

## Full Text of Sir Henry Thornton's Evidence At Inquiry

Continued from Page 5

mate condition at which an industry may arrive in the course of years. That is to say, we would be quite justified in doing more for an industry—and I am speaking broadly now—not with reference to the Maritimes at all—one would conceivably be justified in doing more for an industry which would develop a very large traffic, employing a very large number of hands, than an industry which might be of relatively small growth. One must take into consideration such questions as you have touched upon of discrimination, and also must have some regard for what, if any losses there may be. There must be considered the value of the inbound raw material in order to get the more remunerative rates on the finished product, a product which might very well stand such rates. A great many factors enter into the problem, and presumably that is something that must be left to the judgment of those who are dealing with it. Judgment is one of the things for which individuals are paid. An engineer may be paid for his skill in working out the stresses in a bridge, but he is also paid for not being a damn fool.

### OFFICE AT MONCTON.

Q.—"Then do you contemplate in this suggestion you made with regard to establishing an office at Moncton, by personal visitation to the Maritimes you would be able to have constantly in your own mind the general condition of affairs in the Maritimes?"

A.—"Well I have tried to do that as well as I could. Unfortunately, for instance, as the case may be, the administration of the Canadian National Railways draws pretty heavily on one's time, there is such an amount of subterfuge that it is extremely difficult to cover it all. But as far as I can I have tried, and the other officers of the Company have tried to preserve as close contact as possible with the Maritime Provinces."

### MEANS HAD IN MIND.

Q.—"What I had in mind there was the provision of some vehicle which would make that contact easier, and almost force it in a way. What I mean is that if you have something that you are going to do and it is in a tangible form and presents a tangible objective, you are much more likely to do it, you do it much more easily than if it is a vague kind of thing. Of course I try to go everywhere on the National Railway system, but unless you have some pinned-down objective, some place to which you must go, you are more easily diverted from it."

Q.—"I appreciate that. One of the complaints made in the Maritimes is that under the administration of a great National system it is difficult for them locally to get as it were an ultimate voice expressed from the railway point of view. Reference must be made, they say, to Moncton in a way that does not get their problems as Maritime problems, which they regard as very special, focused sufficiently promptly when an occasion arises. That is one of the complaints, I have no doubt you have seen that from the notes?"

A.—"Oh yes."

### DIFFICULTY IN WEST.

Q.—"Having that in mind I take it this suggestion is—"

A.—"Yes, I think, however, it is only fair to say that that difficulty exists no more with the Maritimes than almost any other part of Canada. Take Western Canada. Because after all when one contemplates the administration of 22,000 miles of railway some part of it has to be away from headquarters, you cannot help that. The only thing that can be done is to provide as efficient and speedy a method of dealing with questions as good organization will permit."

Q.—"Have you any other points to which you go regularly now?"

### REFERS TO ELECTION.

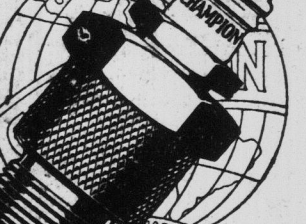
A.—"I try to go to Winnipeg, although I have not been there as often lately as I would like, on account of some of our complications that as you are aware we have had. We are going through a political election and I like to be around at headquarters when things of that kind are going on."

## COMPARE

We make Champions the very best we can. Their superiority in design, finish and careful manufacture is readily apparent if you compare Champion with any other spark plug. But you must drive with them to know how very much better they are.

Champion X—exclusively for Ford—packed in the Red Box

Each 80c



Champion—for cars other than Ford—packed in the Blue Box

Each 90c

CHAMPION  
Dependable for Every Engine  
A Canadian-made Product  
Windsor, Ontario

### Q. The Maritimes, Sir Henry.

It is merely a question of saying who is to carry the burden, in what way should that burden be placed, which is the most effective and best way for all concerned. Have I answered your question?"

A.—"Yes, there are there any further features?"

Excuse me a second. The estimate that is made by an apparently well-recognized authority is that this railway is probably about 250 miles longer.

### I. C. R. DIFFERENT

Q.—"No, I appreciate that very fully, Sir Henry. But are there any features about their railway transportation system that are different from the rest of the national system? Make the point for instance very strongly that this railway is not the railway that would have been constructed for ordinary business and commercial purposes, but that strategic considerations really determined the course of the railway to a degree that of itself takes it in part out of the category of purely commercial considerations."

A.—"Well undoubtedly the Intercolonial Railway I think must be regarded as a strategic railway; strategic first from the point of view of national defense, and secondly from the commercial point of view. Happily it is not likely that the necessity for a strategic railway from a military point of view will ever arise. But when that railway was built the Dominion of Canada felt less secure in its relations with the United States from a military point of view than today, and it was through wise and was wise at that time, to build a railway connecting the Maritime Provinces and ports with the rest of Canada which would be sufficiently removed from the frontier of the United States reasonably to secure safety in time of war. That was a sane and sensible thing to do but it is not so great a factor at the present time."

### SERVICE IN LATE WAR

A.—"Oh, I think it undoubtedly was, in the movement of troops, because there is another question. Before the United States entered the war of course Canadian troops and munitions of war could not be moved through neutral territory, and necessarily had to move by an all-Canadian route to our seaports, and in that way it was a very large and important factor."

Q.—"The Maritimes make the plea that in ordinary trade they never were intended to carry the burden of a railway which had been placed for strategic purposes, and that if there were made to carry a burden of that kind there is put upon them a commercial handicap which they cannot bear."

A.—"I think that is perfectly sound."

### GRADES PRETTY SEVERE

Q.—"The grades on our railway in the Maritime Provinces are in some cases pretty severe. The curvature in some cases is also severe, on the average more so than the rest of the National Railway system in Canada, and we do as everyone knows have a great deal of difficulty, and are put to much expense during the winter time in the removal of snow and ice. That involves not only the removal of the snow itself, but consequent delay to traffic and expense. That is nobody's fault, but still it is something that has to be met."

Q.—"But I do not regard any of these difficulties to which we have referred as fundamentally affecting the problem. That is, the fact that we have a longer haul and a somewhat higher cost of operation merely accentuates the necessity, or at least the economic reasonableness, of not passing that on to the people of the Maritimes. It is not our fault, it is simply conditions."

### VIEW IN MARITIMES

Q.—"That is the view expressed by the people of the Maritimes. They say this railway was not constructed for our special advantage, indeed Upper and Lower Canada were even more anxious for the railway than we were, although it is true that prior to Confederation we had been pressing for an Inter-colonial Railway. That is how they put it. It therefore is a matter for all Canada, why should we as far as our railway rates are concerned, and it is bound to be so, if this distance is counted into our haul, why should we have to bear the burden alone? And particularly since we had pledges and promises made at the time of the construction of the railway that it was recognized that commercially the railway should not be regarded as a burden that fell upon them."

### NO CAPITAL MAINTENANCE

A.—"There is no capital maintenance."

Q.—"Operating maintenance?"

A.—"Operating maintenance."

### FORM OF RELIEF.

Q.—"Which normally one would call capital maintenance, and these physical conditions, more snow and ice than in other parts of the country; there are all these expenses attaching. But you say, as I understand, if relief is to be given to the Maritimes in respect of these considerations or any others, it should not be given in a form that confuses it with ordinary railway administration?"

### Q.—"That is precisely my position."

Sir Andrew, whether it be right or wrong, I again repeat that I feel that the responsibility of the administration of the Canadian National Railways is to try to operate all the parts of the railway in such fashion as will remove as rapidly as possible the financial burden which rests upon the people of Canada, and give to the people of Canada at the same time as efficient transportation service as we can. That is the way I understand it. If I am wrong, then if some responsible body will correct me, we will proceed on some other basis."

### APPROVED BY RAIL BOARD.

Q.—"Any increase that came about I am not mistaken, I speak subject to correction, came about with the approval of the Board of Railway Commissioners?"

Q.—"No, I think they came about most of them, prior to the Railway Commission having jurisdiction. As I understood from Mr. Dalrymple yesterday the Railway Commission did not have jurisdiction until 1925."

Mr. Dalrymple—"That is right."

Q.—"Therefore they came about partly in these good old days, and partly during the war?"

Sir Henry Thornton—"When were those rates increased?"

Mr. Dalrymple—"Prior to the present management taking charge. The only change that has been made as far as the Board of Railway Commissioners is concerned, is in respect of previous rates, all the changes that have been made since the present management took charge have been in downward direction."

Q.—"The Chairman—"I do not think we need trouble you with that, Sir Henry, we went over that with Mr. Dalrymple. Have you personally considered all the case that was made in the Maritimes in respect of basic products, such as fish, forest produce, coal, iron and steel?"

A.—"In what respect, Sir Andrew?"

Q.—"There were a number of proposals put to us by these interests which almost called for a special study on the part of the railway administration to see to what extent it would be possible to insure rates that would enable them to get into markets, that fall under the category of the general principle which you discussed earlier in the day. I just wondered if you had done so?"

A.—"Is that something that has just come up in connection with this investigation?"

### TO NEW POST.

W. S. Elliot, former C. P. R. district freight agent, with his wife, leaves today for Cleveland to take up his new position. George Hiam, who has been in charge of the office at Cleveland has been in the city for some days, and will accompany Mr. Elliot. He will later return to Saint John to take charge of the local office. Mr. Elliot and his wife will be greatly missed by numerous friends in this city.

### Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

## CROWN LIFE

Crown Life Policies offer a maximum of protection at low cost. Ask the Crown Life Man.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

Maritime Branch Office, 12 Subway Block, Moncton, R. C. MACDONALD, Maritime Superintendent.

### MORE SPENT IN EAST.

Q.—"That statement is entirely without foundation. The present boundaries or limits of the Atlantic region were fixed very largely to meet operating conditions. Whether any region, and whether the Atlantic region, has a deficit or a profit in no sense affects the desire of the management to provide as efficient transportation as possible, it is in no way affects the maintenance of the property, as a matter of fact this year we have spent to date \$1,400,000 more on maintenance of the track in the Maritime regions than the previous year, as far as I can get at it. The present limits, as I say, are fixed purely for operating conditions, and have no effect on our attitude with respect to freight rates or the character of the maintenance of anything which relates to the well-being of the property. Some kind of boundaries must be set for these regions into which the railway must be divided for operating purposes. We try to fix those boundaries having regard to all the circumstances. But no favorites are played."

### Q.—"What is your view on the general contention that they make, that they are very severely prejudiced by reason of the fact that the increase of freight rates has gone on to their rates as

compared with pre-war, say 1912, are greater than the rest of Canada?"

A.—"The increase in freight rates, as I understand it, and Mr. Dalrymple I think dealt with the detail of that. Q.—"Yes he did."

### APPROVED BY RAIL BOARD.

Q.—"Any increase that came about I am not mistaken, I speak subject to correction, came about with the approval of the Board of Railway Commissioners?"

Q.—"No, I think they came about most of them, prior to the Railway Commission having jurisdiction. As I understood from Mr. Dalrymple yesterday the Railway Commission did not have jurisdiction until 1925."

Mr. Dalrymple—"That is right."

Q.—"Therefore they came about partly in these good old days, and partly during the war?"

Sir Henry Thornton—"When were those rates increased?"

Mr. Dalrymple—"Prior to the present management taking charge. The only change that has been made as far as the Board of Railway Commissioners is concerned, is in respect of previous rates, all the changes that have been made since the present management took charge have been in downward direction."

Q.—"The Chairman—"I do not think we need trouble you with that, Sir Henry, we went over that with Mr. Dalrymple. Have you personally considered all the case that was made in the Maritimes in respect of basic products, such as fish, forest produce, coal, iron and steel?"

A.—"In what respect, Sir Andrew?"

Q.—"There were a number of proposals put to us by these interests which almost called for a special study on the part of the railway administration to see to what extent it would be possible to insure rates that would enable them to get into markets, that fall under the category of the general principle which you discussed earlier in the day. I just wondered if you had done so?"

A.—"Is that something that has just come up in connection with this investigation?"

### Q.—"That is right, yes."

A.—"Other than to know that the suggestion was made we have not had time to go into it, because it was only a comparatively short time since such proposals were brought to your attention. Suffice it to say that if anyone has anything to suggest at all, I do not care what it is, we will certainly examine it sympathetically."

The Chairman—"We are very much obliged to you, Sir Henry, for your evidence."

### Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.

Minard's Liniment for Toothache.