

SPORT



A YEAR OF HEARTENING

(Continued from Page Three)
tioned equipment. The programme of air-conditioning equipment is continuing.
The new, light and fast trains which we have designed, built and this year put into service were an experiment. In other countries various developments along the same line had been carried on. We carefully considered them all, and, in our opinion, improved thereon, finally producing that which seemed most likely to suit this country and its requirements. Every test we have given them has resulted most satisfactorily.

Definite Progress
These trains indicate a programme of definite progress in the direction of provision of improved standards of service and comfort. The extent to which we can carry this modernization of our equipment will depend on the success which may be obtained in the direction of solving the general transportation problems of the country. The railways must progress, but that progress will be conditioned very directly by success in eliminating wasteful duplication of transportation between the railways and unfair and destructive competition of other modes of transportation.

At this point I should again point out that any such work which Canadian railways may undertake can only be accomplished at heavy cost. It is true that a modern light train such as we have placed into service costs less than does the slightly less modern type of train which it replaces, but it is equally true that the building of any train now costs at least twice as much as it would have cost a very few years ago, due to higher prices of materials used and higher labor costs. Consider, then, the extent of the burden placed upon the railways by the public demand for modernization of equipment. In addition, we must give consideration to the fact that new equipment may necessitate the putting out of service of existing equipment still capable of many years of useful service.

That there is a public demand for modernization and improvement of railway services cannot be denied. It is legitimate, as far as it is a demand for avoidance of a static condition. The railways must progress or perish. It cannot be questioned, however, that the demand has been stimulated by increasing competition of highway traffic. In meeting such competition the railways are forced to keep in mind that it is to some extent artificial and temporary in its nature. In many cases road-borne traffic has been carried at uneconomic rates, partly as a result of unprofitable operation of highway transportation facilities, and partly because public authorities have not yet responded to the increasing demand for a policy of making road users bear a proper share of the costs of highway construction and maintenance. The railways are necessarily unable to judge accurately the extent to which they must go in meeting this competition, until it has reached a position of economic soundness and stability.

Problems
Road-borne traffic has come to stay and since the haulage of large quantities of the materials which enter into the manufacture and operation of motor vehicles, as well as of the vehicles themselves, has made important additions to railway revenues, their advent is by no means an un-mixed evil. But we can hardly discuss present day conditions of rail passenger traffic without glancing at the effect which the motor vehicle, and other factors, have had on passenger revenues. In 1913, taking that year as being a normal one before the Great War, the number of passengers carried on all Canadian railroads was 46,230,765. For the year 1935 this number had fallen to 20,034,185, despite the fact that the country's population had increased by over three million. Such figures as these require no elaboration.

A similar comparison in regard to freight traffic is of equal interest. For the year 1913, total tons of freight carried by all Canadian railways were 106,992,710. For the calendar year 1935, the total carried was 69,141,100. Whatever may be the combined causes that have resulted in this drastic change, the resulting effect upon railway revenues will readily be understood. Even with reduced loadings, the railways have been called upon to give improvements in services that represent added cost of operation. During the past twelve months the Canadian Pacific has carried further its pick-up and delivery freight service, and has also continued to develop the fast movement of shipments between consignor and consignee. Much attention has also been given to efficient handling and loading, along lines designed to reduce operating costs.

In the foregoing I have dealt with problems facing Canadian railways as the new year 1937 opens out. I enumerate them in order that my readers

may have a knowledge, not only of the efforts which we have made and will continue to make towards modernization and improvement of our facilities and services, but that they also may have a sympathetic understanding of the difficulties attending that work and, above all, an appreciation of the seriousness of the cost involved and the monetary position of the railways called upon to meet it. No particular business acumen is required to picture the difficulties attending the replacing of millions of dollars worth of useful and efficient, if slightly outmoded equipment, at a time when revenues are drastically reduced.

The reply will be made that all this is the business of the railways, and that they are doing it in an effort to win back to their services something of the traffic that has been lost to other forms of transportation. That is, up to a point, true but the railways' business is the business of the country in a particularly direct and unescapable way. In so far as we have a country of long distances between centres of population, and to seaports, we are bound to continue more dependent upon railways than most other countries. The operating cost of transportation, therefore, is a matter of vital interest to all our people. In the final analysis, shippers and consumers pay for transportation, and revenues set the limits to railway extensions, developments and betterments of equipment.

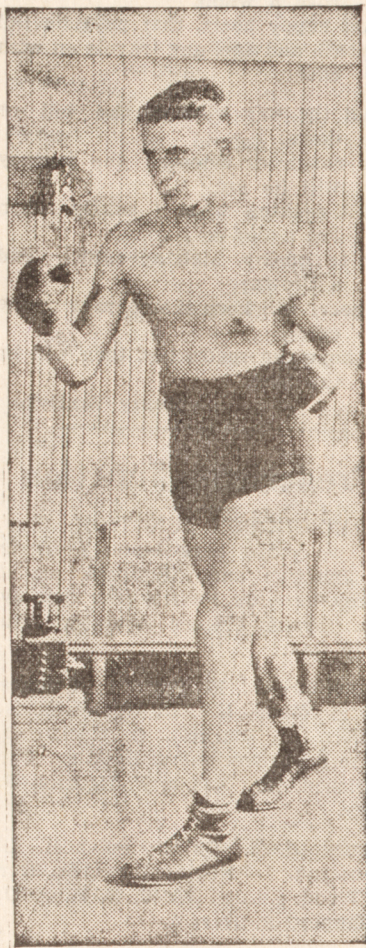
Bearing in mind all circumstances, I have no hesitation in claiming that in the past Canada has been generally well served by her railways, and that at very reasonable cost. This country competes with the United States for first place among major nations in the cheapness to the public of railway transportation. If the cost of transportation in this country is now higher than it might be under other circumstances, it is not the fault of the railways or their guiding officers. It is due to the existence of certain basic difficulties which only the people of Canada themselves can dissolve. The railways can carry efficiency and low cost of operation only up to a certain point. Beyond that they are subject to conditions of national economics of which two of primary importance are density of population to be served and the relative volume of available traffic in relation to the mileage of railway.

As once it will occur to the mind of every reader that Canada's comparative sparsity of population cannot but be a factor in determining the type of railway service the country is justified in expecting, and is likely to enjoy in the years to come, I for no other reason than this, I suggest that the time has come when renewed attention should be given to the all-important matter of immigration. It is true that we still have unemployment with us, but it is steadily being reduced towards a point where its volume may be considered as normal. It is important that we do not lose sight of the fact that in the busiest of the days which preceded the depression there was still unemployment, although not tabulated and regulated as it has since become, and I see no reason to suppose that in these years when immigration was at its peak flood unemployment was any more prevalent than in other prosperous years.

Unemployment Cause
Indeed, as is now being realized by all students of population statistics, and of sociological economics, there could be no more grave illusion than to believe that unemployment results from overpopulation and can be cured by reducing the number of our people. The proportion of unemployment to the total population is always least in those countries which are the most crowded. Unemployment results from lack of work to do, or lack of willingness to accept low wages. Work to do is usually most plentiful and wages highest in countries where population is increasing.

Immigration
No one suggests today the complete removal of all restrictions on immigration, or the return of the conditions of great years during which we were filling our empty West. All immigration of the future will be—everyone agrees on this point—the controlled admission to the country of individuals and groups equipped to become very shortly producers of added wealth. A successful movement of this kind would go far to removing the curse of unemployment.

Of that even more pressing problem, the general railway situation, I shall say little here. The unnecessary and tragically costly duplication of thousands of miles of line, with its duplication of services in every direction, has had neither check nor relief over the past twelve months, nor does it look as though the coming year would bring any correction of this economic waste. The matter



JIMMY O'BOYLE
Fredericton's Fighting Irishman

Caps Defeated Second Straight Night

Jimmy O'Boyle
Now of Boston

On a boxing card programme scheduled to be run off at the Boston Garden on Jan. 1, appears the names of two of "Ireland's recognized champions." These names, which are those of the main bout on the card, include none other than that of our own former Jimmy O'Boyle. His opponent is another Irishman, Eddie Maguire "The Tipperary Thunderbolt." Friends in Fredericton will be glad to learn of Jimmy's latest step on the high road to fistie success. Few Maritimers, if any, have whisked along that road so deliberately and yet so swiftly.

TILDEN IS STILL
GOING STRONG

NEW YORK, Dec. 31—Bill Tilden will play in a doubles match after the Fred Perry-Ellsworth Vines duel at Madison Square Garden, Jan. 6, according to announcement last night by Frank Hunter and Howard Voshell, promoters. Tilden will be partnered with Vines against Perry and George Lott.

St. Stephen Win at Border in Overtime --- Places
St Croix in Tie With Gulls For Second Place

Tough Struggle
Goodine and Mills Were Missing From McLean's Lineup

ST. STEPHEN, Dec. 31—Rollie Robertson's surprising St. Croix were forced to overtime last night to trim Fredericton Capitals for the second straight night 4-3 and pull into a tie for second place in the Southern New Brunswick Hockey League with the Saint John Seagulls with three victories.

Minus their hefty defence ace, Goodine and their winger, Mills, Fredericton took the ice and started in a bruising struggle in an attempt to turn back the St. Croix and put them on even footing in the league standings.

With three men penalized in the first period the Caps protested the refereeing and started for their dressing room. They were given five minutes to put in an appearance on the ice and continue the game.

They returned and throughout the play feeling ran high. The Caps tied

the count in the third period and forced the contest to overtime. The players were well spent when Cameron fired home the winning marker with one minute and a half to go in the overtime.

Both Caps and St. Croix face stiff opposition in their third game this week when they face the other two teams in the circuit on Friday night in regular scheduled league tussles.

The St. Croix travel to Moncton where they will be guests of the Moncton Maroons while the Caps hop to Saint John for another joust with the Seagulls. Should St. Croix win at Moncton they will tie the Hub six for the lead. Provided Saint John trims the Caps at the same time it will mean a three-cornered tie for top position. If Moncton wins it will have five victories and Seagulls, provided they came through with a triumph, would be in undisputed second position in the standing.

ROSS WILSON
AND BRAWN FOR
TENNIS TOUR

VANCOUVER, Dec. 31—F. D. Nicholson, president of the Canadian Lawn Tennis Association, said yesterday he thought Canada would be represented at international tennis matches in South America by Ross Wilson, Toronto, and Jack Brawn, Vancouver despite protests of the British Columbia Lawn Tennis Association.

The B.C.L.T.A. has protested they considered Doug Cameron, Jericho Tennis Club ace, should have been included on the team.

Nicholson said public opinion favored Cameron and ranked him ahead of Brawn and Wilson.

"We weren't much impressed by Wilson when he was here last summer," the C.L.T.A. president said. "Neither Cameron nor Wilson is a grass-court player, so they were on an even footing when Cameron defeated the Toronto man here last summer."

"But I don't think the C.L.T.A. will take any further action. Time is short and chances are against any change being made now."

NO UPSETS IN FIELDING RECORDS
CONTRASTS UPSETS IN OTHER SPHERES

NEW YORK, Dec. 31—Official National League fielding records, released today, do not reveal any upsets in leadership in the defensive performance of first-string players. As the season was moving along, it was evident Gus Suhr of the Pirates was the most dependable fielder among first basemen; that Billy Herman of the Cubs was the best second baseman; that Leo Durocher of the Cardinals was tops among shortstops, that Joe Stripp of the Dodgers stood out among third basemen; that Johnny Cooney of the Dodgers was the leading defensive outfielder, and that Gabby Hartnett of the Cubs was the most efficient catcher.

The official records confirm the judgment of those who observed the fielders closely. Suhr, Herman, Durocher, Stripp, Cooney and Hartnett, who each played in more than one hundred games, were the leaders in their respective positions. In topping the first baseman, Suhr played in all of the Pirates' 156 contests and compiled a fielding mark of .9934. The 1935 leader among the first basemen was Manager Bill Terry of the Giants, but last season, as a part-time performer, Skipper Bill played in only fifty-six games. He compiled a fielding mark of .996. He drew two errors, Suhr had a total of 1,535 chances and was charged with ten misplays.

Sambo Leslie, who did most of the first base work for the Giants, handled 1,098 chances cleanly and made ten errors in ninety-nine games. His mark was .991. Sambo, with his reputation of being a poor fielder, had the satisfaction of compiling a better mark than did Buddy Hassett, his successor as the Dodgers first baseman. Hassett, in 156 games had a total of 1,548 chances and made twenty-six errors. His fielding percentage was .9832.

Herman Retains Honor

In leading the second basemen Herman compiled a mark of .9753. He made 457 put-outs and 492 assists. Billy drew twenty-five errors and took part in 110 double plays. It was the second year in succession he gained the honors. Jimmy Jordan, recently sold by the Dodgers to the Cardinals, took part in ninety-eight games at second base and his fielding percentage was .970. He was followed

must wait upon public opinion, and until public opinion rouses itself to outspoken action there would seem to be little chance of a solution of the problem being reached or put into effect. In the meanwhile, its relation to the questions of transportation costs which I have here discussed will be clear to all, and I leave the matter, with a reiteration of the facts that the transportation costs of this country are inevitably paid by its shippers, consumers and its taxpayers, and that in no class is there one person whose transactions are so small as to permit him to escape his share of the burden.

on the list by Burgess Whitehead of the Giants, whose percentage was .9688, a shade better than the average compiled by Alex Kampouris of the Reds.

Stripp turned in a mark of .9632 to top the third basemen. The Dodger infielder took part in 106 games, made 132 put-outs, 174 assists and drew only ten errors. Lew Riggs of the Reds finished second among the regulars with a percentage of .9676. Travis Jackson, veteran Giant, played in 116 games at the far turn and his fielding percentage was .9516. Stanley Hack of the Cubs finished behind Jackson with a mark of .950.

Durocher gained first place on the list of shortstops with a percentage of .971, compiled in 136 games. Lippy compiled 300 put-outs, 392 assists and 21 errors. Dick Bartell of the Giants had a mark of .956. He accounted for 317 put-outs, 559 assists and was charged with no fewer than 40 errors. Dick took part in 106 double plays and was the only shortstop to be involved in as many as one hundred two-ply killings. Billy Jurges of the Cubs registered a percentage of .960 to finish immediately behind Durocher.

Lonny Frey, traded by the Dodgers to the Cubs during the recent meetings, played in 117 games between second and third bases and made 51 errors. Lonny took part in 30 games as a second baseman and at that position drew 11 errors so, all told, he piled up 62 misplays.

Cooney Tied League Record

Cooney handled a total of 347 chances in the Dodgers' outfield and was charged with only two errors. His fielding percentage was .994 and that tied the league record, which was made by the late Len Koenecke with the Dodgers in 1934. Mel Ott of the Giants played in 148 games and his fielding percentage was .9854. He handled 274 chances cleanly and drew four errors.

Hartnett was at the top of the list of catchers with a mark of .991, compiled in 114 games. It was the third year in succession Gabby led all other catchers in defensive play. It was the eleventh season in his career he caught more than 100 games.

Seventeen pitchers went through the season without making an error and leadership was shared by Bobby Reis of the Bees and Tex Carleton of the Cubs, who each handled fifty-seven chances. Bucky Walters of the Phillies was the only pitcher in the league to reach the century mark in fielding chances. He made 15 put-outs and 96 assists. Walters committed three errors and his percentage was .9736.

The Cubs led in club fielding with a percentage of .976. The Cardinals were next with .974 and were followed by the Giants, .9737. The Dodgers were seventh with a mark of .966 and the Phillies, with .959, were last.

FOR ADDITIONAL SPORT SEE
PAGE TWO.

M.M.A. STORES HOME OWNED

THE BEST OF NEW YEAR
"EATINGS" FROM M.M.A.
TO YOU!

For the past year we have endeavored to make your expenses easier with our weekly specials ---and from the way you have co-operated with us, we know that you found fine quality foods cost less at your neighborhood M. M. A. Now we have an even greater plan of savings for the New Year --- one that will assure you a still more prosperous 1937. Take advantage of these Farewell Specials!



December, 31 January, 2 - 4

| SPECIAL | | | |
|---|-----|----------------------------------|-----|
| RINSO | | CLUBHOUSE OLIVES (Stuffed) | 24c |
| Large package | 23c | 8 oz. | |
| RINSO | | CLUBHOUSE OLIVES (Stuffed) | 15c |
| Small package | 09c | 4 oz. | |
| OXYDOL (Large) | 25c | ROYAL YEAST CAKES | 15c |
| Per package | | 2 packages | |
| No boiling, no scrubbing, the safe easy way to get clothes clean | | HAWES' LEMON OIL | 25c |
| Aylmer's FRUIT FOR SALADS | 28c | 12 oz. | |
| 16 oz. Per tin | | BEEKIST HONEY | 30c |
| JELL-O | 25c | 2's per tin | |
| Assorted Flavors 3 packages | | SHRIMPS | 23c |
| NOW! No Boiling Water Needed | | 1's per tin | |
| SUGAR-CRISP CORN FLAKES | 25c | MINUTE TAPIOCA | 15c |
| 3 packages | | 8 oz. package | |
| AYLMER INFANT FOODS | 19c | BLUE RIBBON MATCHES | 25c |
| 2 for | | 300's 3 packages | |
| Consult your doctor. In some cases Aylmer Infant Foods are prescribed as early as three months. | | SCHWARTZ SAGE OR SAVORY | 11c |
| SPECIAL | | Per tin | |
| Catelli's PORK AND BEANS | 17c | PARA SANI WAX PAPER | 25c |
| 36 oz. Per tin | | 100 feet in Handy Roll, per roll | |
| Save Premium Coupons | | CLARK'S TOMATO CATSUP | 19c |
| NATIONAL SOUP | 19c | 12 oz. bottle | |
| Vegetable or Pea. 28 oz. 2 tins | | LIFEBUOY SOAP | 19c |
| SPECIAL | | 2 cakes | |
| SINGAPORE PINEAPPLE | 21c | SCHWARTZ PEANUT BUTTER | 20c |
| Crushed, 2's 2 tins | | 16 oz. Per jar | |
| | | Say SCHWARTZ and BE SURE | |

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