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"The idea of a box car capable of handling liquids in bulk, or a tank car handling farm products in bulk, is not fantastic if we remember that one merely requires removable bulkheads, and the other, cleansing methods already in use, he said. However - and here is the sting in the tail - improvements cannot be made by impecunious roads, except insofar as the Federal Government is willing to act the part of a fairy godmother. Thereafter it is essential to reduce the costs of operation. They can reduce, but it will require a greater degree of cooperation than has existed heretofore. The railroads have got to choose between an industry which contains the elements of life and growth, and one containing the seeds of decay."

In referring to certain correspondence between a railway executive and the authorities at Washington (Sept. 7th, 17th and 25th, 1934) we find that having discovered 25% of the patrons of one railway furnish 98.17% of its carload traffic, the Federal Co-ordinator of Transportation is planning to analyze the origination of all classes of traffic over the country as a whole.

From the above it is evident that the situation in the United States is receiving the attention of, not only railway executives, but of the Federal Government as well. The United States Government is not sitting back and leaving the railways to find their way out of this morass but is leading the way by constructive effort.

In reading Mr. Anderson's article, we are impressed by the following references -

- "Elimination of waste and duplicating services."
- "Consolidation and unification of shops and terminals."
- "Lighter and more economical passenger equipment."
- "More modern types of freight cars."
- "Pooling of equipment to reduce hauling of empties."
- "Heaviest loss suffered in carrying of package freight, or less-than-carload lots."
- "Nation wide agency owned by railways to handle less-than-carload freight."

In the above we are given great food for thought as each item represents a large field for study.

CO-ORDINATED RAILWAY & HIGHWAY SERVICE WINDSOR TO MONTREAL

Criticism, unless constructive is destructive. It should, therefore, be the object of those expressing criticism to make it constructive. It is with this in mind that the following suggestions are made:

Quotations - letter Sept. 28/34 -

"The Canadian National Railway, speaking broadly, is located in much better traffic producing territory than its competitor, the

W.L.M. King Papers, Memoranda and Notes, 1933-1939
(M.P. 26, J 4, volume 220, pages C149883-C150385)

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