

### Small Bank Accounts

We welcome even the smallest accounts and extend the same service to the patron depositing one dollar a week, as to the firm banking thousands. Moreover, that deposit of \$1 a week, continued regularly, and including interest at 3% compounded semi-annually, gives you a balance of \$280.26 in five years.

### UNION BANK OF CANADA

Charlottetown Branch J. R. Dier, Manager

## THE LID IS OFF

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IS THE NEW PRICE FOR THE 1921 BRISCOE STANDARD TOURING CAR AND ROADSTER  
McLaine Service Station  
DEALERS  
CHARLOTTETOWN

#### ADDRESS AND PRESENTATION

On the evening of June 24th, a most enjoyable time was spent at the home of Mr. and Mrs. Kenneth McLeod, of Springton, the occasion being the presentation of a farewell address to their eldest daughter, Katherine, who recently became the bride of Mr. James Dell, of Boston, Mass. The young couple had been spending their honeymoon at the bride's old home, and have since returned to the U. S. A. Quite a large number of friends, both old and young, assembled to say "au revoir," and to wish both bride and groom a happy and prosperous voyage on the matrimonial sea.

The evening was passed very pleasantly in "ripping the light fantastic," until the "wee sma' hours," the younger set taking full advantage of their opportunity, and even some of the older ones renewing their youth, and demonstrating that they have not lost their skill in the terpsichorean art. During a pause in the festivities, a dainty lunch was served by the young ladies, after which Mrs. Dell was presented with a purse by Mrs. Hazel Craswell, accompanied by the following address, read by Mr. Hugh Lament.

To Mrs. James Dell,  
Dear Friend,  
It is with feelings of both pleasure and regret that we, your friends, are assembled here to-night, on the eve of your departure from among us; of pleasure, in renewing old friendship, and of regret that you will no longer be with us in our social gatherings, where you have always been a

general favorite. While regretting that you are leaving us, we feel sure that you will not entirely forget the old friends, but will occasionally return to our "Spud Island," where you will always be heartily welcomed.

We also wish to congratulate Mr. Dell on his choice of a companion, and sharer of his joys and sorrows, and hope that he may carry with him a favorable impression of the friends he has made during his brief visit. In conclusion we ask you to accept this small gift, and to believe that with it go the most sincere good wishes of all your friends for everything that is bright and best in life.

Signed, on behalf of those present,  
J. D. MCKENZIE  
DUNCAN NICHOLSON  
DONALD LAMONT,  
EVERETT McLEOD,  
GORDON McLEOD  
HUGH LAMONT

#### OLD WALL PAPER

In many homes there are often left old lengths of wall paper and these should be carefully preserved. Damage may be done when moving in or later, a chair may get pushed roughly against a wall and there is a bad tear. Get a piece of the paper, scallip the edges quite roughly and paste it over the place. The mend will be unnoticeable. But if the house is not new and the paper has faded the contrast is startling. In that case put a piece of the spare wall paper out of doors in the sun for two or three days. Dampen it occasionally. All that is needed is exposure.—Exchange.

## OUR NATIONAL RAILWAYS

### Some Comparisons of Operating Costs.

In previous articles in this series, emphasis has been laid on the traffic situation as affecting the National System. It has been pointed out that there is not sufficient tonnage available to permit of profitable operation, by reason of much of the mileage being in new districts, and that this latter feature also accounted for the National Lines having a less remunerative traffic than older established lines; that the competitive situation required a certain frequency of services that prevented freight traffic being held for large train loads, and that the passenger situation was highly competitive, but that co-ordination and consolidation of all Government lines should improve the situation by providing more long-haul business, and, consequently, greater density of traffic and a greater participation in higher class traffic from the manufacturing districts served by the Grand Trunk.

While there has been general acceptance of these truths, yet there is still some doubt as to whether the deficits incurred could not have been reduced. The Management of the Canadian National Railways can speak only for those lines which it has had under its control. As the Grand Trunk Pacific was not taken over until September 1st, 1920, the returns of that Company have not been included in those of the National System. The title "Canadian National Railways" includes the Canadian Northern Railway System and the Canadian Government Railways; the latter group, including the National Transcontinental, Intercolonial, Prince Edward Island Railway and several small branch lines in the Maritime Provinces. The operating deficits of these lines were:—

1919 .....\$14,020,671  
1920 ..... 26,708,456  
In addition to the operating loss of .....\$26,708,456  
There are interest charges due the public of 13,993,696

And interest due the Dominion Gov. of .....\$10,326,261  
Making the total deficit for 1920 for the Canadian National Railways of .....\$51,028,413

The other items which were included by the Minister of Railways in dealing with the railway situation in the House of Commons related to the Grand Trunk Pacific Railway's operations for the year for only four months of which the National Railways' Management was in charge. The items were:—

Grand Trunk Pacific Operating Deficit .....\$10,134,513  
Grand Trunk Pacific Interest Charges ..... 9,332,776

Adding these items makes up the total of \$70,495,702

The interest charges included above cover the interest on all moneys which the Government has advanced for equipment purchases and other capital expenditures since the Canadian Northern System was acquired, and also the interest on funds advanced to meet the 1919 deficit.

It is recognized that under existing conditions the payment of interest charges out of current earnings is not possible for a system made up of lines which were individually unable to meet their interest obligations. Beyond this general statement and the quoting of the amounts above, this article will deal only with "Operating Deficits," and an endeavor will be made to show that it was not within the limits of practical railroad management to wipe out these deficits under the conditions which prevailed during 1920.

### Maintenance Expenses are,

roughly, about 40 p. c. of the total operating expenses of a railway, divided fairly evenly between the fixed and moveable plant, or, as technically termed, Maintenance of Way and Structures about 20 p. c. and Maintenance of Equipment 20 p. c. To make a comparison with all other Canadian railways it is necessary to go back to the year ended June 30th, 1919, as these are the latest Government statistics available.

### Comparison of Maintenance of Way Expenses.

For the year ended June 30th, 1919, the cost of Maintenance of Way and Structures per mile of single main track was:—

Canadian National Railways .....\$1,666.55  
Other Canadian Railways . 1,833.52

This shows that per mile of line, the National System expended \$166.97 less than the other Canadian railways did. To show how the many units involved in such a gigantic operation as the Canadian National Railways run into large figures it may be noted that if the Canadian National Railways had spent \$166.97 more per mile of line (required to bring its expenditure up to the average) for the 14,322.2 miles comprised it would have added to the deficit \$2,390,377.73.

Remember too, this was the first year after the war when deferred maintenance was being taken up.

Before deciding whether the expense per mile was high or low, it is well to look at the general situation. The Canadian Railway statistics show that in the last five pre-war years all Canadian railways were spending on Maintenance of Way and Structures an amount for material and labour combined, which, when distributed as between the two on the basis of the general ratio which labour bore to expenses represented for each mile of line an annual expenditure for labour of a little more than the average annual wage of one employee. Such was the case in each of the five years immediately preceding the war, ending with the fiscal year ended June 30th, 1914. In each of the next five years following the expenditure for labour on the same basis for all Canadian railways has averaged less than the average annual wage of one employee per mile of line per annum. It should be borne in mind that in the mileage taken over for operation since 1914 there is a large proportion of main line. Similarly for the Canadian National in 1920, the total expenditure per mile of line distributed on the general percentage which labour bore to expenses was \$240.00 less than the average annual pay of one employee.

It must be remembered that the average mile of line must include its quota of what double track there is, about 25 p. c. of yard track and siding, on all of which ties, rail fastenings and ballast require renewal. The average mile of railway includes also its proportion of structures of all kinds, station and terminal buildings, bridges, tunnels, signals, telegraph and telephone lines and fences, and maintenance includes removal of snow, sand and ice as well as the renewal of all wearing parts. Surely, therefore, no charge of extravagance can be laid at the Canadian National Railways' door on this account, particularly when the period under review is one following five years of retrenchment, really a year in which a liberal allowance for maintenance was fully justifiable.

When much of the work was authorized and when the money was expended it was not known that the large wage increases, which were dated back from September to May, would have to be assumed. If the full amount of one man's wages per mile of line had been incurred for labour, the additional cost for the 17,000 odd miles now under the National Railways' Management would have been \$4,093,125.60.

### Comparison of Maintenance of Equipment Expenses.

On a per mile of line basis, the records show that the expenditure for labour in the five years prior to and including the year ended June 30th, 1914, was more than the average wage and since then the amount expended is less. The equipment per 100 miles of line is substantially the same, very slightly less, taking one five years against the other.

A unit comparison for the year ended June 30th, 1919, is as follows:—

Canadian National Railways .....\$4,388.42  
Other Canadian Railways 5,250.76

### Cost of Maintenance per Freight Car per annum.

Canadian National Railways .....\$112.58  
Other Canadian Railways . 123.79

### Cost of Maintenance per Passenger Train Car per annum.

Canadian National Railways .....\$1,383.79  
Other Canadian Railways 1,620.37

The Canadian National Railways, being practically the only system that has materially increased its equipment since the war, has some justification for an increase in total Maintenance of Equipment expenses, apart from the extra cost of maintenance per unit, which higher costs of material and labour have brought about.

There is this to be said about all maintenance expenditures that, in part at least, they go into the improvement of the railways' property, fixed and moveable.

### Traffic and General Expenses

These expenses are generally compared on the proportion they bear to the total operating expenses. The comparison for the year ended June 30th, 1919, is as follows:—

Traffic Expenses  
Canadian National Ry's .....1.45 p.c.  
Other Canadian Ry's ..... 2.09 p.c.

General Expenses.  
Canadian National Ry's .....2.18 p.c.  
Other Canadian Ry's ..... 3.10 p.c.

Transportation Expenses  
On a per mile of line basis,

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Transportation Expenses  
On a per mile of line basis,

Enjoy them to-day



## PLAYER'S NAVY CUT CIGARETTES

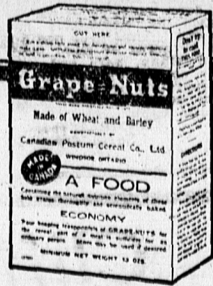
10 for 18¢  
20 for 35¢

These expenses for the year ended June 30th, 1919, compare as follows:—  
Canadian National Ry's .....\$3,583.11  
Other Canadian Ry's ..... 4,812.54  
These expenses are often compared on a train mile basis, but in making such a comparison it must be borne in mind that, included in Transportation Expenses as a group, in addition to the trainmen's and engineers' wages, coal, oil and other supplies directly affected by train movements, are a number of large items which do not vary proportionately with the number of train miles run. Such items are: superintendence, dispatching, station employees, station supplies and expenses, various terminal expenses, signals and crossing protection, so that a line of few train movements or of light traffic has a greater expense, relatively, per train mile than one over which a large number of trains are moved.  
On a train mile basis, the comparison is:—  
Canadian National Ry's .....\$1.71  
Other Canadian Ry's ..... 1.92  
Nearly half of the expenses making up this cost would be reduced greatly on a train mile basis if many trains were run on the Canadian National as are run on the average on other Canadian Railways.  
The latter principle affects the total operating expenses per train mile when such a comparison is used, particularly affecting Maintenance of Way costs, which do

Continued On Page Twelve.

## A double economy in this food

Saving in cost and gain in nutrition provide unusual economy in



# Grape-Nuts

the compact goodness of wheat and malted barley. Naturally sweet, crisp and delightful to taste.

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Grape-Nuts is ready to eat direct from the package with cream or good milk.

"There's a Reason" for Grape-Nuts  
Sold by Grocers Everywhere!

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### MUTT AND JEFF



2,12

### At Deduction, Sherlock Holmes had Nothing on Jeff.

—By Bud Fisher