

Classified Page for the People's Wants

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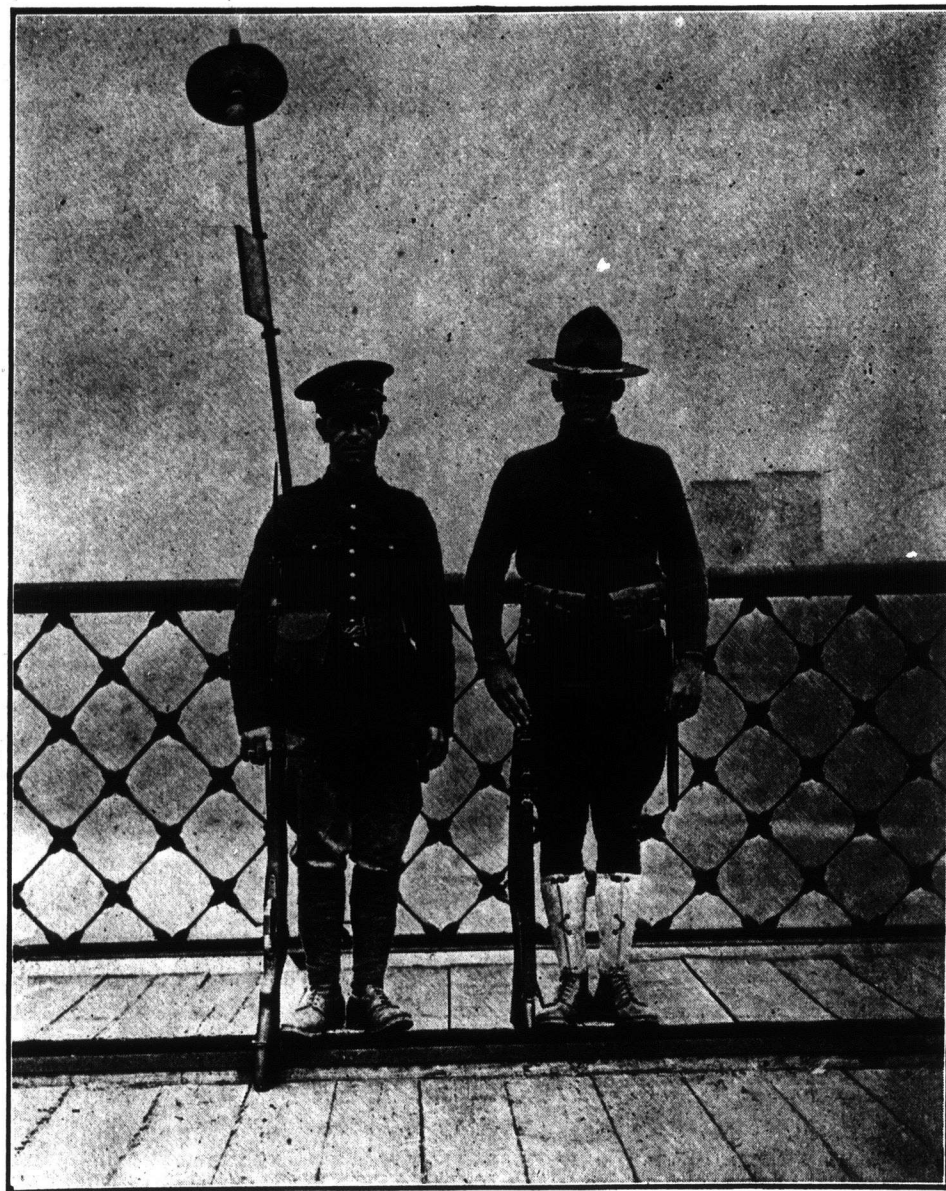
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A British and an American soldier guarding the International Bridge, at the boundary line between the United States and Canada. The bridge crosses at Niagara Falls. The photo was taken recently. The picture gives an opportunity to note the difference between the British and American uniforms.

Canada's Railway Problem

All thoughtful Canadians are giving consideration to the peculiar railway situation which has arisen in Canada; and the problem associated with it. Of the serious nature of the situation there is no question, but concerning its solution there is, as yet, no great unanimity of opinion. Unanimity, however, will doubtless come with discussion, and there are signs that the problem is being seriously discussed in many quarters.

One of the most illuminating addresses on Canada's railway problem and its solution was delivered before the Canadian Society of Engineers on Jan. 18th, by Mr. W. F. Tye, a member of that society, and an acute student of railway affairs. "The Canadian railway problem," said Mr. Tye, "is mainly connected with the Transcontinental railways. The Canadian Northern and the Grand Trunk Pacific Railway Companies have reached a point where it is not possible for them to pay their fixed charges, or to finance their obligations. As the various Canadian Governments have guaranteed the greater portion of the bonds sold to provide money for their construction, it

is necessary for the Government to either take them over, very largely aid the companies, or find some other method of solving their difficulties. The National Transcontinental, built and operated by the Government, does not earn operating expenses, let alone fixed charges."

Mr. Tye proceeded to analyze the finances of the different roads, concluding, "From the foregoing it will be seen that the Canadian Pacific has been a great financial success. The Grand Trunk has been a moderate financial success. The Canadian Northern has been a financial failure, and the Transcontinental, the Grand Trunk Pacific and the Intercolonial have been great financial failures. The problem which now confronts Canada is to find a remedy for the unsatisfactory state of affairs shown by all the roads, except the Canadian Pacific."

Four remedies have been considered, which Mr. Tye enumerated as follows:

- 1st. Transferring the Canadian Northern, Grand Trunk Pacific and the Transcontinental to the Canadian Pacific.
- 2nd. Government ownership of some, or all, of these railways.

finance such consolidation should be formed to take them over. In this new company the Government should have a 40 per cent interest, should own 40 per cent of the stock, furnish 40 per cent of the money, have 40 per cent of the directorate, should have an active voice in the policy, but should not have any say in the actual management of the road.

"This would give the Government a direct voice in the policy of the road, would enable it to mould its future, and would give all the benefits, without any of the evils, of Government ownership."

"At present there is only one place, New York, where the bulk of the money for such an enterprise could be secured but there seems to be no reason why at least 11 or 12 per cent should not be raised by private capital in Canada. With 40 per cent held by the Government, and at least 11 or 12 per cent by private Canadian capital, the actual control would be in Canadian hands."

"If such a combination were made the roads should be connected in several places. The most important would be, in Northern Ontario, at some point east of Lake Nipigon, probably from the north end of Long Lake on the Canadian Northern to a point near Titania on the Transcontinental. This connection would give the shortest and most direct route from Winnipeg to Montreal and Toronto. They would also have to be connected at the Yellowhead Pass, where they are side by side; at Montreal; at some point, say Napanee, on the lines between Toronto and Ottawa, and, no doubt, at many points on the prairie."

"Such a combination would have a first-class system in Ontario and the East, reaching every important centre; a main line to Chicago, with good local branches in Michigan; a main line to Portland (the natural winter port of Canada); the shortest line to St. John and Halifax (the two Canadian winter ports); a good connection with the New England States by way of the Central Vermont; a very good local system in the prairie provinces—Manitoba, Saskatchewan and Alberta—and, by far, the best line across the mountains connecting Pacific ports with the prairie provinces."

Mr. Tye concluded his address with the following thoughtful remarks:

"When the present railway problem be settled Canada should once and forever abandon the policy of bonusing railway construction. The Dominion statistics for the year ended June 30th, 1915, show that Canada, the provinces and the municipalities have paid to the railways, by way of subsidies, cost of lines built and turned over to the company, and by subscription to their shares, \$204,053,862; have loaned them \$35,178,061; have purchased \$33,116,000 of their bonds; have granted them lands to the extent of 43,929,312 acres; have authorized guarantees to the extent of \$409,869,165, of which the bonds have been executed to the extent of \$350,622,918 and the guarantees earned to the extent of \$273,642,663."

"After the granting of this stupendous aid to the railways, the result is, there is only one really successful road in Canada, the Canadian Pacific. The Grand Trunk Pacific and the Canadian Northern are practically bankrupt. It costs the roads, owned and operated by the Dominion, \$200 to \$220 to earn \$100; and though practically all of the arable land in the public domain of the Northwest has been alienated, not 15 per cent has been settled and improved, and the grain produced comes from an acreage of less than 10 per cent of this arable land."

"Surely it is time Canadians should stop and consider whether they are drifting, and demand a sharp reversal of a railway policy that has led to such unfortunate results."

Oatmeal Drink—Some are fond of oatmeal water. It is made by soaking oatmeal in water until the fine floury particles are dissolved. The coarse part is removed, the fine is stirred into the liquid, and makes a milky fluid, which is very good and refreshing. One may use sugar if wanted, but it is more delicate without. A little lemon juice or orange makes it very nice.

Warts are unsightly blemishes, and corns are painful growths. Holloway's Corn Cure will remove them.

"A new company sufficiently strong to