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Order your Winter Supply Now and Avoid Delays.

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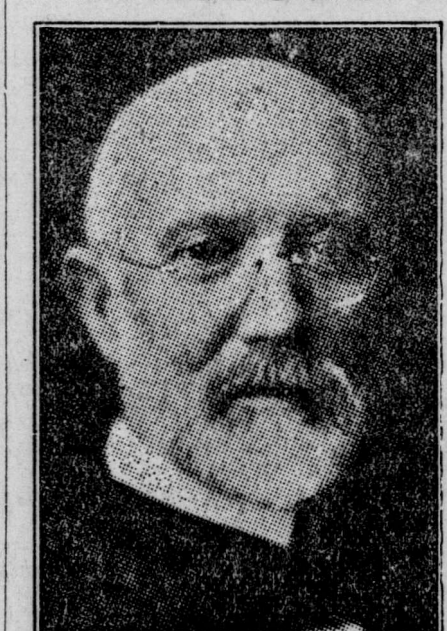
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**RUGGLES MOTOR TRUCK COMPANY, LIMITED.**

"Canada's Largest Exclusive Truck Builders." CANADA.

# LONDON BUSINESS INTERESTS

## SIR JOSEPH FLAVELLE HONORS HEROIC RAILROAD CONDUCTOR



SIR JOSEPH FLAVELLE

Also Pays Striking Tribute To Efficiency and Physical Condition of Grand Trunk Railway.

ice. Nell jumped off the moving train, crossed the ice and jumped in after the boy in the water, who had gone down for the second time. The boy and his rescuer came up together under the ice and it was only with the greatest difficulty that the railway man was able to extricate himself and the lad, Noel Berthelme, 14 years old, of Hawkesbury.

Nell took the boy to a nearby house, went to his own boarding place, changed his clothes and returned to duty. He did not say anything about the incident and it was not until three days later that the railway officials learned of the plucky rescue and reported the case to the Royal Canadian Humane Association. Sir Joseph Flavelle, in making the presentation of the medal, warmly congratulated Nell.

Sir Joseph also presented to Grand Trunk Team No. 1, from the Montreal shops of the company, the Chamberlain trophy for excellence in first aid (ambulance) work, and paid a high tribute to the railway and its officers and employees.

"I was simply amazed during my tour of the Grand Trunk System, with President Howard Kelley and other officials, at the splendid manner in which the road was conducted and the general spirit of Grand Trunk family loyalty," he said, "and this evening I cannot say too much regarding the splendid manner in which the physical condition of the road has been maintained and the general manner in which the employees were evidently trying to preserve at all times good public service. In this I am speaking as a man who has been associated with large industrial concerns and who knows what real efficiency and service means."

Both on the United States and Canadian sections of the road, concluded Sir Joseph, "the loyalty of the employees to each other and the spirit existing between the officials and the rank and file was a most encouraging feature, and I speak of it with great satisfaction."



ALBERT NEILL

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## TRADE REVERTING TO THE BRITISH

Export Coal Business Slipping From Americans

COST OF PRODUCTION

One of Reasons Great Britain Recovering Business

LONDON, Oct. 24.—Britain's export coal trade, transferred to the United States a few months ago owing to the long strike of British miners, is rapidly slipping out of the hands of American traders, according to Board of Trade figures.

"The rapidity with which the international coal trade is reverting to British hands is evidenced in the fact that three months ago the United States was actually exporting coal, not only to the Scandinavian countries, but to England, with distinct leadership in the Mediterranean and westward to the Atlantic coast," said Alfred P. Dennis, commercial attaché of the American embassy.

"We to-day are practically out of the European trade and are rapidly losing our position in the Mediterranean markets, where we had secured practically half the business, with our position seriously menaced in South America, where we occupied logically a favored competitive position."

"The amazing recovery of the British coal industry is shown in trade figures for August, which shows an export business of more than 3,000,000 tons, as compared with 600,000 tons the preceding month, and 1,847,000 tons in August, 1920."

"This striking reversal in the entire situation is due to the immense quantity of coal production in the United Kingdom, accompanied by falling wages."

"The export coal trade is one of the fundamentals in Britain's economic position in world trade and every sacrifice is being made to win back lost ground. Production costs have come down with iron and coal is offered for export at figures approximating production costs."

"On the other hand, production costs in the United States have still a wide margin for decline."

"Fine quality Cardiff coal can now be put on shipboard at 30 shillings, equivalent, at present exchange rates, to about \$5.50 per ton. At normal exchange the price would be \$7.30."

"It remains for us to endeavor to maintain our competitive position by bringing down our f. o. b. steamer costs, while at the same time indulging the hope that the future appreciation of sterling may tend to equalize our position not only in South Africa, but in the major continental markets."

Announcement is made that another English novelist is to visit America this winter, this time J. D. Beresford, whose books have had such continuous approval in this country since "Jacob Stair" appeared 10 years ago. Mr. Beresford was born in 1873, the son of a canon of Peterborough Cathedral. He already has 50 books to his credit.

## CANADIAN RAILWAY STATISTICS PROVIDE FAIR BAROMETER TO CONDITIONS OF BUSINESS

Passenger and Freight Receipts Show Increase, Although Operating Expenses Also Mount—Practically No Electric Railways Earned Profits.

OTTAWA, Oct. 24.—(By Canadian Press.)—One passenger killed on Canadian steam railways during the year 1919 to every 1,450,000 carried, and there was one injury to 128,772 carried. There was a slight increase in the casualties over the previous year, the number being 33 killed and 372 injured, as against 32 and 322, respectively. During the year 1919 there were 162 employees killed and 1,904 injured in train accidents; from other accidents 35 employees, 1 passenger and 5 others were killed, whilst 4,458 employees, 20 passengers and 27 others were injured.

The figures are from "Railway Statistics for the year ended June 30, 1920," just issued by the Dominion Bureau of Statistics from sworn figures furnished by the several railway companies. On the various electric railways only four passengers were killed out of the 749,332,380 carried; 1,717 were injured. There were 23 employees and 63 other persons killed and 2,055 employees and 1,595 other persons injured.

Of the 61 steam railways reporting only 30 ended their year with expenses during 1919. These 30 roads operated 20,882 miles of the total of 40,139 miles, or 52 per cent., and showed a net operating loss of \$55,541,597. The other 31 roads reported earnings in excess of both operating expenses and fixed charges, taxes, etc. These operated 20,552 miles and earned a net corporate income of \$39,456,106. The total corporate loss of the other 37 roads was \$54,384,773, which includes a loss by the Canadian Northern of \$26,187,509; by the Canadian Government System of \$1,133,235, and by the Grand Trunk Pacific of \$13,482,064. Inasmuch as 1919 was the first year the statistics to be computed for the calendar year, January to December, instead of from and to June, it is somewhat misleading to state that the net operating loss was \$55,541,597. The average fare per mile was 15 per cent. was allowed in March, 1918, and another 25 per cent. in August, 1918, and not an increase in passenger rates of 15 per cent. in March, 1918. These increases were in effect for the full year 1919, but only for a portion of the year ended June 30, 1918.

Average receipts per ton per mile were 1.003 cents in 1919, against 0.736 cents during the year ended June 30, 1918, an increase of 35 per cent. Average receipts per passenger per mile were 2.63 cents, against 2.12 cents, an increase of 24 per cent. The average haul per ton was shorter, namely, 246 miles, compared with 303 miles, but the average passenger haul was longer, namely, 78.2 miles, against 70.5. The number of tons of freight moved was 111,487,780, as against 127,542,687, the decrease being principally in low-rate commodities: bituminous coal decreased 7,510,306 tons, whilst ores decreased 2,616,414 tons, a result in part of strikes at the mines and steel plants during the summer and fall of 1918. Whilst the tons carried one mile de-

creased 4,078,473,957 tons miles, or 15 per cent., increased rates caused freight revenues to advance from \$228,244,416 to \$270,533,047, or 18.5 per cent.

The number of passengers carried increased in 1919 to 2,923,813, or 6.7 per cent. over the year ending June 30, 1918, and the number of passengers carried one mile increased 497,010,314, or 15.7 per cent. Receipts from passengers increased from \$67,098,563 to \$96,262,241, or 43.4 per cent. The total operating revenues amounted to \$408,598,360, against \$330,120,150, but the increase of \$78,378,210 was more than offset by an increase in operating expenses of \$102,332,657, making a decrease in net operating revenue of \$24,455,447. Total operating expenses were \$475,759,082, an average of \$9.54 per mile of road, and \$3.82 per revenue train mile.

The salaries and wages bill increased by \$31,048,721, or 32 per cent. For 1919 it totaled \$233,323,074. Maintenance of way and structures increased 59 per cent., transportation costs 25.4 per cent., and maintenance of equipment 49.4 per cent. In the five and a half years since 1914 total operating expenses have increased 110 per cent.

The average hourly compensation of all employees on all railways in 1919 was 52.3 cents, as against 33.1 cents in 1918, or an increase of 58 per cent. The number of freight cars in service increased 10,760, the number of passenger train cars 162, and the number of locomotives 191. Fuel consumption was slightly less, namely, 9,696,625 tons, against 10,173,344 tons, costing \$52,953,234, against \$52,630,430.

Of 66 electric railways reporting 55 earned operating expenses and 11 had a deficit. Only 40 earned sufficient to pay their fixed charges, and only 13 reported paying dividends. The receipts from passengers amounted to \$27,547,456, whilst the total operating revenue was \$40,152,962. The average fare per passenger was 5.01 cents, as against 4.50 cents in 1918. The Montreal tramways did not report in 1918. In 1919 this company showed earnings from operation amounting to \$9,661,414 and operating expenses of \$7,243,823.

Money paid to railways down to December 31, 1919, amounted to \$231,865,892 by the Dominion; \$44,469,371 by the various provinces, and \$16,390,673 by municipalities, land and grants by the Dominion up to the same date totaled \$2,374,239 acres; by the Province of Quebec, 1,735,690 acres; British Columbia, 8,119,221; New Brunswick, 1,647,772; Nova Scotia, 160,000, and Ontario, 624,552 acres.

"When I was your age," said the stern parent, "I thought nothing of working 12 or 14 hours a day." "Father," replied the young man with the exquisitely pressed hair, earnestly, "I wish to heaven you wouldn't mention it. Those nonunion sentiments are making you hideously unpopular."—Town Topics

## TRADE REVIVAL DUE FOR EGYPT

Business Men See Many Signs of Improving Conditions.

COTTON CROP SHORT

But Increasing Prices Have Made It More Valuable Than Usual.

CAIRO, Egypt, Oct. 28.—Signs of a commercial revival are seen by business and shipping communities in Egypt. After months of depression, they say, there has come a healthier tone of confidence and optimism, which is most encouraging. The feeling prevails among the business interests that the late fall will see the country back to normal and healthy trade.

The Egyptian public is wearying of the discussions of the country's future political status and is showing far more interest in the price of cotton, which is the barometer of commercial activity.

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