Arizona, where the woman vote is scarcely a year old, cannot be fairly counted either one way or the other. All the other seven, however, have local option laws that are dying up the liquor like some huge blotter. Wyoming is 90 per cent dry. Colorado has fifty dry counties out of sixty-two. Only eighteen of Utah's twenty-eight counties are wet, and sixteen of these are mining camps. Idaho, 90 per cent dry, passed a search and seizure bill at the last session, also a law compelling an oath from patrons of drug stores, and California's list of dry towns has grown from 200 odd to over 600 since suffrage.—Century.

## THE IDEAL OF ECONOMICS.

From the German of Dr. Karl Hefferich, Director of the Deutsche Bank, in the foreword to "Germany's Economic Progress and National Wealth, 1888-1913."

The power that creates and increases the wealth of a people is labor—from the purely manual labor of the wage-earner to the purely intellectual labor of the scholar.

The vehicle of labor is man, or—as regards the whole State—the population.

The result of labor is the production of goods.

The productivity of labor is intensified by perfecting technical equipment and organization.

For the people as a whole the increased efficiency of labor finds expression in the statistics of production, trade and transportation.

The final purpose of economic labor is consumption.

The surplus of goods produced over and above the necessary expenses of production constitutes the income of the people.

The surplus of the income of the people over their consumption constitutes the increment of the public well-being.

The ideal economic development is that a growing population be able to increase the net efficiency of its labor, and thereby its income, to such a degree that, at the same time, a higher standard of life—in other words, a more plentiful satisfaction of material and intellectual wants—and an enhancement of the public wealth be attained.

## FOREIGN COMMERCE AT HALIFAX.

The growth of trade and immigration during the past four years at the port of Halifax is shown by the following figures:

## Shipping Tonnage—

|                   |           |
|-------------------|-----------|
| 1909-10 . . . . . | 2,342,463 |
| 1910-11 . . . . . | 2,479,029 |
| 1911-12 . . . . . | 3,111,535 |
| 1912-13 . . . . . | 3,182,923 |

## Customs Receipts—

|                |             |
|----------------|-------------|
| 1910 . . . . . | \$1,691,145 |
| 1911 . . . . . | 1,998,135   |
| 1912 . . . . . | 2,117,619   |
| 1913 . . . . . | 2,198,464   |

Immigrants entering Canada through the Port of Halifax:—

|                |        |
|----------------|--------|
| 1910 . . . . . | 29,972 |
| 1911 . . . . . | 55,712 |
| 1912 . . . . . | 56,257 |
| 1913 . . . . . | 79,195 |

## Exports—

|                   |              |
|-------------------|--------------|
| 1909-10 . . . . . | \$11,596,755 |
| 1910-11 . . . . . | 12,514,420   |
| 1911-12 . . . . . | 15,467,270   |
| 1912-13 . . . . . | 15,173,230   |

## Imports—

|                   |             |
|-------------------|-------------|
| 1909-10 . . . . . | \$9,356,322 |
| 1910-11 . . . . . | 9,836,974   |
| 1911-12 . . . . . | 11,512,546  |
| 1912-13 . . . . . | 12,404,055  |

John Hays Hammond, now in London, says European financiers are most favorably impressed with new American currency act.

Gen. Jacob S. Coxey, who in 1894 led an army of unemployed to Washington, plans to repeat the performance in May. He expects 1,000,000 idle and penniless men to follow him.