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Telephone 568w.

## BIG THINGS PREDICTED FOR CITY OF KINGSTON

(Continued from Page 1.)  
paying the interest on the investment, as soon as the point was reached where it began to earn, it would be able to carry a large percentage of the war debt.

Mr. Hanna noted that during the four years of the war Canada absorbed over 16,500 miles of railway, and that with the exception of 1918 the net earnings per mile of line increased. This was in spite of the fact that during the first years of the conflict emigration declined, and during the latter part fell away entirely.

The speaker observed that the day of the small independent railway lines had passed, and with the weak lines coupled with the strong lines, competition between the great systems, particularly in United States, will return.

Mr. Hanna dealt with "those red figures from Ottawa," which he jocularly referred to as "the ban of a railway man's life."

"The railways of Canada operate at as low a figure or lower than those of the United States," he said, pointing to 1916 as the last year in which the parallel figures were available. At that time Canadian railway operating costs were considerably lower than in United States. He added that United States railroads administration had failed by over \$700,000,000.

The ton mile rate for Canada, he said, had not been completed for an entire year since 1918. The present rate per ton mile was 8 1/2 mills, compared with 7.35 in 1918.

To illustrate the rate paid by users of the freight service, Mr. Hanna took a glass, which he represented as being worth about five cents.

"The railways in Canada have got to carry a ton of freight over five miles, and nearly six miles, to earn the value of this glass," he declared. "Or," continued Mr. Hanna, "if your chairman writes to us to tell us some things and I reply, putting a Canadian stamp on the letter, our railway has got to haul one ton of freight nearly three miles to earn the stamp."

Mr. Hanna quoted some comparative rates for hauling one ton a mile on the railways of other countries. The rate in Canada was about 8-10 of a cent; New South Wales, 2.14 cents; South Australia, 2.64 cents; Norway, 2.29 cents; Brazil, 7 cents; and, before the war, Germany, 1.37 cents; France, 1.28 cents; Austria, 1.51 cents; Bulgaria, 1.94 cents.

"Give Canadian railways the same rate as in South Australia and on the investment of one and a half millions they will pay not only 5 1/2 per cent, but 5 1/2 per cent, on the debt of Canada, and then they will have one hundred millions left to

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Nature intended women to be strong, healthy and happy as the day is long, instead of being sick and wretched. But how can any woman be healthy and happy when the whole nervous system is unstrung. The trouble is they pay more attention to their social and household duties than they do to their health. Is it any wonder then that they become irritable and nervous, have hot flushes, faint and dizzy spells, smothering and sinking spells, become weak and nervous, and everything in life becomes dark and gloomy.

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## The Good Judge

finds that most people are conversant with the process of sowing and harvesting wheat, even to the extent of Tractor Ploughs and the improved Blower Systems connected with threshing; also the further details connected with transportation, passing through the Inspection Department of the huge elevators from which all Mills and Exporters draw their supplies. This brings the wheat to our elevator. Watch the next issue for the Milling process.

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buy new equipment," he declared. He added that the United States railways were to get an increase in freight rates sufficient to allow 5 1/2 per cent, on the investment. "With the development of the long haul tonnage, the national lines, joined with the G.T.R. will be able to make as good a showing as the United States. The earnings of the Canadian railways in 1913 were 4 1/2 per cent.

### The Ocean Fleet.

Mr. Hanna gave figures regarding the ocean fleet operated by the Government in connection with National Railways. Twenty-four vessels were at present running on routes to all parts of the world. When the St. Lawrence was cleared of ice a Montreal-St. John service would be established, and would handle considerable freight from the Atlantic seaboard. From the Pacific coast the administration expected to soon start a service to South Africa, returning via Singapore and Hong Kong.

They also hoped to start a Canada-Manchester service, and further service to the coast of South America.

"Through our ocean services we have diverted directly to Canadian ports a large quantity of traffic that formerly reached us through United States ports," said Mr. Hanna, noting that last year the national services had handled over 40,000,000 tons of raw sugar. The management of the system was also in constant touch with Canadian manufacturers, he said, to ascertain trade conditions. They also had been making world tours to ascertain trade conditions in all parts of the globe. Special attention was being directed to improving the ocean passenger service.

"The operation of the Government steamers for the first time is showing results in the black figure column," Mr. Hanna said.

The programme for freight liners includes sixty-five ships with a gross tonnage of 385,000 tons.

The speaker thought that there would be nothing so popular in Canada as the success of the Canadian National Railways.

"With freedom from political influence, and a proper measure of support from shippers and consignees, we cannot do otherwise than make them a success," he declared. "The resources of Canada are great and the people industrious."

He stated that the fact of the railways not paying their way at present, must not be taken that railway construction in Canada had been overdone. There had been very little new mileage added during the war, and the work that was done just prior to the war had had no opportunity to add to the development of the system."

### John F. Pierce's Address.

In a very happy vein, Prof. Jordan introduced John F. Pierce, general passenger agent for the Canada Steamship Lines.

Mr. Pierce has been connected with the Canada Steamship Lines for twenty-two years, and he made the interesting statement that last year, the tourist trade amounted to two million dollars. He said that a larger number of American tourists were looked for this year down the St. Lawrence. He was surprised that Kingston did not endeavor to get more benefit out of this trade. Hotelmen down the river had told the speaker of their success. One hotelman had stated that last year, he made sufficient to cover all the lean years during the war. There was no reason why Kingston could not erect a summer hotel and benefit thereby.

The speaker stated that there was a golden opportunity for Kingston in this line. All the city had to do, was to give the people a chance to come here. At present the situation with the people was that of being "all dressed up with no place to go." The speaker suggested that the city take action without delay.

### Future of Waterway System.

Major C. Lewis, Toronto, secretary-treasurer of the Canadian Waterways and Power Association, was introduced by F. J. Hoag, president of the Kingston Retail Merchants' Association. He said that the damming of the rapids of the St. Lawrence for the development of electric power would be an accomplished fact within a year or two.

We were interested in the proposal to connect the great lakes with the ocean because there was a great demand for expansion. The railways had reached the end of their development and the time is now ripe for the co-operation of the railways with the waterways system, and the waterways placed where they properly belong. Every fall we have for several months a condition of freight congestion when we cannot get rolling stock sufficient to meet the demands. He also showed that the demand for lumber in the United States was so great that British Columbia lumber would find a ready market if we had cheaper means of transportation. He showed that the present railway freight rates were not high enough for the profitable operation of the roads and that the Interstate Commerce Commission of the United States had established the fact that water routes were cheaper than rail. He believed that in the next three years, when we reached normal production, supply would be greater than demand and the only way to meet competition was by cheaper transportation. Russia would be once more marketing her grain and again fixing the price of wheat. The association he represented was formed to awaken the people of Canada to a full realization of the problems of transportation. The high wall of railway freight rates will stay with us, but we must open our great waterways and bring ocean steamers to the head of the lakes. In this case the railways will be feeders for the water system. We made the mistake of enlarging the Welland and Sault Ste. Marie canals instead of beginning in the St. Lawrence.

The speaker showed how Ontario had been built up by the present canal system. The new Welland will be useless unless similar canals are constructed along the St. Lawrence, and Kingston will not get 1,000

# \$3.95

## To Clean Up This Week

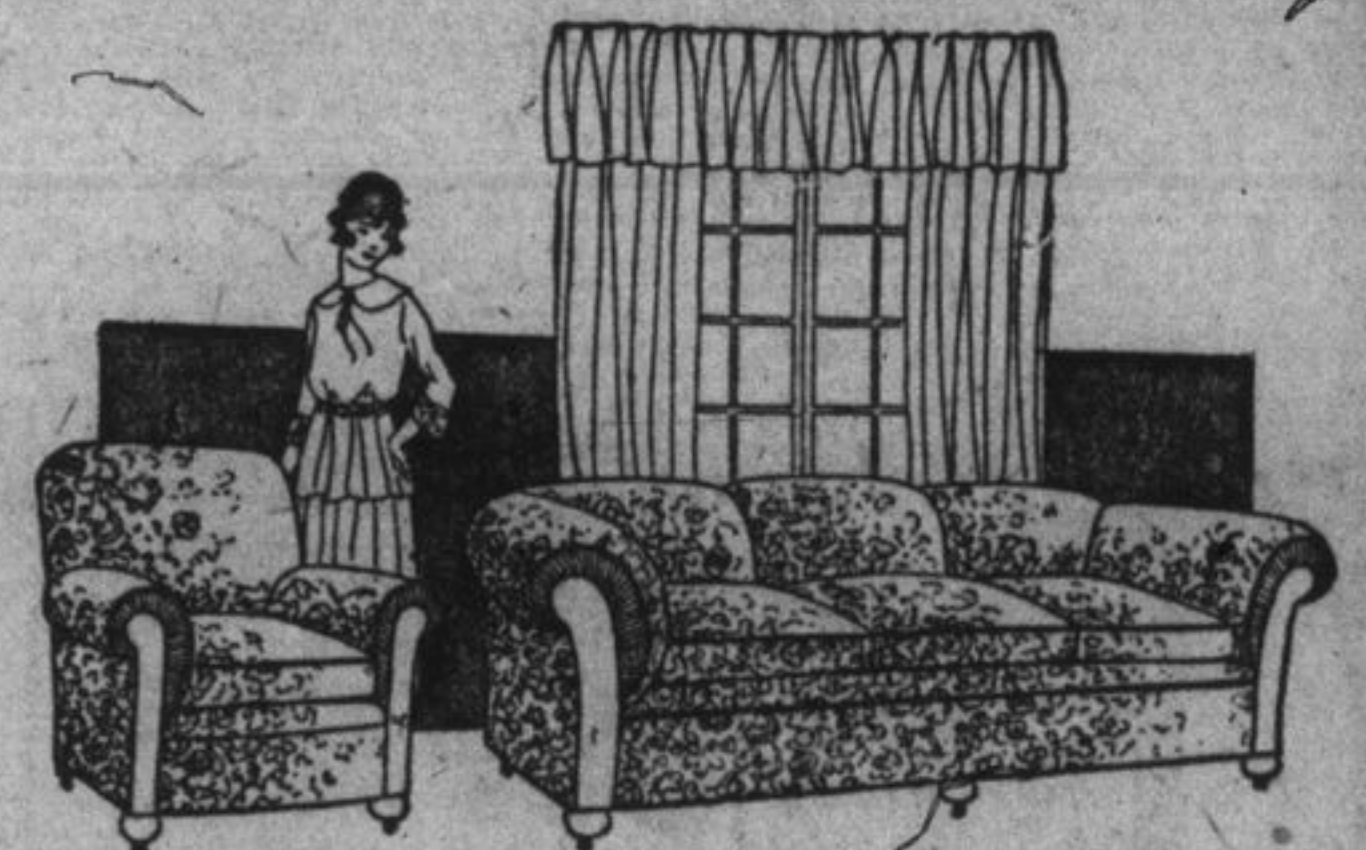
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bushels of grain, for boats will not come down to Kingston to unload and go back empty. It was better for them to unload at the foot of Lake Erie and cross the lake to an American port and load coal for the return trip.

Major Lewis thought Kingston should have a bigger ambition than building elevators. He showed the advantage it would be to have ocean steamers unload and load at our (Continued On Page 12)

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