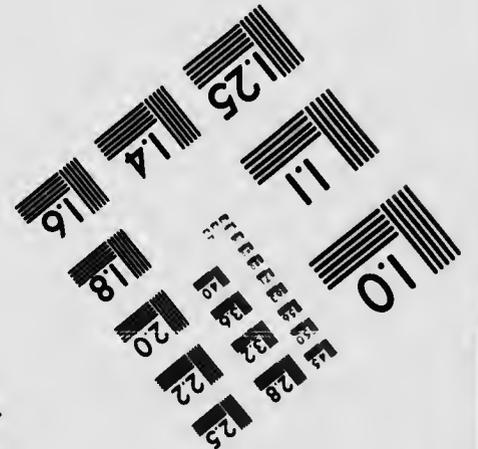
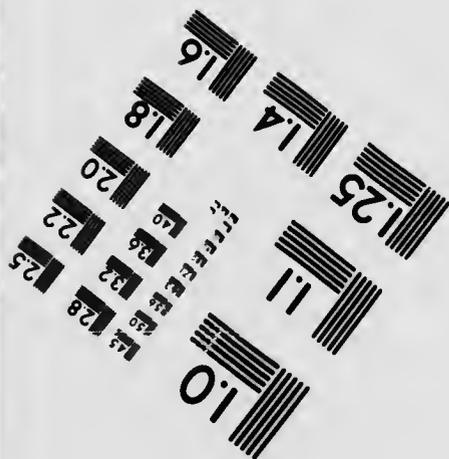
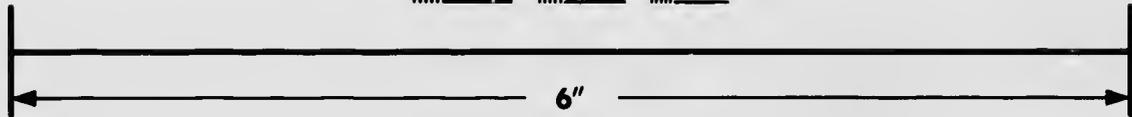
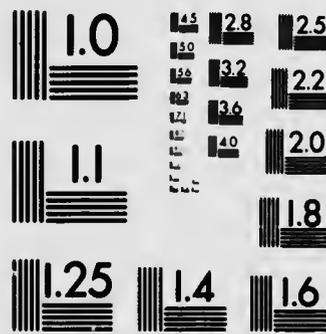


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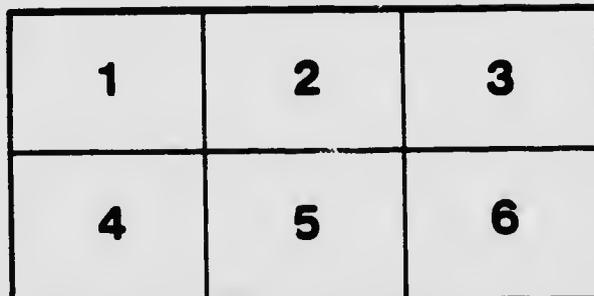
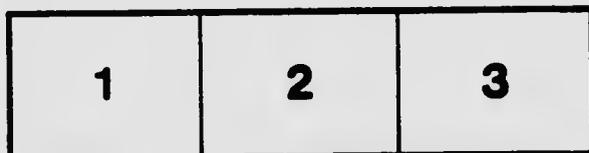
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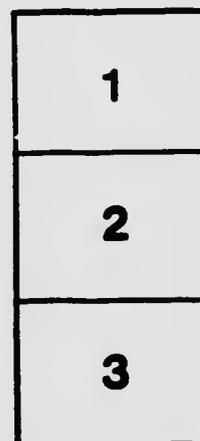
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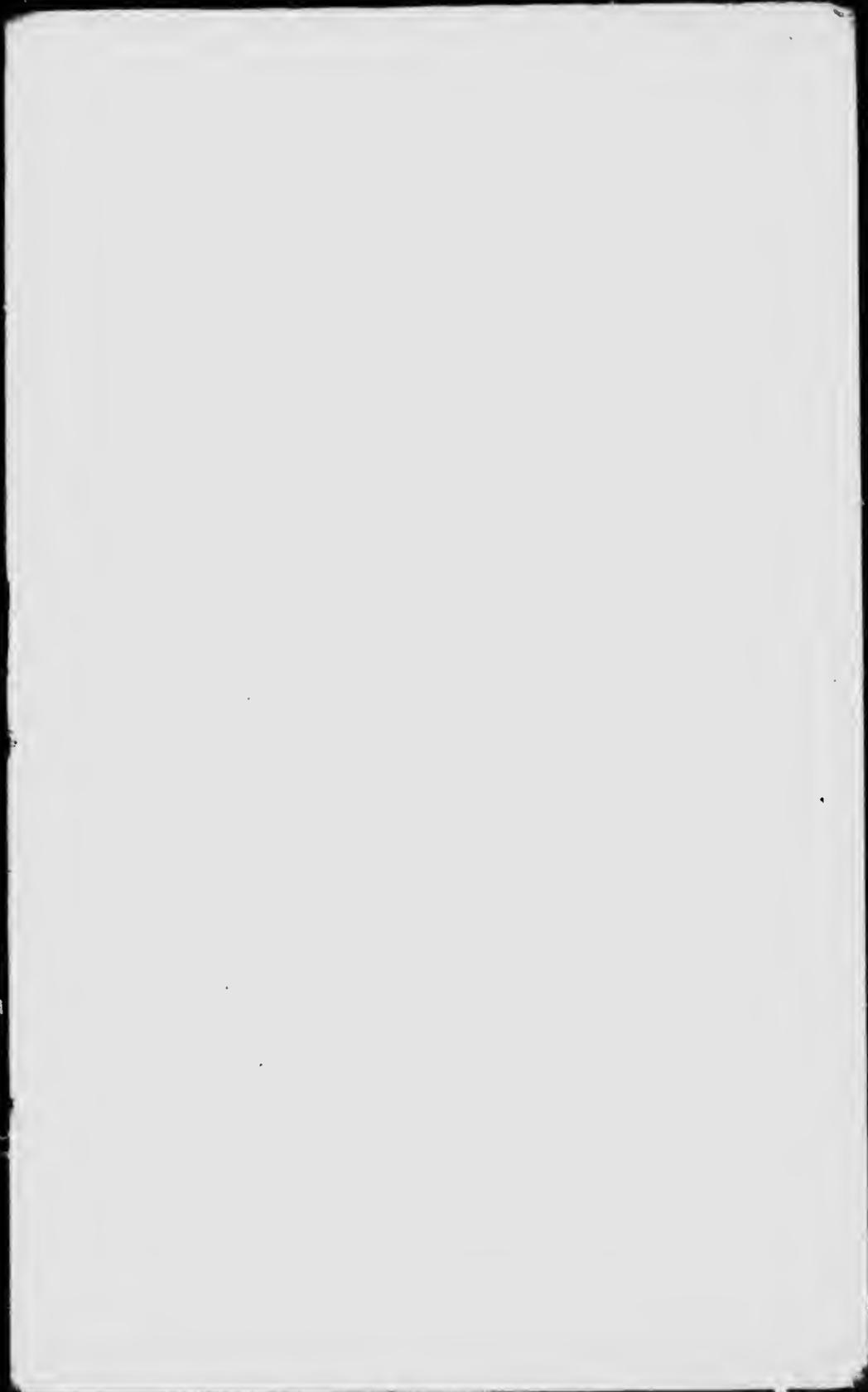
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OTHER BOOKS

BY THE SAME AUTHOR

- "The Story of the Railroad," D. APPLETON & Co., New York.
- "Snow on the Headlight," D. APPLETON & Co., New York.
- "Tales of an Engineer," SCRIBNER'S, New York.
- "The Express Messenger," {SCRIBNER'S, New York.
 {CHATTO & WINDUS, London.
- "The White Mail," SCRIBNER'S, New York.
- "Short Rails," SCRIBNER'S, New York.
- "Frontier Stories," SCRIBNER'S, New York.

The White Elephant

By
Cy Warman

Author of "The Story of the Railroad," "The White Mail," Etc.



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PREFACE

The purpose of this pamphlet is merely to give the views of one who has studied the important question of Government ownership or operation of railways.

I contend, not as a lawyer who is paid for his opinions, but because I believe what I say, that the operation of our railways by the Federal Government would be disastrous alike to the railroad and the country.

American railways are well managed, deliver the goods cheaper and pay better wages than do the railways of any other country on earth.

Private railways are a success. Government railways are a failure.

A Pullman Palace is a place of rest. A "Private" car is a workshop on wheels.

Private railways kill a few people. Government railways kill a nation.

Push, on a private line, may put you in a Private car. On a Government road it takes Pull.

Somewhere there is a country with a Government road whose Government would give thanks if a tug were to tie on to the line some dark night and drag it into the deep.

I believe that in nine cases in every ten, where a country is burdened with a Government railway that country would like very much to lose the road.

I believe the people should study this question from every

side, that private lines should be compelled by law, where competition fails to do so, to treat the moving and shipping public decently.

The average big shipper regards himself as a gentleman at all times, a traffic manager as such only when off duty.

In his office he stands for the "soulless corporation" with no rights the shipper feels called upon to respect.

The attempt of the demagogue to set the public against the railway and railway employees against railway officials is damnable.

In America you may ride three days without changing cars. Between Dresden and Karlsbad they rifle your trunk three times in four hours.

The large system, the consolidation of a number of small lines, tends to cheapen the cost of transportation and makes for wise, economical management.

The private railway is a great field for bright, ambitious young men. A Government road is a haven of rest for nephews and second sons.

Presidents of railways are well paid, work hard and die solvent. Honest politicians die in poverty, others in jail.

CY WARMAN.

THE LAY OF LONESOME LARRY OF THE G.R.R.



Now th' thrack lays clear an' sunny an' me life is 'asy
money,

An' th' Virgin sinds me iver-ry-thin' I pray forr ;
Yet there's no wild bir-rd that fills me wud his melody,
ur thrills me,

Like th' music uv th' whishtle ahn th' Pay-Caare.

Shure we have no cause to worry, an' we have no time
to hurry,

Forr iver-ry day's a Hollyday, a Hayday ;
An' if, betimes, I'm lonely I can light me pipe ; I only
Do be waitin' her-re forr Sundown an' forr Payday.

There's a broken rail near Logan's, an' an ingin off be
Hogan's,

Sure these be things th' Minishter grows gray forr,
While I sit where its shady, waitin' forr Sundown an'
Payday,

An' th' music uv th' whishtle ahn th' Pay-Carre.

WORKING A BABY ELEPHANT.



HE Hon. Fred. Peters was Premier of the sea-girt Province of Prince Edward Island for ten long years, and when he tired he passed the "Crown" to his brother.

Fred is a Canadian by birth, a gentleman by nature, and a politician by force of circumstances.

Also, he is a good "Grit," if such a thing may be, which I very much doubt after reading the opposition papers for seven years, knows to half a hair's breadth the exact elevation at which one should take an English black cock on the wing or a Scotch high-ball on the "Limited."

Among the assets of the island when the versatile Premier took charge he found a government railway measuring 400 miles on an eighty mile island. He found, also, that at the moment of Confederation---an unguarded moment---the cost of the railway had been charged to the Province. The saddest part of it all was that a "Conservative" government at Ottawa was running the line and that the Premier of Prince Edward Island, being a Liberal, was a sweet bell out of tune.

By-and-by election day came round, and to the amazement and chagrin of the good Grit Premier, the Conservative government officials ran all the Liberal employees out on specials or work-trains. To be sure there were not many Grits on the road by this time, but they were needed, and needed badly.

In spite of this, however, the Grits held the island, and when the local House of Parliament met, Mr. Peters, the Premier, brought down a bill disfranchising all officials and employees of the government railway. Despite the flow and overflow of righteous wrath from

the Conservative benches, it came to pass, and was woven into the scheme of things, that car-hands employed on the Government railway were barred from the polls.

By the time the faithful were called upon again to fall in and vote there were, of a truth, more Grits than Conservatives on the line, but they were not allowed to vote—not yet. Whether this Grit majority was brought about by religiously employing a Liberal when a Conservative was killed, or whether it came about through the reformation of the latter, the ex-Premier's friend failed to inform me, but it came about and it worked ultimately to the great advantage of the local Government. Indeed it stands out as about the only instance, so far as my observations reach, when a Government railway was really a good thing. Try as they would, the Dominion Government was utterly powerless to cope with the local politicians, and the Grits in the Island Province held on.

Now it came to pass, in the general upheaval of 1896, that the Liberals landed heavily on the National Conservative body—it stiffened, stared stonily up at the silent, pitiless sky and succumbed. The election judges counted it out.

Premier Peters of Prince Edward Island consulted himself and concluded that he was suffering from ingrown conscience. He could not, try as he would, forget the arguments of the local Conservatives who fought hard, and to the last ditch, against the disfranchisement of the railway employees. "The burden of taxation" (the white man's burden) they contended, carried with it the right to vote. Like the foreign missionary and the merchant from the same country they should go hand in hand, and the more Premier Peters pondered over this and the large Liberal majority reached on the pay-roll of the road, the more was he

convinced that Government railway employees were, and of a right ought to be free, and he brought down a bill to that effect.

When speaking to the bill, and indirectly to the Opposition, the Premier could scarce control his emotions, so overjoyed was he to find himself in full accord with the Conservative side of the tent. He even went so far as to apologize for his stupidity in failing to see the wisdom of their argument at the time of the passage of this mischievous measure. Late, tho' it might seem to some, he was now ready to make amends, and he launched his little bill to repeal the bad law disfranchising the employees of the Government Railway.

Now, to the amazement of the politically virtuous Premier, he found that the Conservatives had also changed their minds. They hissed and stormed and stamped their feet, but the bill went through Parliament like a cat-boat through a cataract and in due course became a law.

When next election morning dawned all the Conservative employees found themselves marked up for the road. Only a few Grits went out. Just enough to mix things and see that none of the trains, regular or irregular, got back before the polls closed. And that is the way the Blue-nosed Brotherhood of Political Dissemblers worked the Baby Elephant down by the sobbing sea. When the employees voted wrong they took away their franchise, when they reformed they gave it back. And that's how it happened that the Honourable Fred Peters was Premier of the sea-girt Province of Prince Edward Island for ten long years.

THE WHITE ELEPHANT.



HEREVER I have pushed my investigation of the question involving government ownership or operation of railways, I have found in the fore-ground this fact: The people of a country afflicted with a Government road are not sensitive about the matter, while the people of a country where the unhappy are honing after that sort of thing, especially those persons who, for various reasons, favor the change, are sensitive to the point of insolence. If you fail to agree with the agitator, you have been bribed to believe what you write. But where they know the joke they only smile, and the more they know about it the more they smile.

Among the delegates to the International Railway Congress held in Washington, D.C., in May, 1905, were many men who had had experience with the White Elephant, but not one, so far as I am aware, showed the slightest enthusiasm in the matter. Mr. Pickering, Comptroller of Accounts of South Australian Railways, declared: "Politics play havoc with the economical administration of government-owned railways."

In Australia, where they have the benefit of a manager used to the American methods, a former official of the Canadian Pacific, they are not happy. One of the delegates said:

"The government is willing to allow companies to build new lines, and there is a standing offer of a big land grant to any company which will connect North and South Australia by building 2,000 miles of road."

Some ten years ago the writer of this sketch was commissioned by a New York Magazine to visit Europe, Asia and Egypt, to ride on, and write about the railways of other countries. With the aid of our Embassies

and letters from American managers he was able to secure a front seat, to "Mount and Circulate," as the French *free* passes read, anywhere from the locomotive to the tail-lights, but he did not regard these favors as a bribe. He painted the thing as he saw it. The French lines, with their state help and hinderance, were handled roughly, but when his book was published a high officer in the employ of the *Chemin de Fer Du Nord* wrote the author to say that the article, "with the exception of a few petit details," was the truest, the most comprehensive account of the situation that had ever been published.

This is significant and shows that the more men know of the evil influence of Government interference with railways, the more tolerant they are when the railroad is being criticized.

I find, too, that the railway is efficient, or otherwise just about in proportion to the amount of meddling with its management by the State.

At Smyrna I found an English line with a Scotch manager making its own cars and employing Native labor, which had become skilled in the shops of this private company. The officials were smart, alert, affable; anxious to answer questions, proud to show a stranger about. The premises were neat and clean.

The Jafa and Jerusalem, a French line with a Turkish flavor, was the reverse of all this. An adequate description of one of its terminal stations would be absolutely unprintable. To be sure the Government had but one finger in the pie here, but that was enough to spoil it. The road was demoralized, like an army in retreat, and untidy as a Coxie Company on parade. To a man really interested in railroads it was a pathetic joke. It reminded me, in some respects, of one of the alleged "Railway" plays seen in our theatres.

The play-acting was never more apparent than when

the General Manager, who happened to be going up to old Jerusalem the day I went up, stepped from his little hatbox of a compartment, smiled and opened his arms to welcome the *Chef de Gare*, the stationmaster, who came prancing down the platform, wearing a red fez and a rose, and picking his way through the filth like a chicken in a muddy lot. I wanted to shout to him, "Hey, Revolutionist, drop that boky and grab a broom," but at that moment I saw the G. M. with *his* flower and fez, advancing. A collision was inevitable, and I stood by and saw them come together. There was a soft "pudd," a gentle hug, the G. M. kissed the S. M. first on the left then on the right cheek, after which they walked arm in arm down the dirty platform. It was extremely funny, to a man who had no interest, financial or otherwise, in that particular railway. The hopes, aims and aspirations of the men and managers of such a line reach up to, and touch but two towns—Sundown and Payday.

Any man who has knocked about knows that this picture is true to life. Here, in Canada, where they have tried it and can look upon the dog, dying by inches, they will not resent it, but below the line the demagog, measuring others by his own standard, will say this article was "inspired" by the railways.

This, the falsity of which can easily be proven, is not so much to be damned as is the studied effort upon the part of the enemies of the American railroad to array every man who has an idea and the courage to express it upon the side of the officials, against railway employees, and so to open a gulf between the management and the men.

No man, save the editors of magazines, ever asked me or employed me to write upon this subject. I write because I believe I can, and because I enjoy the novelty

of telling the truth about the American Railway. It ought to be refreshing and vary the monotony.

But if any American cares to verify what I have said and see a Government railway in action, he can have his curiosity gratified on this continent. The Canadian Line is marking time up in the Land of Evangeline, with the usual amount of stumbling stupidity.

One day an officer was apologizing for the ragged appearance of the road when his guest asked if anybody ever got the Grand Gaff. "O, yes," said the official, "I fired a locomotive superintendent once and the next day found him signing himself superintendent of bridges."

"How did he get back?"

"I believe", said the railway man, wearily as the engine whistled for Sundown, "He had some pull with the Member for Pewee Junction".

It would really be a good idea for Uncle Sam to send a Congressional Committee up here to see for themselves.

Granting that there are evils that ought to be remedied the law-makers should inform themselves. As it is Congress and the country get but one side of the story. The people, who will be called upon to take care of the "deficit" when Uncle Sam goes railroading, have a right to know the Elephant in which they are asked to invest their money. And how are we to come at the truth if no man has the moral courage to tell the truth?

Let us glance at Canada and her White Elephant.

If ever a Government railway had a show for its life, the Intercolonial of Canada has. It has been tried by both brands of the political family and each in turn has failed utterly to work the Elephant profitably. One Minister of Railways is rated an expert; moreover he favors Government ownership.

Those who oppose, under all climes and conditions, the operation of railways by the State will charge this to a want of honest effort and earnest endeavor, but the men who have been in charge of the Elephant here have been for the most part, men whose honesty has not been questioned. They have tried, as an able-bodied policeman might try to play golf, and have failed, as he might fail, for the same reason—they did not know the game.

And when you take into account the fact that a government line enjoys favours that other railways do not enjoy, and often at the expense of the independent lines, the utter absurdity of the Government Ownership of Railways seems, to an impartial non-political man in the street, so manifest that even a socialist ought to acknowledge the folly of it all.

The Intercolonial Railway cost Canada \$70,000,000, in the first place, and it has had some \$2,000,000 worth of hay since. The people have never had a penny in the way of interest on the capital invested, and the country has been helped very little by the construction of the line. The people lose money on every pound of freight the Elephant moves, and the more it moves the more they lose.

As often as an independent company comes before parliament with a proposition to build a railway into some undeveloped part of this vast, empty Empire, the first Act of the Government is to consult the Elephant. How will it affect the Intercolonial? And when public opinion forces the government to legislate to relieve the people who are clamoring for more and better transportation facilities, the original bill will come out of the arena so disfigured by amendments, riders, and substitutes, that its own father would fail to recognize it as the original bill.

Here is an example :

The Grand Trunk Railway bought a controlling interest in the Canada Atlantic, which would give them almost an air-line to the great lakes from Montreal via Ottawa. In passing the necessary legislation to enable the new owners to take possession of the property, Parliament saved running rights over all the acquired property, and a part of the Grand Trunk proper, as well as any extension or addition that may hereafter be built. To read it all through you would say the Elephant would profit immensely by this new arrangement, but when it is working is it probable that the Grand Trunk is going to turn over its business to a competitor? The whole scheme is wrong. The people are simply feeding the Elephant that eats its head off annually and earns nothing. One paragraph of the bill reads :

2. Such running powers shall consist of the right, in perpetuity of such period or periods from time to time as the Governor-in-Council may determine, with the engines of any such government railway, to run alone or with trains, passenger, freight, or mixed, as frequently, and at such times as the minister may see fit, each way daily or otherwise, over the said lines or tracks and shall include the right from time to time as the minister may deem desirable, to use any or all of the terminals, buildings, stations, tracks, sidings, fixtures or appurtenances in connection with or appertaining to or forming part of said railways, lines, or tracks, to which running powers extend, as aforesaid, as the same may now exist, or as they or any of them may be hereafter extended, constructed, or re-constructed, and any terminals, buildings, stations, sidings, fixtures, or appurtenances in addition thereto, or in lieu thereof, which may now or hereafter be owned, leased or used in connection with the said railways to which said running powers extend, or by the Government railway.

“In exercising any such running powers, the minister shall have the power to do a through freight and passenger business.”

Because an independent line, having in the beginning some Government assistance, prospers, certain disconsolate souls say: "The people built the road." The fact is the railroad has prospered because of wise, economical management, and the fact that freight is carried on this continent at a lower rate than elsewhere in the world, proves that there is close, keen competition.

I have heard men say: "Canada made the Canadian Pacific." My notion is that just the reverse of that is true: the Canadian Pacific made Canada, that is, if you are disposed to count Canada finished at the birth of this century. Perhaps the determination of the present government to give no more land subsidies is wise, and yet if the Conservative government had not given the Canadian Pacific 25,000,000 acres of land the west might have remained the wilderness that it was.

The average citizen takes a narrow one-sided view of this matter of land subsidies to railways. The popular impression is that if a road receives an acre of land from the government and sells it, often years after, for five dollars, that the transaction represents a net profit of five hundred cents, whereas a careful investigation of the history of some of the large land grants shows that from \$2 to \$2.50 have been spent in direct advertising, another dollar in indirect advertising, such as taking Missourians out and showing them, and say 50 cents more to make up the difference between a profitable and an unprofitable rate on homeseekers. In short, they spend, and expect to spend, almost the entire revenue derived from the sale of lands in peopling the Empire. After all what is a few hundreds or a few thousands to a railroad when compared to a homesteader or new settler along the line?

The first aim is to settle the country, and in many cases the entire price of the land has gone in that work.

The Canadian Pacific are still spending a quarter of a million a year advertising their Western lands. And they spend money in other ways to the same end. For instance, the rate for immigrants, New York to St. Paul, is \$26.50; from Halifax to Winnipeg the rate is \$17.00. Why? Because the American lines who make the rate have no lands and no direct interest in peopling the West. They make the rate as low as it can be made profitably. The Canadian lines have lands, therefore they are willing to carry the people to the promised land at a loss. Here again, in speaking of the immigrant business, we are reminded that the Elephant carried about 2,000 of the 22,000 immigrants that have come up from the sea so far this year. When the Grand Trunk Pacific and the Canadian Northern are connected with the Atlantic at Halifax and St. Johns, the Government line will have a hard time holding the train crew.

Lately the provincial Government of Manitoba has been selling land to the Canadian Northern Railway. These lands are valuable to be sure, valuable because the railways built, building, and being surveyed have made them so. The Canadian Northern will settle its country. The Grand Trunk Pacific, while it receives no lands from the Dominion Government, got some help in the way of guaranteed bonds, but it, too, will open and make valuable vast fields, and in the end it will cost the country nothing.

And where it does receive Provincial lands it will not only settle this narrow strip of territory but open up a vast region hitherto unoccupied and so help to make homes for the homeless and settle the silent places.

Railways ask for land not to exploit for revenue, but to be used for colonization purposes. I understand the Grand Trunk Pacific Company had a proposition before the Provincial Government of British Columbia for a

grant, the company agreeing to sell this land at Government rates to settlers. In all probability they would spend more than the price of the land advertising the country and "showing" people, but they would in the end, people their district, and do it much quicker than the Government can do it, and so help to make a nation of this "far-flung" colony.

This proposition the Provincial Government rejected, and probably for no better reason than that the principle of land grants to railways is unpopular. Thus do "constituencies" make cowards of us all.

Twenty-five million acres seems a lot of land until you have seen the Canadian West. One can form no idea of the utter worthlessness of these lands before the advent of the railway. I stopped one day at a little hotel in the Saskatchewan Valley. "I know that half-breed driver of yours" said the hotel man. "He has a relative in Parliament. His Uncle was a bishop. A few years ago my father was commissioned by the courts to dispose of 30,000 acres of land that belonged to this boy, but he had to get \$15,000 for it and that was impossible at that time." Fifty cents an acre; but nobody wanted it at any price. Land was as cheap as dirt. People were walking in those days. The half-breed probably traded it for a white stetson or a buckskin suit, beaded, and with saw-teeth on the salvage.

But things have changed. The railroads have made these lands worth five to twenty-five dollars an acre, simply by settling up the country.

Consider for a moment what the railways have done for the development of America, in a single generation. Gen. G. M. Dodge, the principle Pathfinder, and "Jack" Casement, the principle builder of the Union Pacific, are still with us, while the pioneer Pacific route is growing, until to-day it is probably the greatest "Line" if we

consider only the myriads of whirling wheels, under the sun.

The Imperial West of to-day would still be a sleeping wilderness were it not for the great civilizer—the railroad. Could the State have accomplished this in fifty years? No, not in a hundred.

The large land companies do a good work in this way too. One company some two years ago secured a million acres in one district north of Regina on the South Saskatchewan. The Canadian Minister of the Interior who contributed a quarter of a million acres was severely criticized, first, for allowing the land company to settle such a poor district, and later for having sold such rich land so cheap.

The first thing the Colonization Company did was to spend between \$20,000 and \$25,000 on a single excursion into the "Bad Lands."

I saw the country two years later, when the silent waste was dotted with farms, the fields filled with stacks and stooks, and steam plows stealing away over the prairies fading on the horizon. This land that cost the company less than \$2.00 sold as high as \$5.00, but something like from \$1.50 to \$2.00 per acre must have gone for advertising of various kinds—to keep up free hotels and livery stables in the district.

But they people the plain

A majority of the millions of acres of land sold by the Canadian Pacific people has been sold at about \$3.00 an acre but they have practically spent the whole of this amount, directly or indirectly as near as I can come to it.

What was not expended for administration, immigration, advertising, etc., has been devoted to paying off bonds and for developing purposes in their efforts to make a nation.

The more I study the situation here, the more I am convinced that Canada should forget any pipe dream she may have suffered of a vast system of Government Railway, and help all honest, deserving, independent companies to lengthen their lines, even to the extent of granting lands, and when they have two or three independent, transcontinental roads there will be competition, and the railways and their employees will be bound to do their best to oblige the moving public.

When this happy condition has been reached, all that remains to be done is the Oslerization of the Elephant, and Canada will become a great and prosperous country.

NOTE:—The only persons who profit by the Intercolonial are a few local shippers who, through political pressure secure unremunerative rates, the balance of the country pay the difference in the shape of an annual deficit.

NOTE:—The latest report of the Minister of Railways shows that the Intercolonial will cost Canada nearly two million dollars more than it earns this year.



SAFETY ON AMERICAN RAILROADS.



N the general rush during a Russian riot hundreds, if not thousands, of innocent people are injured. In the popular uprising against trusts, many deserving industries suffer because they are "trusts." Just now it is the fashion to fire on the railroad—no matter whose road it is, where it is going or where it ends. The leaders in this crusade are the advocates of state ownership, aided by those interested, directly or indirectly, in some alleged safety appliance. These latter crusaders work, for the most part, in the dark, as the idle non-union, non-working mob incites to riot an army of strikers.

Then again the cause is helped along by writers who are seeking the sensational in literature, and certain government officials whose business it is to report upon railway accidents, and these, too, consciously or unconsciously, help to swell the cry. The daily press, catering to a clientèle trained to expect something tragic or exciting at least once a day, parade, usually at the top of the column next to pure reading-matter, the annual, semi-annual and quarterly reports of the Interstate Commerce Commission, which give only the bare, bald, grand totals of the "killed."

It ought to be obvious to any sane person that the Interstate Commerce Commission can never be effective, or be of any real benefit to the public who pay for it, until it can be made to work harmoniously with the railways. At present the General Managers' Association, the foremost railway association in America, and the commission are out of tune.

The reports sent out by the Interstate Commerce Commission are so notoriously misleading, to put it mildly, and

so universally unfair to the railways, that no man, unprejudiced, can fail to arrive at the conclusion that there is a studied effort upon the part of the literary end of the commission to make out a case against the railways, if it can be done with figures. The reports of the Interstate Commerce Commission have done more to inflame the public mind and to damn the American railway, at home and abroad, than all other agencies combined. And it is not so much what they print, but what they fail to give out, that hurts. For instance: "Increase in number of passengers killed annually, in sixteen years—per cent. 32."

That may be perfectly correct, but it would be only fair to add, for the information of the president of the United States and the general public's peace of mind: "Increase in number of passengers carried one mile, same period—per cent. 93." Every honest, patriotic American, proud of his country and its institutions, would be gratified to read that the number of fatalities had not increased relatively to the number of passengers carried.

In the matter of employees killed, if the truth, the whole truth, and nothing but the truth, were told, the railways could be congratulated again, for, while the increase in fifteen years in the number of employees killed has been 62 per cent., the increase in the number of men employed has been 86 per cent., while the increase in the number of tons moved (which also increases the danger) was 152 per cent.

Take the following figures, for example. They represent the first and last report of the Interstate Commerce Commission:

Killed in Railway Accidents

	1888	1904
Passengers	315	420
Employees	2,070	3,367
Other persons.....	2,897	5,879

Here it would only be fair to say something about these "other persons." Who are they? They are trespassers, for the most part; sleighing parties and tallyhoers who

drive upon the track in front of the Limited; absent-minded beggars who sit on the end of a tie to smoke, bums who are beating their way, deaf people who walk on the track, and suicides. But who ever saw an explanation of that sort tacked to the tail of a report? I saw one, but it was from an English commission, or rather a chief inspector. He said, in conclusion, as if he would not excite the traveling public unnecessarily, that it should be borne in mind, in reading the figures, that more than 50 per cent. of the people killed had no business upon the railway or its property.

A report, such as suggested above, showing the increase in the number of people exposed as well as the increase in the number killed, might properly include some such general statement as this :

“We find that the average number of passengers killed annually for the five years ending with 1893 to have been 135, while from 1900 to 1904, inclusive, the number averaged 159, or an increase of 17 per cent. However, despite this increase, the railways and the country are to be congratulated, for the average passenger mileage increased, during the same period, 52 per cent.”

It is not too much to suppose that if the Interstate Commerce Commission had followed the practice of sending out full, fair, honest, and impartial reports, the president, instead of referring to the increasing casualty list upon our railways, *might* have said something like this, only he would say it better than I can :

“While it is a fact that the number of fatalities upon our railroads have not increased proportionately with the volume of business moved, the increase in mileage, the speed of our trains, and the comfort of our cars, the casualty list is, nevertheless, a long one, and nothing should be left undone that will tend to its curtailment, and it is to be hoped that the Interstate Commerce Commission will continue to work, as it has in the past, harmoniously with the railways to that end.”

Alas, the Commission have not been in the habit of telling the whole truth, and so the president, alert, fair, and

honest as he is, was misled and said only half what he should have said and did an injustice to something like two million men and women who are equal, in human tenderness, intelligence, honesty and industry, to any other two million of working men and women in America.

THE BLOCK SYSTEM NOT INFALLIBLE

Perhaps we have been generalizing too much. We shall specify. In the course of a recent magazine article, the secretary of the Commission makes this inexcusable statement :

“There are 67 collisions and one derailment noted in these bulletins, resulting in 270 deaths and 734 injuries to passengers and employees, which might have been avoided had the block signal system been in use.”

The next sentence runs something like 48 per cent. of a whole truth, viz. :

“Twenty collisions, resulting in 70 deaths and 391 injuries to passengers and employees, occurred where the block system was in use.”

Now, his own bulletins showed that 35 of these collisions occurred under the block system, while a careful inquiry reveals the fact that the actual number was 44, instead of 20, killing 106 people instead of only 70. It is also interesting to note that during the period covered by the report from which the secretary was quoting, only 11 per cent. of American railways were working under the block signal system. Practical railroad men are agreed that the block system falls far short of eliminating the railway accident. Close observers, men who make it their business to study these things and their effect upon the men who man the engines and others who give signals to these brave, faithful, semi-public servants, are aware that the moment you put a safety machine in the shop there is a disposition to lay everything to the machine. The moment you relieve a trainman of the responsibility he has been educated to carry, that moment he begins—without realizing it, perhaps,

—to grow careless. It may be accepted, as a general proposition, that the block system and other safety appliances tend to reduce the danger, but from the sum of this you must deduct what is lost through negligence on the part of the individual. You remember that Jersey wreck of some years ago. There was a complete block system in perfect working order, and yet the driver, for some unaccountable reason, drove through the blocks, past green lights, red lights, swinging signal lights and on to destruction.

A favorite pastime of the critics of American railways is to compare them, to their disadvantage, with English lines, and yet, any comparison between American methods and the English system will be to our advantage seven times in ten. If an Englishman who knows nothing whatever about railway management, at home or abroad, comes over here and criticizes American railways, his remarks will be published from one end of the country to the other. A few years ago one of the North Pole hunters, whose American lecture tour was a frost, went over to London, yawned and remarked that he was tired. "Traveling, you know," said he, "is not at all comfortable in America."

AN ENGLISH OPINION

However, there was published in London last year the official report of Mr. Neville Priestley, under secretary to the government of India railway department, who was sent over here to see our railways. It is a pity those who are so unhappy because of the bad management of our roads do not buy and read this expert's report. Mr. Priestley says of American railroads :

"The railways of America are commercial undertakings on a gigantic scale, and are operated under conditions which are to be found nowhere else in the world, since they receive no protection from the state, and have had to fight their way to the front by sheer ability of management. If I have appeared enthusiastic at times, it is because I was greatly impressed by the courage with which the railroad officers have faced their difficulties and the pluck with which they

have overcome them. American railway men are quick to see a new idea; they are quicker still to try it; they take a great pride in their profession, and are all striving to get at the science of it. That their methods are not always perfect is what might have been expected; but they have managed to do what no other country in the world has done, and that is, carry their goods traffic profitably at extraordinarily low rates, notwithstanding the fact that they pay more for their labor than any other country."

Many of Mr. Priestley's conclusions are interesting—some of his statements are startling. Like these:

"Railway rates for goods traffic, judged as a whole, are lower in America than in any other country in the world, India not excepted. The present prosperity of the United States of America is to no small extent due to the low rates charged for transportation."

A HOME-GROWN VERDICT CONTRADICTED

From the editorial page of a New York paper which refers to its neighbors as "yellow," I pluck this paragraph: "Why are passengers treated with less consideration than is shown to cattle on the way to the slaughter-house?" And from Mr. Priestley's report this: While the closest check is exercised over passenger trains, goods trains seem to be no one's special care." Again he writes: "Safety is the thought uppermost in the mind of every employee. The sense of individual responsibility, the strong *esprit de corps*, the spirit of emulation, careful supervision, the judgment of every employee by results, a judgment which is not lax or wanting in severity, are all factors which help to minimize the risks which are taken."

To illustrate the breadth of his view here are some of his observations:

"Under the process of amalgamation better service has been given to passengers by the introduction of through trains; and the reproach can no longer lie against them that they are indifferent to the safety or interest of their customers, the people. The confidence placed in the good faith of the men engaged in railroad operation is very great; and the mutual trust is still greater. Each man does his very best unrestrained. The American Railway Association

is a great power for good in the American railway world, and has been of great assistance to the government on more occasions than one."

The chief factor in the cheapening of transportation on American lines has been the big fifty-ton steel car, with correspondingly large locomotives. American managers have demonstrated that even the old-style engines could haul 300 tons more in a train of modern cars than they could handle in the former long trains of light cars. To make the line physically fit for this heavy load and the still heavier locomotive to draw it, one American railway has spent a million dollars a month for the past five years. Another road has been spending, for a like purpose, \$9,000,000 annually for the same period. In a word, the verdict of this English expert is that the American railway is, on the whole, admirably managed.

The men who manage our railways have borne in silence the slings and slurs of their critics, not because there was no answer, but because they were too busy to reply to them and because they hate newspaper notoriety. To buy and distribute in America a million copies of Mr. Priestley's report would be a good investment, only the men who wilfully or willingly misrepresent the American railway would not read them. These do not care to be informed. But you, my dear reader, who are honest and patriotic, ought to remember, among other things, that for the sake of speed the American railway spends 64.66 per cent. of each dollar earned. It costs the British lines in India only 49½ cents to earn a dollar. The following table shows the comparative monthly wages paid to railroad men in the United States and India, where Mr. Priestley was familiar with the situation:

	Americans	Indians
Enginemen.....	\$115.20	\$13.00
Firemen	66.00	5.00
Conductors.	96.00	16.00
Brakemen.....	61.20	6.16
Trackmen.....	37.50	2.00

Common labor with us costs \$1.25 and in India 4 cents, sometimes as high as eight cents per day. An American laborer can ride nearly 3,000 miles first-class for a month's pay, while an Indian can go but 300 third class. Remember, too, that "the ever-increasing casualty list upon our railroads" is due, not to the indifference of officials, but to the still more rapidly increasing passenger mileage, to the increase in the number of persons exposed, and to the gait we are going.

ACCIDENTS ON ENGLISH ROADS

While no passengers were killed on the 22,000 miles of English rails in 1901, it was not because there were no accidents. In that happy year passenger trains got together 55 times, and suffered 65 derailments. Also there were 29 collisions with buffer-stops, and 476 persons were injured in train accidents. For the same year, upon 44,000 miles of American line, moving seven and one-half million people, only nine lives were lost, which shows that we are also lucky—in spots.

Almost every American who can read has read about the English railways, with 22,000 miles of road as against our 200,000, upon which no one was killed in 1901, but not many of you know that the last British report shows that there were 156 passengers killed and 3,413 injured; 107 employees killed and 14,356 injured; 589 other persons killed and 788 injured during the year ending December 31, 1903. The grand total of 1,242 killed and 18,577 injured you have not seen mentioned in any American magazine or newspaper, not even by the secretary of the Interstate Commerce Commission, who appears to like long lists of "killed."

In a single station in Boston 1,666 train movements are made from dawn to dawn. "This traffic," says our English critic, "is handled without any confusion or delay, and, I may say, almost without an accident, practically in eighteen hours." An American locomotive shuts off at the sight of

danger with one movement of a throttle-lever—quick as a pistol shot. An English driver closes his valves by grinding in a wheel like an old-fashioned hand-brake. I presume 90 per cent. of our cars are equipped with quick-acting air-brakes, while a like percentage of English carriages still carry the slow-moving vacuum brake. An English driver drove his engine into the bumping posts in a station, in broad daylight, slaughtering sixteen persons. Our Westinghouse air-brake would have saved these lives, even though the absent-minded beggar ran wild almost to the last rail-length, so light and easily held are the English cars.

Finally, when you read the long list of the dead, done in red ink by the secretary of the Interstate Commerce Commission, cheer up ; it may not be true.



**Interstate Commerce Commission,
Office of the Secretary.
Washington.**

EDWARD A. MOSELEY.
SECRETARY.

March 23, 1905.

Editor Public Opinion,
New York City, New York.

Dear Sir:—

I have read Mr. Warman's article with some interest, though I am a little at a loss to understand the object of it, unless it may be to put a stop to the increasing adoption of the block signal system, and to prevent interference with the hours of labor and periods of rest which railroad men are subjected to.

The personal attack upon me, coming from the quarter that it does, is very pleasant, because it shows that I have been doing my duty sufficiently to arouse antagonism. The facts concerning the operation of such legislation which I am credited with being instrumental in securing are sufficient to form a complete answer to any criticism that has been directed against me from the interest that Mr. Warman evidently speaks for, namely, the General Manager's Association of Chicago. I have ample evidence to prove that the increasing use of the safety appliances required by law has brought about a great increase in safety to railway employes, and the recent order of the Chicago & Northwestern Railway regarding regulation of the hours of labor of its employes is sufficient to show that the danger to the public from overworked employes is being recognized, which, coming from the quarter it does, is pretty good

evidence that the matter, requires effective regulation in the interest of the public.

Mr. Warman makes the common mistake of critics of his class : he forms hasty and ill-founded conclusions and does not take the trouble to verify his figures ; his argument is built upon superficial and insufficient data, and he advances very erroneous judgments concerning both actions and motives. A great deal has been said by the interest which Mr. Warman represents about the difference in the factor of safety between British railways and our own. That is a question that has been raised entirely for the purpose of diverting the public mind and obscuring the real issue. The only question for the American public to consider is : "Are American railroads as safe as they reasonably should be?" I do not believe they are, and I intend to stick to my text.

Very truly yours,

EDW. A. MOSELEY.

Public Opinion, New York: April 29th, 1905.

MR. WARMAN ANSWERS MR. MOSELEY

EDITOR PUBLIC OPINION :

I see by your last issue that Mr. Moseley, secretary of the Interstate Commerce Commission, says : "I have read Mr. Warman's article with some interest, though I am a little at a loss to understand the object of it, unless it may be to put a stop to increasing adoption of the block signal system, and to prevent interference with the hours of labor and periods of rest which railroad men are subject to."

I am not opposed to the adoption of the block signal system, never wrote nor spoke a word in condemnation of that system, and never heard one of my many friends who are in the railway service say he was opposed to that or any other safety appliance. I merely stated a well known fact

when I said the block system would not do away with wrecks. I believe in a short, honest day's work, and good pay for the men who ride the rail. With my limited equipment I have done my best to set forth in song and story the heroic deeds of the grim heroes of these highways, and at the moment when I was writing "Safety on American Railways" (PUBLIC OPINION, March 18th) Mr. Moseley was complimenting me by quoting before a senate committee one of my early efforts to immortalize "The men who have died in their overclothes." No, Mr. Moseley and I are in tune when it comes to short days and reasonable rest for trainmen; and I can echo his splendid address before the senate committee in favor of extending hero-medals to land sailors. That suggestion came, I believe, from Brother Roosevelt, and I am proud of him. We belong to the same lodge. If I mistake not, the president and I comprise a majority of the honorary membership in the Grand Lodge of the Brotherhood of Locomotive Firemen of North America.

"The interests that Mr. Warman evidently speaks for, namely, the General Managers' Association of Chicago." Against this charge I wish to file a most emphatic protest. I never have been, am not now, and never expect to be in the employ of the General Managers' Association. Doubtless some of my acquaintances sit in that council, but if I were called upon to name a single man who is a member of the General Managers' Association at this moment, or lose my life, it would be simply a guess. I never had a word, a letter, or a line, directly or indirectly, from that association. My article was not even suggested by a general manager; "the object of it" was merely to tell the truth, viz., that American railways were well managed, paid better wages to their employees, and carried freight cheaper than the railways of any other country under the sun, and that if both sides of the story were told, the showing would be by no means a bad one.

It is coming pretty rocky for the journalistic fraternity if one must be regarded as having been bribed if he happens

to have an opinion which runs counter to the kicker. However, it is well that we know where we belong. Hapgood goes to the Standard, Speerman to the Santa Fé, and Warman to the G. M's. But this is not the fault of Mr. Moseley, it is the fault of the age. Unless you use yellow ink and froth at the mouth, you are insincere.

I speak for no "interest," no railway or railway association. What I say represents my personal opinion. Every railway expert who has visited America, so far as I know, has returned with a high regard for our roads and the way they are managed. For my part I am proud of them. When I travel I experience a thrill of pride when I go over to the head end and find a Yankee locomotive. I rode one into the Klondike, another in Jerusalem, and haven't used any other since.

CY WARMAN.

NOTE—"Safety on American Railways" was written, as scores of other articles have been written, because something suggested it, and in this case it was Mr. Priestley's report and the recollection of the past reports of the Interstate Commerce Commission. The article was submitted in the usual way, first to the "Saturday Evening Post," was returned—sent to "Public Opinion," accepted and published. That's all.

C.W.

IN CONCLUSION.

Among the delegates to the International Railway congress, which met in Washington in May, 1905, there were a number of officials who had been connected with railways working under Government control. The opinion of these disinterested railwaymen upon the subject of Government, and Independent roads was both valuable and interesting. The writer spent considerable time with the delegates, travelled with them, ate and drank with them, but he is unable to quote a single sentence or syllable favorable to any form of Government control of railways or railway rates in America.

On the contrary he could quote columns in condemnation of any and all forms of Government control. No country under the sun has tried harder to solve the rate problem than have the sturdy Germans, and nowhere has the utter absurdity of the scheme been more conspicuously demonstrated. In their fruitless effort to adjust the rail and river or canal rate, the Government have choked the commercial life out of one locality and boomed another.

The slow moving Government machinery is too tardy for the age in which we live. The wine crop fails in France, the people want Spanish wine. They ask the railways for a special rate to meet the emergency, but by the time the Wine Growers' Association has seen the Minister of Railways and the latter has taken the matter up with his Government, the next crop is ready to be harvested, and the necessity for the low rate has disappeared.

Once there was a long, dry spell on the Plains. The cattle, mad with thirst, drove headlong through the desert dust until they dropped dead. The late Jay Gould was running the old Kansas Pacific.

"Down with the rates," said the little Giant. "Rob every road in the west—steal stock cars—get the cattle out of the country."

And they did.

CONCLUSION.

They stole stock cars, bored holes in box cars, and carried the famished cattle over into Eastern Kansas and Missouri, and saved the situation.

Later, when rain came to western Kansas and Colorado, the old K. P. carried other cattle west at the regular rate and re-stocked the deserted ranches.

We take no note of such things here. We are used to them, but the thing would be impossible in Europe, and equally impossible here if the rate had to be regulated by the Government.





