

Car Shortage Not Reason

TORONTO.—Donald Gordon, chairman and president of the Canadian National Railways, hit back yesterday at reports blaming the crisis in the movement of the bumper western grain crop on a shortage of railway box cars.

Speaking at the transportation, Communications and Commercial Travellers Day luncheon at the Canadian National Exhibition, Mr. Gordon declared that the difficulty confronting the railways is not in accepting the grain for shipment but in getting rid of it when the rail haul is completed.

"Throughout April, May, June and July the CNR moved a daily average of 508 cars from the prairies, a quantity that surpassed the quota set by the Canadian Wheat Board," he said. "Congestion in Lakehead terminals developed to the point where we had as many as 2400 cars in the yards awaiting unloading. The average number detained during July was around 2000 cars."

"Clearly it is uneconomic in normal circumstances to use box cars as warehouses on wheels and it is anything but helpful to the available supply of box cars to have them tied up at a time when the railways are hard pressed to meet the requirements for moving not only wheat, but other important commodities. To avoid aggravating the congestion it has been necessary to make adjustments in loading cars at prairie points."

"But to describe this situation as a shortage of box cars for which the railways are responsible is hardly an accurate representation of the facts."

"The facts will show that the CNR now has on the western region some 24,000 empty box cars in readiness for the new crop and all other traffic offering. This pool of cars amounts to no less than 37 per cent of our total box car ownership on Canadian lines."

Mr. Gordon used the record of the past two decades to show the improvements that the railways have made in operating efficiency. Using 1928 as the base period, the CNR has been able to carry 40 per cent more net ton-miles of freight with 13 per cent fewer freight cars of all types. Measured by the average freight train speed, service was improved by 24 per cent. Due to improvements in design of rail and treatment of ties on main tracks, the tonnage of new rail laid last year was reduced by 35 per cent compared to 1928.

and the number of ties installed was down 54 per cent. Each ton-mile carried required less man-hours.

MORE EFFICIENCY
"We not only carried more freight faster but we used relatively less of manpower and materials and equipment, and I cite this as indicative of progress in the Canadian railway industry."

"This is an era in which change is itself part of normality," continued Mr. Gordon, "in which we must move faster and faster even to stand still. The challenge to railway management and employees is that they must be prepared to reject outworn methods and outmoded ways of thinking, and be willing to seize every opportunity to use the products of scientific knowledge. If there is a serious threat to the long-term existence of the railways it arises from the habits of mind induced by a long history of close and exacting restrictions over what railway management can and cannot do in adjusting services to changing conditions. The Canadian public values its great railway systems; it would be a pity if the railways were so loved that they were squeezed to death."

"The public places increasing emphasis upon speed. But when it comes to designing motive power—whether it be a marine or an airplane or motor-car engine or a railway locomotive—engineers are well aware that speed can be a costly quality in transportation. Increased speed beyond a critical point is attained at the sacrifice of economy. There is an optimum cruising speed and an optimum load determined by the technical characteristics of equipment."

"The railways are not incapable nor averse to the idea of increasing the speed of both passenger and freight service and, if speed were our sole objective, we could cut the time of our freight train schedules by as much as one-third. If speed were unimportant, economical operation would dictate an average freight train speed of about 15 miles per hour."

"What the public wants is not simply speed, but speed at a price, and as low a price as possible."

"While the search continues for engineering improvements that will avoid the penalty of higher costs, an attempt is being made to strike a balance in the kind of service provided the integration of industrial processes together with shortened working hours means that more things must be accomplished in a given time. This suggests that across the whole range of transportation the standard of speed will be raised, so that what is now an average or normal level will in time appear to be slow."



SOFT-HEARTED CSM—Maurice Jutreau of Montreal has organized collection of relief supplies for Korean hospitals. Here he looks over the day's "take" with houseboy Han. The sergeant-major, with the sniper platoon of the 2nd Battalion, Royal 22nd Regiment, has asked Canadian troops in Korea to contribute surplus food supplies to the hospitals. (CP from National Defence)

New Pulp Mill Each Week

If Timber Available Minister of Lands Urges Less Wastage

"We could start a new pulp mill every week in British Columbia if there was sufficient timber under the new forest conservation policy," says Hon. E. T. Kenney, minister of lands and forests, who is here for the annual convention of the Associated Boards of Trade of Central British Columbia. "The trouble is there is not enough timber available just where it is wanted."

There is still plenty of timber in the interior, said Mr. Kenney, but there is already overcutting on the coast where pulp mill operators naturally want to locate.

The time has come when new pulp mills will have to go into the interior, he declares.

There could be five or six more pulp mills put on the coast on the basis of complete utilization of wood, Mr. Kenney said, but not under the present wasteful method of liquidation whereby 25 per cent of the timber is left in the woods and another 25 per cent is wasted by present manufacturing methods of sawmills.

The pulp mill is the solution of complete utilization of timber, said the minister, predicting that the future industry would be a close integration of pulp mill, sawmill and wallboard or plywood factories, thereby eliminating all loss of timber.

"The day is coming when it will be considered a disgrace to have a mill burner," he asserted. Mr. Kenney said that already efforts were being made to obtain special freights for the shipment of slabs, edgings and such present wastage in interior sawmills to the pulp mill at Prince Rupert.

Even in farm land clearing, Mr. Kenney foresees the day when, instead of burning it, the farmer will sell the timber he falls for cordwood.

Whereas hemlock, spruce and

balsam are the timbers presently used for pulp manufacture, Mr. Kenney declares the day is approaching when poplar and jackpine will be extensively used.

Research, he feels, will also find means for the more effective use of cedar which cannot now be used in pulp manufacture.

DISTRICT ON HIGHWAY

Northern and Central B.C. are not at the crossroads of expansion but on the highway, E. T. Kenney, minister of lands and forests, told the Associated Boards convention here yesterday.

"We have the natural resources and industry has come to our door."

"And no part of the North can grow without the whole North deriving benefit."

He cited the tremendous increase in population in the last few years—nearly 50 per cent—in northern and Central B.C.

And when census figures are released, he said, "I don't doubt but that there are 1,400,000 people in B.C."

This population increase demanded a greater sense of responsibility from such bodies as Boards of Trade, he told the delegates, asking them to use good caution and care in putting forth resolutions.

"Plan for the future always, and draw up your resolutions accordingly."

"They are taken very seriously by all levels of government."

"We hope that highway work is in better shape than Highway 16," quipped Chairman W. J. Scott, as the minister sat down.

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FRIDAY—P.M.
4:30—Sleepy Time Stories
4:45—Stock Quot. & Int.
5:00—Int. Comty.
5:10—Alberta Pipeline
5:30—Bill Good Sports
5:45—Lyrical Lady
5:55—CBC News
6:00—Supper Serenade
6:15—Personal Album
6:30—Now I Ask You
7:00—CBC News
7:15—CBC News Roundup
7:30—Chamber Music
8:00—Here Comes the Band
8:30—Vancouver Theatre
9:00—Symphony for Strings
9:30—Forgotten Books
9:45—American Drama
10:00—CBC News
10:10—CBC News
10:15—Let's Find Out
10:30—CBC Symphonette
11:00—Weather
11:00—Sign off

SATURDAY—A.M.
7:00—Musical Clue
8:00—CBC News
8:10—Here's Bill Good
8:15—Hits and Encores
8:30—Morning Devotions
8:45—Little Concert
9:00—BBC News and Comty.
9:15—Saddie Serenade
9:30—CBC Stamp Club
9:45—The Answer Man
9:59—Time signal
10:00—Bandstand
10:15—Minuet
10:30—World Church News
10:45—CBC News
10:55—Weaner and Interlude
11:00—Saturday Date
11:30—Weather Report
11:31—Message Period
11:33—Recorded Interlude
11:45—Scandinavian Melodies

SATURDAY—P.M.
12:00—BBC Bandstand
12:30—Folk Song Time
1:30—London Studio Melodies
2:00—Trans-Canada Bandst'd
2:30—Trans-Canada Bandst'd
3:00—This Week
3:00—Music Box
3:15—Don Messer and His Islanders
3:30—Let's Look Around
3:45—Announcer's Choice

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West Bromwich Albion 3, Newcastle United 3 (tie).

Division II
Barnsley 1, Luton Town 2.
Doncaster Rovers 1, Brentford 2.
Everton 1, Nottingham Forest 0.

George Furniotis, who has been home on a holiday or a few months duration, left early in the week, returning to Toronto.



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