

## THE ROYAL COMMISSION ON THE RAILWAY PROBLEM HAS A GIGANTIC TASK BEFORE IT

(Montreal Star)

The most important body which has assembled in Canada for many a year meets in Ottawa this morning. It is the Royal Commission which is to study our burdensome railway problems and propose solutions. There are no other problems confronting our people of anything like equal gravity. When we talk of our growing public debt, we mean "railways." When we talk of deficits, we mean "railways." When we talk of necessary increases in taxation, we mean "railways." A sane railway policy in the past would have saved us from most of these things.

However, we are confronted with a fait accompli. We have our railway burden, and the only practical question is: "What are we going to do about it?" The Royal Commission is to find an answer—or answers—to this question. The Commission, selected to this end, has been composed of what might fairly be termed a cross-section of those parts of the community which are most interested and informed. There is, to begin with, a great legal figure, the Rt. Hon. Justice Duff of the Supreme Court. With him are two great railway men, one British and the other American. Associated with them are four Canadians, two leading lights in the financial world both shrewd and experienced men, and two who might be regarded as enjoying a more academic relation to the issues at stake. No one

seems to have thought it wise to put a Canadian railway man on the Board, though there are Canadians with life-long experience in running railways in this country—which is a job apart—and yet sufficiently detached from either of our local systems to have given us good service.

However, the Commissioners will have the advantage of the best local railway advice of both lines. There has been some criticism of the proposal to keep many of the sessions secret. Of course, newspapers are automatically opposed to any such tactics, but in this case it seems reasonable to think that the Commission will get franker and fuller information from the various railway officials if they are not compelled to take the public into their confidence on every detail. Ultimately, of course, the country will have to be given the reasons for the action recommended and taken.

### A Big Job

If the Commission can devise a plan, broad, comprehensive and courageous, which will bring our railway equipment, and especially our railway service, somewhere within the limits of our needs and our ability to pay, it will have conferred upon this nation the greatest boon which any extra-Parliamentary body can give. Properly considered, a railway should be a national asset and not a national liability. It should make money—not lose money. For the unfortunate fact

that our National Railway does not make money, the people of Canada themselves and their either incompetent or conniving politicians are largely to blame.

The Commission should not be satisfied, however, until it has worked out a system by which all our railways can become money-earners. It is utter nonsense for this young and by no means populous nation to try to stagger ahead with a railway burden on its back which plunges it deeper and deeper into debt every day. Due allowance must be made, of course, for two things:—(1) This is a growing country and we find it profitable to maintain railway accommodation for an early and reasonably-to-be-expected future development and (2) we have a superabundance of railway equipment and it may not always be profitable to scrap it, even if we would never dream of procuring it now, were it not in existence.

### Courage Needed

The chief virtue the Commission will require will be courage. It must cut to the bone. The one test to be applied to any service is the need of the people. In times like these, the word "need" is proper. We should not try to cater to the extravagant desires or love of superabundant luxury to which we all yield too easily. Where one train will do the business, we should not run two—let alone four. Where one branch line will carry the traffic, we should not maintain two.

Of course, the economies must be allotted fairly as between the two systems. If one line gets the worst of it in one case, the other should be sure that the great bulk of the tax-called upon for a sacrifice in another. Mutual and voluntary agreement and co-operation would be the best solu-

### IT'S DAD WHO PAYS

(Omaha World-Herald)

Isn't it rather pointless to argue whether or not the co-ed shall go 50-50 with her boy friend on the cost of entertainment? After all the question is whether the boy friend's papa is going to continue to foot the whole bill or the girl's papa is going to go 50-50 with him.

This seems to banish chivalry and romance from the picture. It is a bogus chivalry that depends for support on the free-handedness of the boy's father. Romance will flourish no matter who finances it.

Perhaps the most sensible plan would be for the co-ed and her boy friend to match fathers and try to stick the richest and most generous. And while they are doing it paterfamilias might get busy trying to encourage album thumbing in the parlor to take the place of dances movies and other more expensive forms of dates.

Though women cannot be commended for shooting the animal man, it may have been observed that not many innocent bystanders are killed.

Another thing we all know from last year's experience, is that a pretty pleasant November can make a mighty cold finish.

But the two railways have had years to accomplish reform by this road, and they have not done it. The Commission may have to recommend compulsory compulsion. If so, they may be sure that the great bulk of the taxpayers, looking forward with apprehension to Mr. Bennett's next Budget, will loyally back them.

## WHERE CAN WOMAN WEAR RED RIBBON

Paris—As more and more women are enrolled in the Legion of Honor—their number now stands at 709 in France alone—a grave problem of chic comes up: "Where shall we wear the little red ribbon that does so much to distinguish men from the crowd?"

Once the honor is achieved, that seems to be a major difficulty, and it's a grave one. With men it's simple enough; all they have to do is to stick the little red ribbon in a buttonhole and let chic take care of itself.

But with a woman! Red's a good enough color, but it clashes. It just won't go with a baby blue, bright yellow, or brilliant green dress; it's lost on red or black, and it's hopeless for ever increasing number of women joins the Legion of Honor, though their total is small compared with the men wearing the honor.

Five Queens now wear the decoration of Grand Croix and 10 foreign women are officers, including Lady Bathurst, Helen Cacareco, Rumanian poet; Edith Wharton, author, and Anne Morgan, philanthropist.

Now the number grows. And the question of where to wear the ribbon worries the ladies.

## HOME-MADE VILLAGE IN OLD COUNTRY

England's only home-made village is the claim of Plumberow, a little village in Essex.

It is the village that has been built during the last five years by correspondence course. Nearly every householder in Plumberow built his house with his own hands, and not a single one of them is a professional builder. They wrote asking advice of builders and carpenters as they built.

The attraction of the site was the cheapness of the plots. Laborers and ordinary working men—one of whom was a taxi-cab driver—bought plots out of their small savings.

Every week-end a little army of amateur builders arrived to work on their homes. Pennies were scraped together and saved by each house-owner to build his own house. There were times when crises arose in the building, but all difficulties were overcome.

## KING'S HAND IS NOT KISSED

When new members of the cabinet were received by the King, it was announced that they kissed his hand on appointment.

This is not true. No cabinet minister ever kisses the King's hand. What happens is that when the new ministers are presented by the prime minister, they kneel before the King and take his hand into their own.

They make an inclination of the head towards the royal hand, but do not actually attempt to kiss it, having been warned in advance by an usher not to do so.

In the case of a lame minister—as that of Mr. Philip Snowden—he is excused from kneeling.

The seals of office do exist. They are kept in small cases and are handed personally by the King to the cabinet ministers when they take office, and are returned into the King's own hands when a minister resigns.

## WINGED WHEELERS WON RUGBY TITLE

Montreal, Que. Dec. 6—Already hall-marked the best in the east, the Winged Wheelers of Montreal Amateur Athletic Association galloped roughshod over Regina's Rough Riders, the best of the west, in the Dominion senior rugby football final at Molson Stadium here Saturday. By their 22-0 victory the locals brought the Grey Cup to Montreal for the first time since 1907. That same uncanny forward passing attack that led the Montrealers to 13 consecutive victories over eastern teams proved just as baffling to the prairie players.



Dull, throbbing pains caused by rheumatic poison can be quickly rubbed away with Nerviline. All the old stiffness and soreness will disappear.

Nerviline is stronger, penetrates more deeper, is more soothing to pain than other liniments simply because it is about five times stronger in pain-subduing ingredients.

### Aching Joints Relieved

Those terrible pains that made life a burden to Mr. A. Duggan of 226 South road, Georgetown, bother him no more. All trace of Rheumatic pain has left him, thanks to Nerviline. "No other liniment could have done for me what Nerviline did. My legs were stiff and full of pain. My knee and ankle-joints were swollen and sore. Nerviline penetrated and took out the pain. Stiffness disappeared. To-day I am well—Thanks to Nerviline."

**NERVILINE**  
STOPS THE PAIN

Women's watches are said to be better than formerly. But woman still will use the little mirror in the handbag to tell when it is time to powder the nose.

## GOOD PROGRAM ON THE AIR THIS EVENING

### WEAF NEW YORK

- 7.45—Swift Program.
- 8.00—Vermont Lumber Jacks.
- 8.15—Archer Gibson.
- 8.30—Prince Albert Quarter Hour.
- 8.45—The Goldbergs.
- 9.00—Seconyland Sketches.
- 9.30—Voice of Firestone.
- 10.00—A & P Gypsies.
- 10.30—Parade of States.
- 11.00—True Story.
- 11.45—The Simonize Guardsmen.
- 12.00—Orchestra.
- 12.15—Jesse Crawford.

### CKAC MONTREAL

- 7.30—Vapex Ambassadors.
- 8.00—Safety League.
- 8.30—Lynn Melodies.
- 8.45—Clark's Entertainers.
- 9.05—Wrigley at Home.
- 7.45—Unemployment.
- 10.00—Living Room Furniture.
- 10.30—Canadian National Railways.
- 11.00—Mme Maubourg Roberval.
- 11.30—"Nocturne."

### WJZ NEW YORK

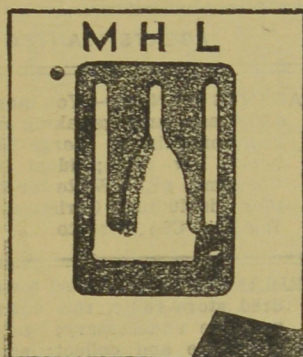
- 7.45—Literary Digest Topics in Brief.
- 8.00—The Pepsodent Program.
- 8.15—Tastyest Jesters.
- 9.00—Concert Organist.
- 8.30—Phil Cook.
- 8.45—Paris Night Life.
- 9.00—To Be Announced.
- 9.30—Death Valley Days.
- 10.00—Maytag Orchestra.
- 10.30—Musical Dominoes.
- 11.00—Gold Medal Express.
- 11.30—Chesebrough Real Folks.
- 12.30—Slumber Music.

### WLW CINCINNATI

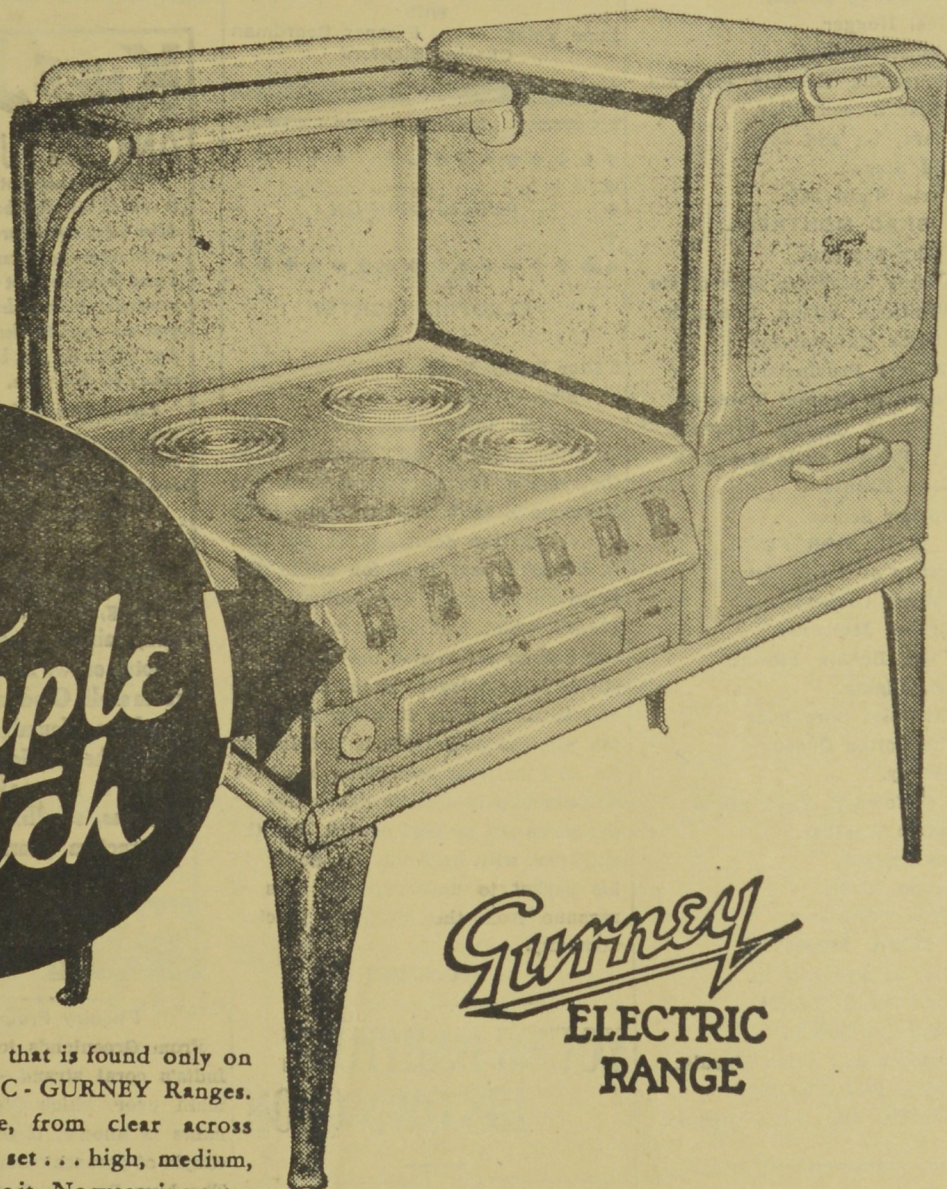
- 7.45—Lowell Thomas.
- 8.00—Amos n' Andy.
- 9.45—Vicks Program.
- 10.00—Armco Band.
- 8.33—Variety.
- 8.45—Paris Night Life.
- 9.00—To Be Announced.
- 9.30—Hollingsworth Hall.
- 9.45—To Be Announced.
- 10.00—To Be Announced.
- 10.30—Musical Dominoes.
- 11.00—Canada Dry.
- 11.30—Real Folks.
- 11.55—Estate Weather.
- 12.00—Korn Patches Program.
- 12.00—Sport Slices.
- 12.30—Chime Reveries.

### WTIC HARTFORD

- 7.60—Memories of Broadway.
- 7.45—Stabbins Boys.
- 8.00—Vermont Lumberjacks.
- 8.15—Hank Koene.
- 8.30—Recorded Novelties.
- 9.00—Dramatic Skit.
- 9.00—James Melton.
- 10.00—The Gypsies.
- 10.30—Family Party.
- 11.00—Harry Salter's Orchestra.
- 11.30—Famous Favorites.
- 11.45—Harry Kosen's Orchestra.
- 12.00—Bulletin's Marine Forecast.
- 12.05—The Merry Madcaps.



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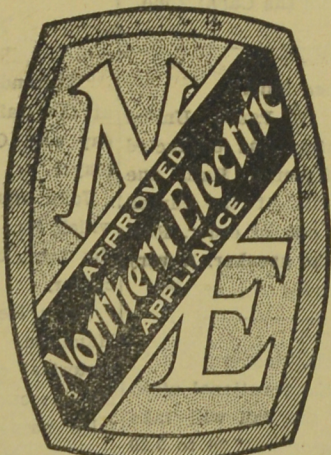
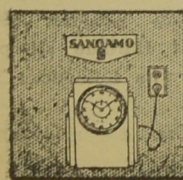
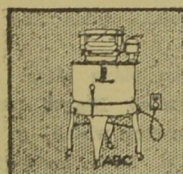
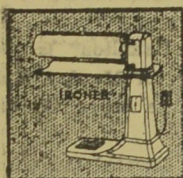
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