

DAYLIGHT SAVING
PLEBISCITE

To be held on
THURSDAY, MAY 22, 1924.
How to Vote FOR or AGAINST DAY-
LIGHT SAVING TIME:

FORM OF BALLOT.
PLEBISCITE, 1924.

For Daylight Saving

Against Daylight Saving

G. R. PERKINS,
City Clerk.

HOW TO VOTE.

If the Voter wishes to vote for Day-
light Saving Time, he must mark his
ballot by drawing a line through the
words "Against Daylight Saving".

If the Voter wishes to vote against
Daylight Saving Time, he must mark
his ballot by drawing a line through
the words "For Daylight Saving".

Polling places at the City Hall for
Division No. 1 and at the County
Court House for Division No. 2.

Polls open at nine o'clock and close
at four o'clock on said day.

The Voter shall use the official bal-
lot paper and shall strike out or mark
through with a pencil of black lead, or
a pen with black or blue-black ink.

Not more than one elector shall at any
one time enter the polling place, and
such elector, upon entering, shall de-
clare his or her name, surname and
addition, and if the name of such elec-
tor is found on the list of voters, he
or she shall receive from the Presid-
ing Officer an unguessed envelope, on
the back of which the Presiding Offi-
cer shall write with a pencil of black
lead or with a pen and ink, his initials
in the presence of the voter.

The elector on receiving the envel-
ope, shall forthwith proceed within
the screened compartment and shall
there, having marked his or her bal-
lot, or having previously done so, re-
place his or her ballot within the en-
velope handed to him or her by the
Presiding Officer, and shall, without
any delay, hand the envelope con-
taining the ballot in the ballot box,
the Presiding Officer, who shall ascer-
tain by examining his initials that it
is the same with which he had fur-
nished the voter, and if so satisfied
shall immediately and in the presence
of the voter, place the envelope con-
taining the ballot in the ballot box,
and the voter shall immediately leave
the polling place. No such ballot shall
be received by the Presiding Officer
until the voter has proceeded to the
screened compartment within the
polling place, and while there placed
his or her ballot in the envelope fur-
nished him or her by the Presiding
Officer.

The Poll Clerk shall, under the di-
rection of the Presiding Officer then
enter the name of the voter on the
check list.

G. R. PERKINS,
City Clerk.

New High School
Building Plebiscite

To be held on
THURSDAY, MAY 22, 1924.
How to Vote FOR or AGAINST NEW
HIGH SCHOOL BUILDING:

FORM OF BALLOT.
SCHOOL PLEBISCITE, 1924.

For New High School Building

Against New High School Building

G. R. PERKINS,
City Clerk.

HOW TO VOTE.

If the Voter wishes to vote for a
New High School Building, he must
mark his ballot by drawing a line
through the words "Against New
High School Building."

If the Voter wishes to vote against
a New High School Building, he must
mark his ballot by drawing a line
through the words "For New High
School Building."

Polling places at the City Hall for
Division No. 1 and at the County
Court House for Division No. 2.

Polls open at nine o'clock and close
at four o'clock on said day.

The Voter shall use the official bal-
lot paper and shall strike out or mark
through with a pencil of black lead, or
a pen with black or blue-black ink.
Not more than one elector shall at any
one time enter the polling place, and
such elector, upon entering, shall de-
clare his or her name, surname and
addition, and if the name of such elec-
tor is found on the list of voters, he
or she shall receive from the Presid-
ing Officer an unguessed envelope, on
the back of which the Presiding Offi-
cer shall write with a pencil of black
lead or with a pen and ink, his initials
in the presence of the voter.

The elector on receiving the envel-
ope, shall forthwith proceed within
the screened compartment and shall
there, having marked his or her bal-
lot, or having previously done so, re-
place his or her ballot within the en-
velope handed to him or her by the Presiding
Officer, and shall, without any delay,
hand the envelope containing his or
her ballot, unsealed, to the Presiding
Officer, who shall ascertain by exam-
ining his initials that it is the same
with which he had furnished the
voter, and if so satisfied shall immedi-
ately and in the presence of the voter,
place the envelope containing the
ballot in the ballot box, and the voter
shall immediately leave the polling
place. No such ballot shall be re-
ceived by the Presiding Officer until
the voter has proceeded to the screened
compartment within the polling place,
and while there placed his or her bal-
lot in the envelope furnished him or
her by the Presiding Officer.

Transportation Situation
In Canada and United States
Subject of Alumni Oration

Prof. William J. Cunningham, Occupying the
James J. Hill Chair of Transportation at Har-
vard School of Business Administration,
Gives Magnificent Address Upon One of Can-
ada's Great Problems—Distinctly Optimistic
Concerning Future of Canada's Railways.

"The Transportation Situation in
Canada and the United States" was
the subject selected by William J.
Cunningham, James J. Hill Professor of
Transportation in the Graduate
School of Business Administration of
Harvard University, for the address
on behalf of the Associated Alumni
of the University of New Brunswick,
which he delivered this afternoon at
the annual encaenia. Professor Cun-
ningham a former St. John man dealt
with the subject in a manner which
is new to the great majority of the
people of New Brunswick and which
is of extreme interest. His reference
to the railway problem of the United
States was general and to a great ex-
tent retrospective. With regard to
Canada he was prophetic and sound-
ed a distinct note of optimism which
comes most opportunely at the pres-
ent time when a feeling of depres-
sion is all too pronounced. Professor
Cunningham had the warmest praise
for the boldness of vision which
equipped Canada with railways be-
yond her immediate needs and fore-
casted full use of that development.
To the Canadian Pacific he gave high
classification as one of the world's
great transportation systems. The
Canadian National under present or-
ganization he gave warmest praise
for what already is accomplished and
for what is likely to be accomplish-
ed. However, he also sounded a note
of warning concerning undue com-
petition between the two great rail-
way systems of Canada.

His address was as follows:—

Bacon's Pronouncement.

"There be three things which make
a country great and prosperous—
fertile soil, busy workshops, and easy
means of conveyance of men and
things from one place to another."

Thus wrote Francis Bacon, who
lived in a period long antedating the
advent of canals and railroads. The
"conveyance of men and things" at
that time was confined to the high-
ways, the rivers, and the seas.

Measured by Bacon's formula, Can-
ada is conspicuously strong in each
of the three elements essential to
greatness and prosperity. It has im-
mense natural resources in fertile
soil, rich minerals, and extensive for-
ests. In proportion to population it
has a wealth of busy workshops,
and it is well supplied with natural
and modern agencies of transporta-
tion.

It is not my purpose to discuss the
first two factors of agriculture and
industry, except as they have a bear-
ing on my main subject—the factor
of transportation. The three are in-
ter-related and inter-dependent. When
the immediate and latent after-eff-
ects of the World War have spent
themselves, and when something
akin to order replaces the present
economic and political chaos in Eu-
rope, the former volumn of emigration
will resume. With it will come furth-
er and substantial development in
agriculture, and increased activity
and expansion in industry. Such de-
velopment and expansion will bring
new and heavier demands in trans-
portation. In the respect that Canada
is now well equipped to meet these
demands, the country is in a favor-
able and somewhat unique position,
as in other parts of the world rail-
road expansion has not generally
kept pace with the normal growth of
traffic.

Far-Sighted Policy.

Endowed by nature with easy ac-
cess to two oceans and the Hudson
Bay, the Canadian Provinces, early
in the last century, adopted a far-
sighted policy of adapting the inland
waterways to the needs of internal
communication. The principal trans-
portation emphasis, up to the time
of the Confederacy, was placed upon
waterways, but before then the im-
portance of railroads as supplemen-
tary agencies was recognized. That
recognition was written into the ar-
ticles of Confederation. Out of it emerg-
ed the building of the Intercolonial,
which linked the Maritime Provinces
with Upper Canada, and, later, the

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rection of the Presiding Officer then
enter the name of the voter on the
check list.

G. R. PERKINS,
City Clerk.

construction of the great Canadian
Pacific. Its rails now form an un-
broken steel band from the Atlantic
to the Pacific, and its fleet of steam-
ships encircle the globe.

Boldness of Vision.

With an uncommon boldness of vi-
sion, Canada has so extended and em-
plified its natural avenues of trans-
portation by a comprehensive sys-
tem of railroads, that no other coun-
try now exceeds it in miles of rail-
road per unit of population. On that
basis Canada has nearly one and one-
half times as many miles of railroad
as the United States, five times as
many as France, seven times as many
as Germany, and nearly eight times
as many as Great Britain and Ireland.

This wealth of transportation fa-
cilities has its embarrassments. To
those who look at the situation sole-
ly from the viewpoint of the present
Canada would seem to be "railroad
poor." It has more railroads than it
needs and can easily support under
existing economic conditions. In the
light of what has happened, there is
ground for criticizing the vision and
the abounding optimism of those who
promoted many of the new transpor-
tation enterprises in the decade or
two preceding the war. The construc-
tion cost of certain lines was greater
than was justified by the traffic
immediately in sight.

Yet we must remember that most
of the great strides in economic
development have been preceded and
made possible only by the assump-
tion of great risks. The risks in
these cases were deliberately taken
because of profound faith in the fu-
ture of the country. Fundamentally
that faith was and is well founded.
The catastrophe of the World War
could be foreseen. Its economic con-
sequences could not be foretold. The
anticipated growth in population,
agriculture and industry, with their
greater transportation demand, has
not been realized. Hence substantial
portions of the new lines have not
only failed to support themselves but
they have been a heavy burden upon
the taxpayer.

In the War Period.

There is one aspect of the situa-
tion which had a vital bearing on
military accomplishments while the
war was in progress. We are now
likely to forget the important part
that the Canadian railroads played
in so efficiently meeting the heavy
transportation demands at that time.
If the railroads, now held to have
been constructed too far in advance
of peace-time needs, had not then
been available for the purposes of
war transportation, the efficiency of
the whole transportation machine
might have been lower. In the United
States there was no such excess
of railroad lines. Because of unfavor-
able net earnings during the decade
preceding the war, railroad expansion
had practically stopped. The heavy
burden of war traffic in materials
and supplies for the Allies in 1916,
and the greater burdens when the
United States entered the conflict
in 1917, finally were greater than the
railroads could carry with reasonable
dispatch. The latter part of 1917 wit-
nessed a serious traffic congestion
on the lines serving the eastern
seaboard. It is not proper to attribute
the congestion wholly to lack of rail-
road expansion, as other causes had
large play, but it is plain that if the
United States had been as well equip-
ped as Canada in surplus railroad
trackage and equipment, the emer-
gency which precipitated Federal
control might have been averted.

Faith Will Be Justified.

A calm forward-looking view of the
railroad situation in Canada reveals
elements which are reassuring. There
is no real cause for serious apprehen-
sion. The economic distress of recon-
struction is still with us, but it is
diminishing in severity. When it
passes, as it should pass, in the near
future, there will be an agricultural
and industrial revival which will
carry the volume of production to
high levels and require all available
transportation facilities. The faith of
those who built for the future will
then be justified, and their vision
will take shape in reality. The fore-
handed policy of providing transpor-
tation capacity in advance of demand
will expedite economic expansion.

Then the railroads will become self-
supporting instead of a national bur-
den. The national policy of actively
encouraging railroad building for the
future and of assuming a part of the
burden of projects which failed, will
be vindicated.

Always a Problem.

Except in the one important parti-
cular that Canada at the present mo-
ment is over-supplied with railroads,
its transportation problem is not un-
like that of the United States. From
the earliest days of my oldest ances-
tor there has always been a railroad
problem. First it was how to get rail-
roads—how to encourage their pro-
motion and construction. Then, after
a few decades of construction and
development, the problem was how
to control the railroads in public in-
terest.

As the authority of the Government
from time to time was extended, un-
til it had complete control over rates
and wide powers over finance, ac-
counting and operating administra-
tion, a new problem arose. The policy
of public regulation, tending as
it did to reduce rates or to hold
them stationary, coincided with the
burden of rising wages and other
higher operating costs. Railroad net
income began to suffer, and signs of
acute financial distress began to ap-
pear. The new problem was how to
continue the policy of protecting the
public against unreasonable rates and
yet permit the carriers to earn
enough to insure their solvency and
to give adequate public service.

Speaking with special reference to
the United States, the crisis in rail-
road finance which appeared immen-
ent in 1915 was averted in 1916 by an
unexpected flood of war traffic. That
traffic grew in volume when the
United States entered the war in
1917. In 1918 the railroads were taken
over and for two years and two
months were operated as a unified
system by the Federal Government.
Following the armistice, Congress de-
voted more than a year to the con-
sideration of plans for post-bellum
railroad control. Responding to an
overwhelming public opinion against
the continuation of Federal operation,
or the adoption of any form of nation-
alization, the final decision was to
turn the roads back to their owners
for private operation under a some-
what broader policy of public regula-
tion.

New Law of 1920.

The new law, known as the Trans-
portation Act of 1920, continued and
strengthened all of the powers pre-
viously invested in the Interstate
Commerce Commission, but it also
recognized the sound principle that
the power to regulate should be ac-
companied by a certain degree of re-
sponsibility for the results of regula-
tion. For the first time the law af-
firmatively stated that the railroads
as a whole are entitled to the fair
return on the value of the property
devoted to public use. The Commis-
sion was given a mandate to estab-
lish the scale of rates with that end
in view. The determination of the
rate of return was left to the Com-
mission, and it is now set at 5% per
cent.

Not a Guarantee.

This is commonly, but erroneously,
referred to as a guarantee. It is not
a guarantee, inasmuch as the rail-
roads have no means of collecting
the deficiency if the rate actually
earned is less than 5% per cent. As
a matter of fact, the actual earnings
in 1921, 1922 and 1923 were substan-
tially less than that rate. Moreover,
the mandate applies to the railroads
as a whole, not to individual car-
riers. Even if the roads collectively
earn an average of 5% per cent.,
some of the individuals will earn
(Continued on Page 7.)

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Fredericton, N. B.

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A. J. HANLON, 83 Regent street.
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