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CAPT. G. ALVAH GOOD DESCRIBES OCEAN TRIP

Daily Mail's European Correspondent's Voyage is Completed—Incidents of Homeward Bound Trip on Empress Australia.



(Continued)

The Round Tower, that very characteristic "cheese-box" of Windsor Castle, was next attempted, involving a climb up a winding stairway leading to the walk around its battlements, looped with the characteristic aperture for long-bow fire, wider inside, a vertical slot wide enough to shoot an arrow through on the outside, a narrow slot being cut across horizontally about the middle, presumably for clearer vision. At the foot of the breast work were openings overlooking the walls beneath, for shooting down at scallars, thrusting pikes through or pouring boiling water, burning pitch, or any other choice pleasantries to repel invaders.

After leaving the Castle and lunching, the clock was crowding our timetable, 2 p.m., so we walked across the Thames to Eton College, a group of sedately handsome old buildings. Since time pressed so we decided to return to London rather than visit Eton and sat down by the "Market Cross" to wait the balance of the 15 minutes to elapse before the next bus in complete trust in the 15 minute per bus time-table we had been told about in the morning. After a tedious ten minutes we realized that we had just missed one and dared not wander far afield for fear of being left by the one to come. Almost an even half hour passed before the right bus pulled up—in charge of our friend the conductor of the morning. When we asked the explanation of

our long wait the answer, was that we had chosen for our return the one time between dawn and midnight when the regular beat of the succession of busses skipped one beat.

Back in town we went to the Calcedonian Market for the fourth visit. A stray coin, medal and badge were picked up, then a camera struck my eye. The seller, asked a price, a short delay and, noting my admiring fumbling with it, dropped his figure by a third.

More with the idea of seeing how he'd answer than with the expectation of getting it, I answered, "I am sailing for Canada in the morning and have too much luggage but—half price and I take it." His answer was "Give me the cash. If I don't take it someone will break it with trying it out, or knock it on the ground." Not so empty or pointless a bit of philosophy, as I found five minutes later when an elderly snoop touched me on the arm and said, "Would you mind letting me have a further look at the camera, sir? I was talking about it to the chap just before you came along and the thingamajig fascinated me, but I passed it up on account of the high operating cost." And he reached out for it and fiddled and fumbled generally showed he knew as much as I did about it before I had acquired it. The mechanism is not exactly the same as 999 of each 1,000 kodaks sold and eventually, I realized why the camera found its way into my hands and realized I'd have to ask him to let it alone. He had been telling me that he had intended offering a guinea for it, and I called his bluff by telling him I would part with it at that price as I was in a hurry to get back to pack up to be ready to leave in the morning. He left instead and without waiting for the morning.

Off Cherbourg, Aug. 26, "Empress of Australia"—Awake this morning at 5:30 to shave, wash before interruption, then back to doze till 7:00 or so. Last night packing of all our baggage, guide-books, curios and souvenirs has occupied a long time but we were all bright and eager for the drive to Waterloo Station to catch the 9:20 boat train to Southampton.

Very fortunately we had taken the advice of Cooks representative, from whom we purchased the boat-train tickets, and had reserved our accommodation, so compartment 154 was labelled, with a notice gummed in the window, "Accommodation Reserved, G. A. Good (1), F. A. Good (1), Mrs. Hunter (2)." Someone had placed a package on the seat next the window and a lady was seated in the seat opposite, it being a corridor car with the corridor running the full length of the car on one side leaving compartments seating eight opening into the corridor at one end and onto the station platform at the other. This door is locked by the guard before leaving the station, to avoid accidents.

I put the parcel to one side, parked my camera, haversack, coats and a long gun when the "someone" came by in a searching attitude. "Someone must have moved my—" "I moved this parcel along the seat." Bristling up, "And why did you do that, may I ask?"

Because the seats were reserved for myself and party, as you can see by the reservation notice. Rapidly deflating, he subsided. My name being first on the list, I had taken a chance on his being Mr. Hunter or Mrs. H's

party and swallowed the "Mrs. H. (2) as "my party." An hour after embarking, while still at the wharf, he appeared, I smiled recognition and he became affable and asked if I knew if the bar were open.

This being the season for army and territorial manoeuvres—and C. L. B. camp—we saw a portable searchlight and R. E. crew to operate it, in an open space in an irregularly wooded tract of land on the way down.

Portsmouth Centre and Waverton were passed and we came to a halt in a covered railway siding alongside the "Empress." Here we discovered that this reservation of seats was one of the methods of "sorting" the passengers as the 'G's' and 'H's' were together near the head of the train which was at least one step.

The quai at embarkation was long and tedious, as they all are, but eventually we were on board and found No. 806 to be a two passenger room so our long gun will incommode no one but ourselves. Luncheon was quite a haphazard affair and the ship drew out into the stream and got under way at one o'clock. We passed the 'Nevasa' and 'Balmoral Castle' but I had just exposed the last of a reel and when I brought out the new one to replace it, I found the box contained an exposed reel. I searched for a shop, there are three on board that was open to buy a film, but was told I could not till three o'clock. I did have the luck to find the girl opening up a quarter of an hour earlier, but by that time we were almost to the end of the Isle of Wight. A race between yachts, K class (?), numbered K8, (memorable number), K 10, K19, K 29, etc., passed us just at the mouth of the harbour.

(To be Continued)

CANADA'S RAILWAYS ARE AT HEAD OF THE LIST

C. N. R. Official Speaks on Problems of Railway and Bus Transportation

Railways Heaviest Taxpayers

Railways in Canada Operate Under Most Difficult Conditions

(Special to The Daily Mail)

TORONTO, Sept. 11—That the Canadian Railways have been, and are the backbone of the country and that all they ask is a "square deal" was stated by R. C. Vaughan, vice-president in charge of purchasing and stores, Canadian National Railways, in an address delivered this afternoon before the directors' luncheon of the Canadian National Exhibition, as the guest speaker, on transportation and commercial travellers' day.

Developing his subject further, Mr. Vaughan pointed out that the steam roads are furnishing the people of Canada with efficient transportation at a low cost and quote a comparative table of operating costs and revenue per ton mile explaining the difference between operating cost and revenue represents the amount available for taxes and fixed and other charges.

Operating cost, per ton mile—Canada, .75; United States, .75; Great Britain, 2.20; France, 1.20; Argentina 1.66; Australia, 4.80.

Revenue per ton mile—Canada, .99; United States, 1.08; Great Britain, 2.84; France, 1.41; Argentina, 2.54; Australia, 2.96.

Canada may justly be proud that her railways stand at the top of the list," continued Mr. Vaughan, "and the figures show at a glance how well and cheaply transportation is provided by her two great railway systems. The Canadian railways are not fair weather friends, they operate in good weather and bad, when other forms of transportation cannot move. The railways in Canada maintain their own right of way at an expense of many millions of dollars per annum. Their right of way is taxed by the municipalities through which the railways run. They are the largest taxpayers in the country, they pay many millions to the government in sales tax and duty alone. The people cannot do without the railways. History has shown that, when the railroads are prosperous the country is prosperous."

The illustrate the effect which the spending power of the railroad industry means to any nation, the speaker observed that in 1929 purchases of the two Canadian railways were approximately \$240,000,000. In 1935 these purchases had fallen to \$87,000,000, a reduction of \$153,000,000. The difference of the reduction of the payrolls of the railways between the years of 1929 and 1935 was approximately \$116,000,000 on a forty percent downward revision. By this curtailment in payrolls and purchases, the expenditures of the two great railways in Canada in 1935 were \$269,000.00 less than 1928. Gross revenues likewise showed proportionately large declines during the same years. In 1928 the gross revenue of the two roads amounted to \$563,553,074. In 1935 these revenues had dropped to \$309,-

309,171, a decrease of \$254,459,903 or approximately 45 percent. The operating expense of the two railways were \$179,147,262 less in 1935 than in 1928, representing a reduction of over forty percent. Of that amount the reduction in the expenses of the Canadian National Railways was \$97,320,320 or 38 percent.

"The position concisely is," said Mr. Vaughan, "that Canadian railroads have the lowest revenue per ton mile and the lowest operating expense per ton mile. Here we have in Canada, railways operating under the most difficult circumstances as compared to the United States and other countries, due to climatic conditions and the low density of traffic; freight rates as low as, or lower than obtained in any civilized country in the world; wages governed to a large extent by international unions; and materials costing on the average about 25 percent more, yet our operating cost per ton miles is the lowest of any of the countries mentioned. How long do you think manufacturers could exist in this country, if they were compelled to sell their products here at as low or lower than the prices that exist for same commodity in the United States.

Not only do manufacturers here obtain higher prices than in the United States, but they receive on the average a protection of about 25 percent in duty. If the railroads in Canada had the same protection for their product, which is transportation, as the manufacturer has, there would be no railroad problem in Canada. We realize it would be impossible to increase our freight rates, as if we did so, the basic industries of the country in many instances could not ship their products and the business of the country would be greatly curtailed.

"Now let us see what is happening in the United States. In 1928 the railroads in that country had net income available for dividends, \$736,823,584. By 1932 the same railroads showed a loss of \$139,203,821 loans outstanding and due to the United States government by the United States railroads at the end of 1935 which were made in order to enable these railroads to continue to operate amounted to \$625,230,361 and notwithstanding their better operating conditions at the end of 1935 sixty railroads in the United States were in receivership representing 71,658 miles of railway or 30 percent of all railway mileage in the United States.

In conclusion Mr. Vaughan pointed out that the railways in Canada are subject to the most intense competition in all its forms. Canals are provided free to the users and highways are provided and used to a considerable extent by competitors whose operations are not regulated like those of the railways. The railways, he observed, cannot object to fair competition. The buses and trucks are here to stay but the railways do feel in view of the outstanding service which they have been to the country as a whole that highway competitive forms of transportation should be subject to the same regulations as are in force on the railways in regard to control of rates operating conditions, taxation and other systematized forms of the steam transportation industry.

SHERIFF'S SALE
The following property will be sold at Public Auction in front of the County Court House, Fredericton, at twelve o'clock noon
SATURDAY, OCTOBER 3rd, 1936.
For assessed taxes and cost, property of Charles Connell, Estate, Southampton, York County, N.B.
All that piece or parcel of land situate in the Parish of Southampton, in the County of York, and Province of New Brunswick, and known and distinguished as the East half of lot number one hundred and fifty-six, containing fifty acres more or less, and being part of the land granted to Charles Connell on November 23, A. D. 1853. The west half of said lot number one hundred and fifty-six was conveyed with other property to Edward E. Lockhart by deed dated March 18, 1862, said deed recorded in York County Records in Book 47, Pages 236-237, under official Number 18034.
Del. Parish & County Taxes, 1926-36 \$ 9.87
Del. Non-Resident Roads, 1926-36 \$ 2.66
School District No. 14 Percy Stewart, Sec.
Total \$26.48
CLARENCE N. GOODSPEED,
High Sheriff for York County, N.B.
Fredericton, N.B.
Sept. 1st, 1936

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