

TORONTO TRIPLETS



Triplets arrived at the Tozer home, Toronto, two weeks ago—two boys and one girl. They each weighed five pounds. The trio are strong and healthy and the pride of their parents, Mr. and Mrs. Norman Tozer, according to Dr. R. D. Lane, who was called in.

Is The Government Competent To Run The Railways?

(Literary Digest.) Government inefficiency as shown in war-work is the charge on which some editorial observers oppose government operation of the railroads, but those who favor it for the duration of the war argue that unification of the systems is an absolute necessity for victory. Great Britain was in the same predicament in the first stages of this struggle, the New Orleans Times-Picayune recalls, and promptly nationalized the railways, guaranteeing security-holders the same dividends they had received in peacetime. Among the advantages of the new order this journal notes that all train dues could be taken off because competition had been abolished, and an immense staff of clerks could be dispensed with because it would be no longer necessary to divide receipts among the various lines. Under the new plan each station keeps the money it takes in and turns it over to the government, and

"one need not be an expert to perceive that such a system would mean a vast economy of time, labor, and cash in our case." The Times-Picayune thinks also that the British plan affords the "benefits of public ownership without the inevitable dangers," but is chiefly concerned with the fact that no half-measures will do in this crisis of America's and the world's fate. The New York American, which staunchly crusades for government ownership, quotes C. S. Melan, formerly president of the New Haven system, as advocating that the government take over the management of the railroads for the time and "consider later whether its control should be made permanent after our present duty of winning the war is behind us." But E. P. Ripley, president of the Santa Fe system, is quoted in the Kansas City Times as saying that government operation of railroads would end in failure because "railroading is a great scientific industry," while government is "a political machine," and in Mr. Ripley's opinion a political machine can never succeed in the management of a great industry. The Times, which differs with Mr. Ripley, holds that the way to have government operation successful is to retain successful railroad men like Mr. Ripley in charge, and observes: "The government has already sought the services of such men in the railroad work now in progress. It has sent the vice-president of the Pennsylvania system to France to build railroads. It has taken the president of the Baltimore & Ohio for one important position, and the president of the Southern system for another, and the president of the Union Pacific for another.



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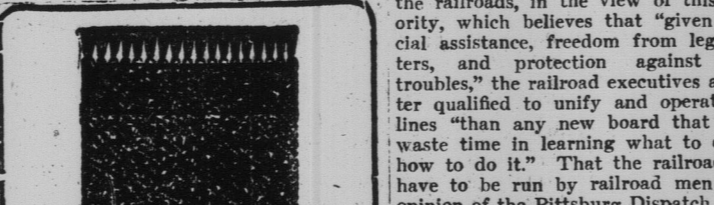
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But it must be set down as the considered verdict of impartial observers that these experiments have not been conspicuously successful. The most important project of all, shipbuilding, has gone along the worst. William Hard is authority for the statement that more ships would have been constructed if the emergency-ship corporation had never been created. "During these eight months the railroads have been called upon to play an enormous part in the government's war activity. They have met the demand practically to the limit of their capacity. The statement is made that they have carried 25 per cent more traffic than last year. "This record may fairly be compared with the record made in industries under federal management. The comparison, to say the least, gives no encouragement to advocates of governmental control. To add to the staggering burdens of the national administration direct responsibility for the conduct of the railroads, says the New York Wall Street Journal, would be to "invite disaster," and it urged that the railroads' war board be empowered with "all the freedom and the powers that it can legitimately use, and then to hold it inoperably responsible for the results." The New York Herald maintains that England's action in taking over the railroads is not necessarily a good example, for "the area of England and Wales is only 28,000 square miles, compared with the 3,000,000 square miles of the United States, and English railways, reduced to



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C. FRASER DICK OF ST. JOHN KILLED IN WAR

Many in the city will bear with regret of the death in France of Private C. Fraser Dick. Private Dick was well known in St. John some five years ago when he went west. He had many friends in St. John and many expressions



PRIVATE C. FRASER DICK, formerly of St. John, reported killed in action on Oct. 13. He had two brothers at the front.

Private Dick was the youngest son of the late John M. Dick, of this city, and Mrs. Dick, now of Lee Court, Winnipeg. He left the city five years ago, going to Saskatoon in the service of the Royal Bank of Canada. He later joined the staff of the Canadian Bank of Commerce and was in their service at the time of his enlistment with the 6th University Company, P. C. L. L. May 1916. Going overseas in the fall he served in the battalion and brigade machine gunners for nearly a year going through Vimy Ridge and other battles. Private Dick was slightly wounded in May and made the supreme sacrifice on Oct. 13. Two brothers of Private Dick went to France with the first division and are at the front.

BENNY KAUFF REJECTED BY AMERICAN ARMY

New York, Dec. 26—Benny Kauff is ineligible for draft army. The withdrawal of the Giants was recently called by the exemption board and it was learned that one arm was shorter than the other. And now Uncle Sam loses one of his best little marksmen in the country. Never knew Benny could shoot. Oh,

tells us the opinion has been expressed in some quarters that railroad executives "would succeed much better if directed by a government transportation director who knows no more about railroading than Dr. Garfield knows about coal," as one writer put it. The same writer said that Dr. Garfield's success has been attributed to the fact that he knows no more about coal than the average man who occasionally tends his own furnace; that he glories in the fact and that the president had appointed him for that reason.

"It may be asked, then, what advantage there can be in government direction, since presumably the same men must have charge of the actual operation. Or the question may be turned around and it may be inquired what cause of delay or confusion under the present system of railroad operation can be removed by transfer to governmental operation? The government already has its priority laws. What more could it do if it attempts to direct the highly technical operation of the roads itself? Commissioner McChord, the advocate of government operation, admits in his own brief that most of the delay and confusion has been caused by the conflicting and diversified efforts of various governmental agencies to secure priority for their own needs. If that is the case the union and simplification needed would seem to be in the government's own activities. "As to the financial needs, if the railroads cannot obtain the capital required for the betterments essential to meeting the task before them, the government surely might as well loan them the money as to underwrite the war contracts of our Allies with American manufacturers. One is as necessary to win the war as the other." From Washington a correspondent of the Railway Age Gazette (New York)

THE DAWN OF A NEW ERA



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OFFERS MILLION FOR WILLARD-FULTON BOUT

New York, Dec. 26—One million dollars, the largest amount of money ever offered for an athletic event in the history of the world, is Matt Hinkel's bid for the Willard-Fulton championship bout, provided it is held in New York, Philadelphia or Cleveland, and allowed to go twenty-five rounds. This offer was made by Mr. Hinkel last week. "A championship battle between Jess Willard and Fred Fulton will be a wonderful spectacle," said Hinkel, "and as it will benefit the Red Cross, an enormous sum of money should be realized. It would seem as if the bars could be raised to permit the showing of moving pictures of the battle in the United States." Jess Willard, the heavyweight champion of the world, is going to donate the terms when he boxes for the benefit of the Red Cross. He made it plain when he declared that he would meet anyone that a committee of five newspapermen name as his opponent. He doesn't care whether that opponent is

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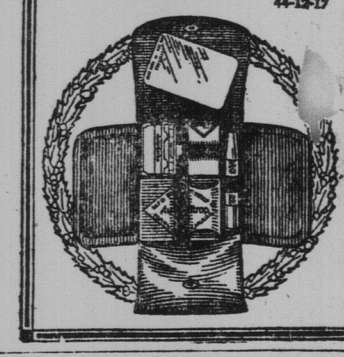


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BY "BUD" FISHER