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MAY APPEAL AGAINST INCREASED FREIGHT RATES

Various Public Bodies Throughout Canada are Stunned at the Size of the Increase Granted by the Railway Commission—Will be a Great Burden on the General Public—The New Rates, However, are Not Permanent.

Ottawa, Sept. 8—From all quarters of Canada come intimations that various public bodies stunned by the size of the increase in rates given the railways by the dominion board of railway commissioners, will join in the appeal to the governor-general-in-council from the judgment making the increases effective from Sept. 13 next.

The judgment expresses the opinion "that the people in the light of the actual facts will cheerfully contribute their quota in order to keep these utilities in a position to transport efficiently the business of the country." It is variously estimated here that the country will be called upon to "put up" an amount from \$150,000,000 to \$200,000,000 in increased freight rates and indirect increase of commodity prices for this efficiency. "I realize that these rates will be substantial burden upon the people of Canada," says the chairman, Hon. F. B. Carvell in the judgment. It was admitted by all parties at the hearing that the cost of everything entering into the operation and maintenance of railways has increased more than 100 per cent during the last four years while the railway companies have been granted increases in what are known as the 15 per cent and 25 per cent cases amounting to an average to not more than 35 per cent.

Just how great this "substantial burden" will be is indicated by the fact that the chairman himself estimates that from the increased rates granted the Canadian Pacific Railway alone will collect \$66,720,000 more from the people of Canada than it would have done if the present rates remained in effect or a total of \$270,470,000.

He estimates that the expenses of the Canadian Pacific for 1921 on the present basis of costs would be \$217,231,000, including \$21,000,000 for labor increases on account of the Chicago wage award adopted by Canadian roads retroactive to May 1, \$10,000,000 more for increased cost of coal, more than \$10,000,000 for materials and more than \$6,000,000 to bring the maintenance of way up to pre-war standard. With all these magnanimous allowances the C. P. R. will have a surplus of \$15,064,500 after paying \$22,427,000 for dividends, \$4,398,550 for a 10 1/2 per cent income tax and \$11,350,000 for fixed charges and pension fund. That \$15,000,000 surplus the judgment acknowledges "is probably a little more than the company should be entitled to and probably a little less than the actual surplus would be for the year's operation as possibly the increase in the maintenance of way labor might not be realized."

The chairman dismisses the argument that the C. P. R. should use up its reserve of \$317,000,000 in making up future deficits, because he says "in a very short time the cash reserves would be dissipated and it would only be a question of time when this company would find itself in the position of the Grand Trunk and Canadian Pacific systems."

Referring to the fact that the C. P. R. had loaned the Imperial government forty million dollars worth of debenture stock to hypothecate in the United States to purchase munitions in the Great War that it had actually

put into the road out of reserves, proceeds of land sales, etc., \$130,000,000 to make it a better common carrier and that more than eight millions "out of reserve" had been spent this year to construct branch lines in western Canada. He said that none of these things would be possible if the C. P. R. did not have the reserve from which to draw for this purpose. It might be done by selling securities to the public but that would mean an increase in fixed charges or dividends to be met out of earnings and a further demand for increased rates.

"Therefore, I consider it a national necessity," continues the chairman "that the C. P. R. at least be kept in a healthy financial condition with the hope that as a result the other great railway system may be benefited in a corresponding degree."

The improvement of Canadian highways is given as the chief reason why the rates in materials entering their construction were not increased especially as the rates are already onerous and yield the railways a good profit. All this will sooner or later be reviewed in parliament because the board's jurisdiction for granting increases on certain lines of railway in western Canada depends entirely upon the amendment to section 325 of the railway act, 1919, which expires on the sixth day of July, 1922.

The new rates cannot continue beyond that date unless parliament extends the provisions of that section. Therefore, they are not permanent and are stated in the new judgment to end on July 1, 1922.

MRS. MACSWINEY IS LOYAL TO THE CAUSE

(By William Butler, staff correspondent of The Daily Mail. Copyright by Cross-Atlantic News Service.)

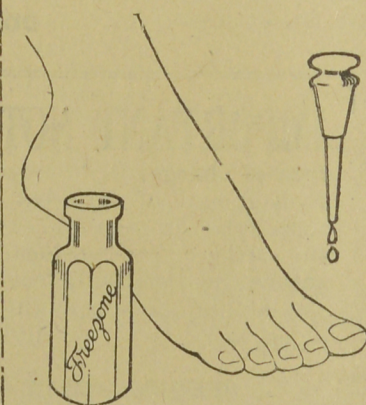
London, Sept. 8—While a pretty, mature looking woman with her hair braided on the top of her head, sat eating steak an inch thick, her husband languished less than a half a mile away in jail suffering from hunger strike. She is the wife of Terence MacSwiney, Lord Mayor of Cork. "At first I felt terribly," said she, "but Terence told me when I visited him that I must think of the baby." "Haven't you asked him to abandon the hunger strike for the sake of the baby?" I asked. "Don't you think he owes you two more than anyone in the country?" "No," she replied. "Any real man owes more to his country than anyone else. He feels he must make the supreme sacrifice, and, although it may be heart rending, he knows that when the baby reaches maturity he may be proud of his father's death. I am willing to make any sacrifice for my country, and if my husband's death will help the cause of Irish freedom, I will not stand in the way. After his relapse last night I expected any minute to hear of his death, and today, when I visited him, he called out 'It's all for Ireland.' He recognized me and that made me happy. 'Be brave for Ireland,' he said to me." "Will the Government capitulate at the eleventh hour and free him?" "If it doesn't, I am sure there will be a great clamor not only in the United States and Ireland, but in England also, advancing the cause of liberty. I am hoping much from the United States and am sure that a protest from there would be of much avail with the Government of Great Britain. If my husband must die for his country, he must, but I would like to save him for baby and myself."

REVOLUTIONARY PLOT FEARED

London, Sept. 8—The London Daily Mail says "While the miners ballot shows a big majority to date for the nation-wide strike, other unions are seeking to effect mediation. All the workers realize they will be defeated by the stoppage of coal production. There is fear of a revolutionary plot against the Government under cover of the strike. Their position now is that they are willing to listen to fresh proposals, but otherwise they maintain their position."

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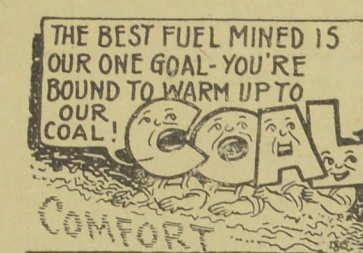
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