

# CO-ORDINATION IS URGED FOR ROAD AND RAILWAY

T. E. McDonnell, Canadian Pacific Express Company, Addresses Toronto Railway Club on Competition Between Road and Rail Transportation.

TORONTO, (Ont., April 8—"Were railway men asleep while highway competition developed?" a rail man answers that question. In a speech on Highway-Railway Co-ordination here at the Royal York Hotel before the monthly meeting of the Toronto Railway Club, T. E. McDonnell, president and general manager, Canadian Pacific Express Company, showed that the highway transport problem existed in all countries of the world approached its solution, not from the viewpoint of railway interest but from the vital interest the public has in preserving a complete transportation system composed of both highway transport and railways. He reiterated the unanimous conclusions of a joint committee of the two railways and express companies reached some years ago that "the railways have no vested right in transportation. Ultimately they must stand or fall on the quality and cost of their service as compared with competitive forms of transportation."

J. R. W. Ambrose, chief engineer, Toronto Terminals Railway company, president of the club, was in the chair and in addition to members there were present representatives from the Toronto Board of Trade, Canadian Manufacturers Association, Industrial Traffic League, Toronto Transportation Clubs and Automotive Transport association.

## Chaos In Industry

"Responsible highway transport operators are facing financial difficulty because of uncontrolled, chaotic conditions existing in the industry", said Mr. McDonnell. "Responsible users of highway transport service are dissatisfied with existing conditions, and together with responsible operators, are urging legislative relief; the railways are dissatisfied because they are suffering through loss of much needed traffic which could be moved efficiently and economically by rail; taxpayers are dissatisfied because they are burdened to the point of exhaustion in their attempts to supply money continually demanded for highway purposes, to pay interest on the borrowed money already spent on roads and provide the cost of administration and policing; the whole nation is anxious through fear that continuance of existing conditions may ultimately prevent Canada from marketing her primary products when railways are no longer able to transport them at the low scale of rates now in effect."

"Because the highway cost figure is so elusive and perhaps unnecessary, a suggestion was offered some years ago that Provincial authorities might well discontinue further search for it and provide by legislation an annual rental fee to be charged for trucks licensed to operate beyond reasonable local zones, basing that rental

mechanism be safe and such as would prevent sideways menace to passing vehicles.

## Rate Suggested

"The proposition", continued Mr. McDonnell, "is a highway rental fee for trucks licensed to operate beyond reasonable local zones of 250 per gross ton of vehicle and licensed capacity load. Within the present advertised truck rates and operating only to 60 per cent of capacity, a most satisfactory profit would be assured after payment of this proposed highway rental fee."

"Those inclined to shudder at the amount of proposed highway rental fee in comparison with license fee now charged might well consider that the problem to be solved is the preservation of a complete transportation system composed of fundamentally different services; that a substantial portion of railway revenue is inescapably required for right of way purposes, and whether co-ordination is possible without equalization of that factor by some enforceable method."

"Shuddering at facts or dodging them temporarily will not achieve co-ordination nor be as ultimately helpful as facing the facts courageously and applying corrective measures designed to preserve a complete transportation system."

"It may be asked: If railway ton-mile costs are less than truck ton-mile costs, and trucks can produce profits at these low rates, why do railways set their standard station-to-station rates so high?"

"There class of traffic represents the bulk of the traffic trucks haul. If practically all of railway traffic consisted of high-class, highrate traffic, the railway class rate structure would be very different. The bulk of railway tonnage is low-rate traffic."

## Railways' Position

"Truck operators generally solicit traffic on which they hope to make a profit, including what they can secure at any rate for a return load—railways must carry what is left. If because of this practice, railways eventually require more for hauling low-class primary products which move by rail, then we will be confronted with a serious national problem; the problem of determining whether our primary products will successfully enter consuming markets, and, if so, whether the extra cost will be considered as part of the most of maintaining highway transport, of the truckers' transportation licenses were collected from all taxpayers. If issued contingent upon operators carrying some adequate proportion of the low-class traffic and primary products, their total revenue requirements would necessitate much higher rates for high-class traffic."

"Because of that this statement must not be considered as a suggestion that high-class traffic can move at low rates, either by road or rail, without danger to the whole transportation system."

"Nor should this statement be used to support a claim that, because very heavy building material or similar low-class traffic can be moved from point to point in large quantities by road vehicles without the expense of local cartage it should move over

highways at still lower rates. While it might be accomplished by the multiplication of trailers until the movement became a highway train, that involves permitting a by-product use of highways, dangerous, inconvenient and expensive to the general public for whose use and comfort highways are constructed and dangerous to the whole transportation system."

## Railways' Purpose

"Another question may be: If truck operations are profitable, why do railways not use that system? Railways were constructed and are maintained for one main purpose—commercial transportation. Highways were not constructed for, but are partly used for, that purpose. Use of highways by railways will not remove necessity of maintaining railways for movement of that great part of total tonnage which requires rail movement."

"It is not intended to prove that highway operators realize the profits indicated, but that they could do so if they charged the rates shown."

"If railways engage in highway transport they must meet competitive conditions existing there, and it is doubtful if their efforts, under existing conditions, would produce profit to assist in moving low-class tonnage at low rates."

"If it is possible to produce satisfactory profits at the rates suggested, with only 60 per cent capacity after paying a much higher license fee, the protest falls that existing costs are too high, and the real reason for unprofitable operation must lie in another direction."

"Truly economic co-ordination seems to suggest only such by-product use of highways as is reasonably necessary to complete movement from the premises of shippers to the premises of consignees, except in areas where the use of railways only adds to the cost and increases the time required to complete the movement."

## System Inexpensive

"One thought left with you", concluded Mr. McDonnell, "is: that the suggested zoning system may be an effective and inexpensive way in which the provinces can at least make a start toward co-ordination, provided the rental fees prescribed reasonably approximate the value of the use of highways for transportation purposes, having due regard for national interest in the continued maintenance of a complete transportation system."

"Another thought left with you for careful consideration is: if, under the suggested plan, efficient highway operators could operate profitably, would its adoption tend to remedy the chaos now prevalent because cartage operators, without transportation experience, attempt transportation service beyond economic areas, and thus endanger the whole transportation system? Would its adoption produce desirable results without burdening the taxpayers to provide the large staffs necessary to adequately police movements, rates, practices and overloads of thousands of individual operators and potential operators in those Provinces, where previous attempts to do so have been futile?"

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PROPERTY TO BE SOLD:	NAME OF PERSON ASSESSED:	ARREARS FOR YEARS: TOTAL DUE:
All interest in Wharf property between eastern side of Regent Street and westerly side of market slip.	WILLIAM C. CURREY	1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934. .... \$70.50 Interest ..... \$11.25
All interest in Wharf property between eastern side of Regent Street and westerly side of market slip.	JULIA CURREY FARQUHARSON	1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934. .... \$70.50 Interest ..... \$11.25
All interest in Wharf property between eastern side of Regent Street and westerly side of market slip.	ALLAN R. CURREY	1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934. .... \$70.50 Interest ..... \$11.25
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Dated the 12th day of March, A. D. 1935.

FRED I. HAVILAND,  
City Treasurer of the City of Fredericton.

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