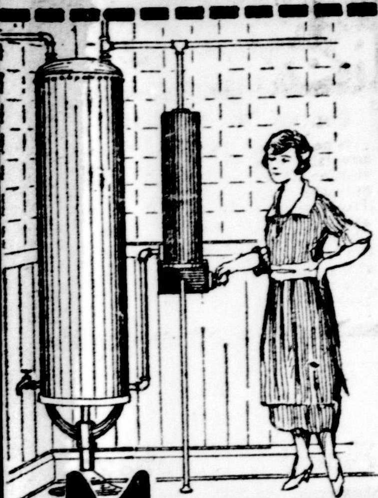

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BARES LIBERAL PLAN TO UNIFY RAIL SYSTEM

Hon. W. C. Kennedy Presents First Railway Budget To House of Commons.

NATIONAL REVENUE HIGH

Total Deficit On Roads Is $10,831,124 Less Than in Previous Year.

OTTAWA, April 11.—(By Canadian Press.) — It was a crowded and closely-attentive House of Commons which followed Hon. W. C. Kennedy, minister of railways, as he presented his first railway budget today. His story of the year's operations was told in two chapters.

In the first Mr. Kennedy dealt with the Canadian National lines; in the second, with the Grand Trunk.

Of the National lines the cabinet minister had a more optimistic statement to present than was presented by the minister of railways last year.

In operation there had been an improvement of 20 million dollars in comparison with the year previous, and that despite the slump in trade and decline in traffic. But fixed charges were higher, bringing the total deficit on the National lines to $56,673,935, as contrasted with $67,505,059 in 1920.

The Grand Trunk has been under the control of the Dominion Government since last May, although operated by a board distinct from that of the Canadian National lines. And to the loss of the Canadian National must be added a net loss, including fixed charges, of $15,672,299 on the Grand Trunk, or a total loss on the Canadian National and Grand Trunk together of $72,346,234.

In 1920 the loss on the two systems combined was $74,032,302.

Briefly, the financial standing, under unified control, of the Grand Trunk alone in the last two years may be summarized as follows:

	1921.	1920.
Fixed charges	$19,245,583	$14,025,637
Less net income	3,573,284	7,498,394
Net loss	15,672,299	6,527,243

Mr. Kennedy had announcements of prime importance to make, namely:

1. That the Canadian National lines and the Grand Trunk are to be placed under the unified control and co-ordinated management of one board of directors. The new board will automatically abolish the present Canadian Northern and Canadian Grand Trunk boards.

2. The new board will be asked to advise on the division of the huge mileage of the National systems into units, each with its own headquarters and under the direction of a general manager, who will be subject to the lines of policy laid down by the board at general headquarters.

3. That the house is to be asked, in view of the fact that suspension of the Crow's Nest Pass agreement terminates on July 6, to appoint a special committee to study freight rates, with power to summon the executives of the various railways. It will then be for the committee and the house to take such action as may be deemed advisable.

4—That the work of co-ordination would be supplemented by an investigation of the financial affairs and business methods generally of the railways passing under the control of the new board.

Decreased Appropriation.

One remark of Mr. Kennedy's was applauded on all sides of the house —that the total amount to be voted for railways in the fiscal year which has just opened is $97,220,000, compared with $179,065,760, voted in the year previous.

In the brief discussion which followed, Right Hon. Arthur Meighen, leader of the opposition, observed that the corner had been turned in the National Railways. The statement was gratifying, and a tribute to the management instituted by the late government. He regretted, however, that the present Liberal administration had delayed the work of unification with the Grand Trunk, and wondered what good would be accomplished by the promised parliamentary committee on freight rates.

"The announcement of the minister," charged Mr. Meighen, "is nothing but an admission of bankruptcy."

As the government-owned railways are still being operated in two groups by two separate boards, though with such co-ordination of operation as had been possible, it was necessary, said Mr. Kennedy, again to make separate statements concerning the operations of the Canadian National and Grand Trunk lines.

The outstanding feature of 1921 operations, he said, was the improvement in the position of the Canadian National-Grand Trunk combination. Those roads comprised approximately 52 per cent of the railway mileage in Canada, and in 1921 their percentage of gross earnings was 54.22. Applying these percentages to gross earnings the transcontinental lines nationally-owned railways had increased their proportion of the available railway business and improved their position as carriers during the year to the extent of about $8,500,000.

Gross Earnings Increase.

The operated mileage of Canadian National lines at Dec. 31, 1921, was 17,338 miles. During 1921, 173 miles of new line were turned over to the operating department for permanent operation, and an additional 65 miles were turned over for operation on behalf of the construction department.

Units included in the mileage are as follows:

Canadian Government Railways:

Intercolonial Railway, 1,670; P. E. I. Railway, 276; branch line, including the leased St. John and Quebec Railway, 515; total C. G. R., 2,461.

Transcontinental Railway, including Lake Superior branch, 2,007;

Hudson's Bay Railway, 214; total 2,221.

Canadian Northern System, 9,900.

Grand Trunk Pacific, 2,756;

Grand total, 17,338.

The average mileage operated in 1921 was 17,064.

Gross earnings amounted to $126,691,455.72, being an increase of $1,049,703.41 over the previous year, notwithstanding decreased traffic to the extent of 4,000,000 tons of freight and 1,715,625 passengers.

The national system was said to be the only transcontinental system in America of which the earnings in 1921 from the increased freight and passenger rates established in September, 1920, were not entirely offset by the loss in tonnage and passengers.

Operating expenses amounted to $142,784,357, being a decrease of $19,700,365, leaving the loss on operation of the system of $16,092,901 for the year as compared with $36,842,970 for 1920, of an improvement in the operating result of $20,750,068.

It was claimed on behalf of the management that this reduction had not been made at the expense of the property and that deferred maintenance and betterments made during 1919 and 1920 were reflected in 1921 by providing more economical operating conditions, while increased efficiency of the working forces enabled more work to be done by fewer employees.

Reports Slump in Traffic.

The year under review had seen a great slump in railway traffic following the decline in trade which set in during the closing months of 1920. The movement of all commodities, except wheat, had decreased. Mr. Kennedy dealt with the grain movement in the fall of 1920, saying that operating figures for subsequent months had shown that because there was no car shortage last season the grain crop was handled as it was harvested, and traffic was handled in the fall months which ordinarily would have spread over much of the winter. This would account for the light traffic of the first two months of 1921.

The minister presented a statement showing the individual deficits for 1921 as compared with 1920. This showed that the Canadian Northern was able to cut its loss by about ten millions, the Intercolonial by two and a half millions, the Grand Trunk Pacific by six millions, while the Transcontinental, loss on which had been almost three millions, had a deficit of less than half a million. The increase in deficit of certain of the branch lines, especially those more recently acquired, was stated to be due to the necessity to bring these roads up to Canadian National branch line standard.

The greatly improved showing of the Grand Trunk Pacific was attributed to the fact that for a full year it had been operated as an integral part of the Canadian National system, and was one of the results of the co-ordinated operation of these western lines under one management. By that co-ordination the loss of ten millions on gross of fourteen in 1920 was turned into a loss of four on a gross of sixteen millions in 1921.

"Conforming to standard railway accounting, this year's statement," said Mr. Kennedy, "shows tax accruals, which swell the net operating deficit by a million and a half which non-operating income (car rentals, rentals of joint facilities, express mails, etc.,) is taken into account. This in turn is affected by deductions from gross income (hire of equipment, joint facilities, etc.,) which brings us to the net deficit, $15,896,018, before taking fixed charges into account."

Increase in Fixed Charges.

The total increase in fixed charges, both Canadian Northern and Grand Trunk Pacific, from $33,194,243.96, in 1920, to $40,777,915, in 1921, reflected the increased interest charges during the year. After the total charges were taken into account the total deficit for 1921 would be about $56,673,934, as against $67,505,059, for the previous year, and which was erroneously stated at the time to be $70,331,734.

During 1921 advances to the National Railways by the government amounted to $51,785,522.65. Total advance to the Canadian Northern Railway Company to December 31, 1921, were $251,088,248.88, and to the Grand Trunk Pacific Railway, $82,480,303.66. These figures represented cash advances only and did not include accrued interest due the government, which in the case of the Canadian Northern Railway amounted to $35,191,210,81, and in the case of the Grand Trunk Railway Company, $14,729,238.80, of which the sum of $6,741,381.26 was prior to the appointment of the minister of railways as receiver in March, 1919.

During the year an issue of $25,000,000 Canadian Northern Railway 6½ per cent 25-year sinking fund bonds, guaranteed by the Dominion of Canada was disposed of, the proceeds going to the government in repayment of advances.

These bonds, which, plus exchange, brought $26,228,163.03, together with a balance of $1,466,044.16 from the bond issue of December, 1920, and a payment of $232,912.21 on account of trust equipment issue, made up a total of $27,927,119.40 repaid the government.

High Operating Expenses.

During the period $2,000,000 5 per cent Duluth, Rainy Lake and Winnipeg Railway bonds, guaranteed by the Canadian Northern Railway Company, were retired. Another issue retired was £3,650,000 Canadian Northern Railway 5 per cent guaranteed notes. These were provided for out of an issue of $25,000,000 Canadian Northern Railway 7 per cent 20-year bonds sold in the New York market in December, 1920.

Wages and fuel still remained the principal charge on railway revenues. The total payroll last year was $88,755,060. The National Railways used 3,544,200 tons of coal at a cost of $21,391,215.

"When operating revenues amount to $126,691,455 and wages and fuel require $103,642,575 the balance, roughly $23,000,000, is, of course, insufficient to meet other operating charges totalling $39,000,000," Mr. Kennedy pointed out.

For this reason the operating ratio in 1921 was 112.7, as compared with 129.32 in 1920. In 1921 the distribution of the operating ratio was: Wages 65.03, locomotive fuel 16.88, and other expenses 30.79. In 1920 wages took 78.61 cents of every revenue dollar.

Operating costs were high in January and February, due to the higher wage scale which was adopted in September, 1920, retroactive to May 1, the result of the Chicago award. When traffic commenced to fall away forces were reduced, and by the end of April the staff showed a reduction from 60,500 in 1920 to 51,000 in 1921. This staff reduction ran nearly 10,000 below 1920 through the months of May, June and July, averaged about 6,000 less in August, September and October, and about 5,000 less in the last two months of the year.

The reduction of operating expenses by $20,000,000 was a welcome change, as in recent years it had been all the other way. Operating expenses of 1920 increased by more than $37,000,000 over 1919; those of 1919 increased by $27,000,000 over 1918.

Shows Wage Increase.

Total payroll, including betterments, was $88,755,060, as against $105,109,808 in 1920, a decrease of $16,354,748. The reductions in number of employees and of rates of pay from July 16, 1921, were estimated to account for $12,775,000 of this, and the balance was betterments.

The average railway wage grew from $713 in 1915 to $1,633 in 1920 Last year the average wage was $1,471.33, but the comparison was of little use in contrast with full employment years.

Mr. Kennedy said that at the present time negotiations are under way looking to a modification of some of the working conditions that the railways feel to be difficult of application, resulting in excessive wages in some classes and the placing of expenses on the railways which are claimed to be unduly burdensome.

"It is recognized," he said, "that railway wages must provide for a proper standard of living, but they should have reasonable relation to the importance and value of the work performed and to wages generally. The management inform me that the labor situation has greatly improved; that the spirit of railway labor is better than it was; that labor has been more efficient and is doing more work and better work. I am glad to give expression to the views of the management in that regard."

Turning to consideration of prices of materials and supplies, the minister stated that the trend was generally downward. The movement was slow, however, and prices continued greatly in excess of pre-war figures. "Of course, a drop in prices is not immediately reflected in operating expenses, due to the necessity to keep on hand large stocks of fuel and other supplies, which have to be charged out at purchase price until new stock begins to be used," he added. "The management estimates the reduction in the expenditure last year to have been $1,550,000, reduction on account of materials and supplies generally $1,300,000, and on fuel $2,216,175.

The house then adjourned until Wednesday, April 19.

Ontario's Agnes, Finding Parliament Strenuous Job, Leaves For Dad's Farm

OTTAWA, April 11.—Miss Agnes MacPhail, M.P., has decided not to attend the pan-American congress of women to be held in Baltimore from April 20 to 29.

"I could not conscientiously absent myself from parliament for almost two weeks during my first session. I was elected to represent Southeast Grey, not to run about the country making speeches, much as I should like to have the benefit of meeting the women who will participate in the Baltimore gathering," Miss MacPhail said today.

"I am leaving for my father's farm this evening, and shall spend the whole Easter vacation there with my parents. I am really very tired. Being a member of the House of Commons is a strenuous life."

Lady Astor, member of the British House of Commons, will be present at the Baltimore gathering. In addition to sending credentials the organizers have written Miss MacPhail several letters urging her to address the representative women who will be there

GALT TAX RATE FOR 1922 SHOWS 5-MILL INCREASE

City Council Prunes Estimates, But Must Meet Heavy Overdraft.

Special to London Advertiser.

GALT, April 11.—The city council at a special meeting this evening struck the tax rate for 1922 at 43 mills, an increase of 5 mills over last year. The increase was principally due to an overdraft, and an increase in the interest and sinking fund account, due to the great amount of work done in the past. Considerable pruning of estimates had to be done to keep the rate down.

Falling into the river near the G. T. R. Bridge, 4-year-old Eddie Petty, son of Mr. and Mrs. E. J. Petty, 8 River street, was rescued by Clifford Bricker, 17, who jumped into the water without removing any of his clothing, and rescued the helpless child.

Word was received here today of the death in Toronto, after only four days' illness with pneumonia, of Mrs. J. K. Cranston, a former well-known resident.

Petitions were today in circulation in all wards of the city protesting against the passing of Galt's private bill, which would change the assessment of most of Galt's pavements from 100 per cent basis of 75 per cent to the property owners, and 25 per cent to the city at large. The opposition comes principally from the outlying sections of the city, which have little chance of ever having paved streets.

THIRTY THOUSAND ISLANDS OF THE GEORGIAN BAY.

The Georgian Bay, that great arm of Lake Huron, has become a favorite summer playground with residents of Canada and the United States. In this magnificent bay are more than 30,000 islands—islands crowned with vegetation that seems as fresh and captivating as though it were the morning of creation, islands peeping out of the blue depths of crystal-like water and covered with moss, islands of all shapes and sizes. There are, in fact, 48,000 islands marked on the government charts, and even that figure does not include many very small islands. The principal gateway to the 30,000 islands region is Midland, Ontario, 101 miles north of Toronto. The Grand Trunk have issued a publication with good map, and telling you all about it. A copy can be had for the asking. Apply to any Grand Trunk Agent, or C. E. Horning, D. P. A. Toronto, Ont. b

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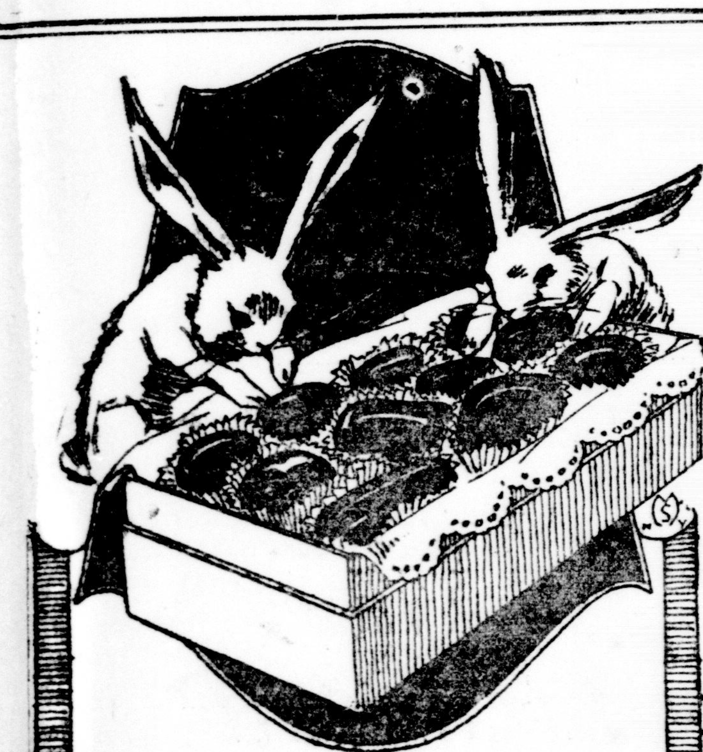

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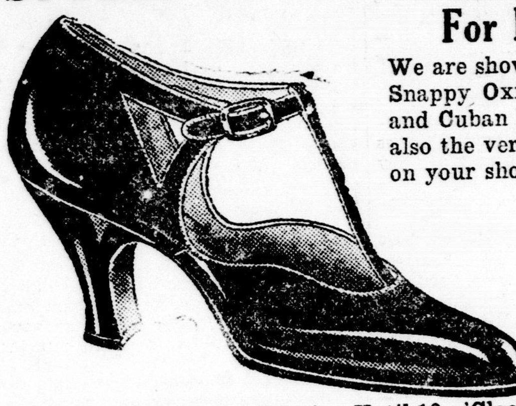

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Misses' Tan Oxfords and Cross Straps, sizes 11 to 2. At **$3.00**

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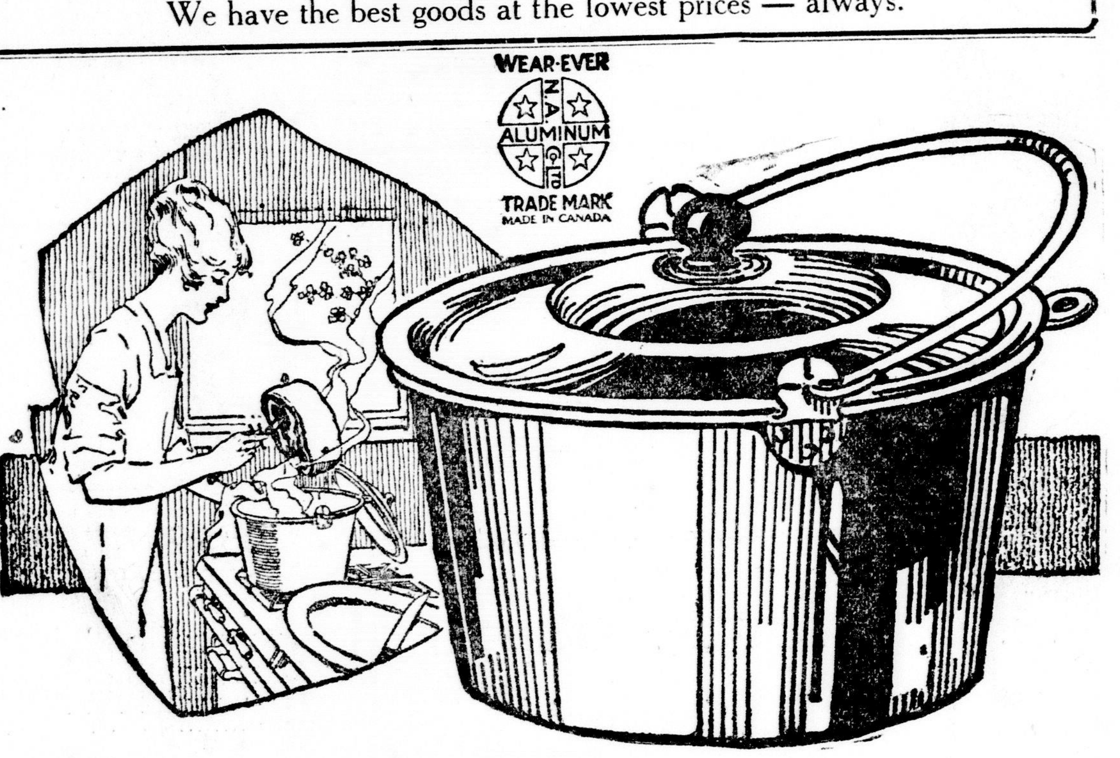

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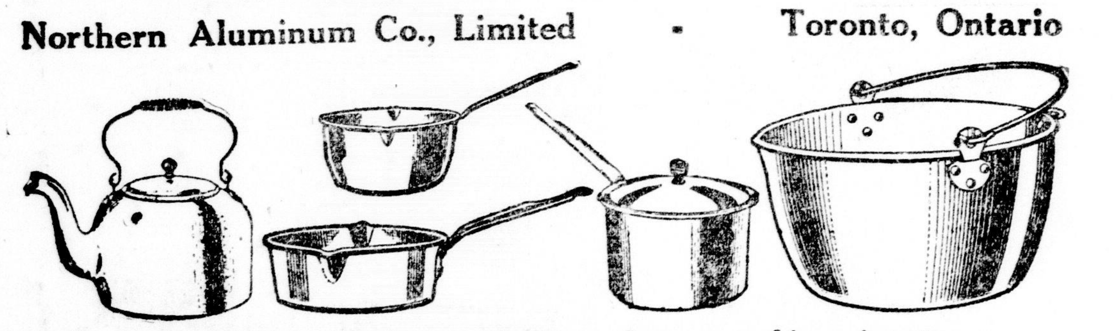

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