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EDITORIAL

EFFECT OF WORLD CONDITIONS

"The crisis in Europe in March and the recurrence of similar incidents during April have had a most disturbing effect on world economic conditions," says the Royal Bank economist. "All through the winter it was taken for granted that, with the arrival of spring, the upward trend in business activity general in the latter months of 1935 would be resumed. The decline since last November, as indicated by the official indexes compiled in Canada, the United States and Great Britain, was not great and the outlook early in the year was considered generally favorable. But all countries have felt the impact of the blow dealt by Germany in the annexation of Czechoslovakia—security markets throughout the world have been unsettled, demand for many products curtailed, international trade restricted and extension programs postponed. Armament production alone has been stimulated and many countries have hastily adopted plans for greatly increased output. Generally, however, business has been hesitant; recovery has made but little headway and cannot be expected to do so without some improvement in the international situation."

TELL THEM WHAT?

Evidently there is a difference of opinion as to what is the function of a newspaper. One group suggests the public should be given what they wish to read and the other suggests that the public should be given only what is good for it to read, regardless of its demands.

We suggest that any paper that gives only what it thinks the public should read would soon pass into the discard. So also there is danger in going too far in the direction of giving readers everything they ask. The majority is very often wrong and the same public that demands popular features in a newspaper will be the first to turn and read that newspaper for giving them. The public is extremely fickle.

MARRIED LAST NIGHT

St. Andrew's Anglican Cathedral was the scene last night of the wedding of Miss Elizabeth Grace Cheater and E. W. Johnson. Rev. Edwin Slater officiated. The bride was given in marriage by C. G. R. Anderson. Mrs. D. W. Taylor was matron of honor and Ralph Johnson was groomsmen. A reception followed in Oddfellows' Hall and the couple sailed on the Prince Rupert for a honeymoon trip south.

Weather Forecast

(Furnished through the courtesy of the Dominion Meteorological Bureau at Victoria and Prince Rupert. This forecast is compiled from observations taken at 5 a.m. today and covers the 24-hour period ending 5 a.m. tomorrow.)
Prince Rupert and Queen Charlotte Islands—Fresh southeast to east winds, mostly cloudy and cool with showers.

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CANADIAN PACIFIC RAILWAY UNIFICATION PLAN

(Continued From Page One)

sentment of the communities affected.

"I note the Canadian Pacific memorandum, in rebuttal, in various places alludes to a Canadian National estimate of savings from unification as having been made to the Royal Commission on transportation and figures therefrom are used by the C. P. R. to support the estimate of \$75,000,000. It has been pointed out in evidence before the Senate committee that the Canadian National Railways never submitted such an estimate to the Royal Commission but that S. W. Fairweather at the request of the Royal Commission, made available to it a theoretical estimate in which was incorporated clearly stated qualifications that much of what was discussed therein was impracticable of accomplishment. The comparison of the Canadian Pacific estimate with figures taken from an estimate bearing such qualifications can add nothing to the validity of the Canadian Pacific evidence. Rather it would indicate that the same criticism of impracticability applies to the Canadian Pacific estimate but with even greater force because of the more drastic nature of the Canadian Pacific proposal as evidenced from its larger dimensions.

Questions Proposal

"As I have already stated to

the committee, the Canadian Pacific estimate can be divided into two broad classifications, in one of the estimated savings are based upon drastic reductions in the quantity and quality of railway service, typified by abandonment of lines, closing of terminals, railway shops, engine shops, engine houses, etc and a reduction of railway service both in quantity and quality to suit the requirements of railway economy with consideration of the practicability of these measures. The Canadian Pacific memorandum in rebuttal denies the force of this criticism in general terms but if the denial is to be taken as having any weight, why would the Canadian Pacific continue in a refusal to disclose the physical details of just what is contemplated? If, as stated by the C. P. R., the proposals will mean improved service at less cost, why should not the communities affected be told what is contemplated? It would then be possible to judge whether the opinion of the Canadian Pacific officers as to what constitutes adequate service to the country would be in accord with the views of industry and of the communities affected.

"In the other broad classification of the \$75,000,000 estimate the estimated savings arise from applying Canadian Pacific unit costs to Canadian National operations which is also fallacious. The Canadian Pacific statement in rebuttal, namely, that Canadian Pacific costs "were not applied to Canadian National operations but to a new unified system" is simply a play upon words because conditions do not change with names and the problems of operation which confront the Canadian National Railways would likewise confront a unified operation to the extent that Canadian National properties were included. It is possible, of course, that the Canadian Pacific Railway estimate is based upon drastic reductions in the quality and quantity of service carried on by the Canadian National as a public service although necessarily conducted at a loss.

Generally Unsound

"The statement contained in the rebuttal that the differences in the physical characteristics, traffic and operating problems between the two systems are compensating or in total are unimportant will not carry conviction to anyone who has a knowledge of the historical development of the Canadian National and of the special problems which confront it in rendering pioneering and national transportation service to much of Canada and but serves to demonstrate the general unsoundness of the Canadian Pacific estimate.

"I have expressed my views as to the unsoundness, inaccuracy and impracticability of the Canadian Pacific estimate. I also desire to express by profound conviction that an attempted solution of the railway problem based upon an expectation of the realizability of savings of this magnitude would be

doomed to failure because savings of anything approaching these figures cannot be obtained if due regard is had to consideration of public interest which is the final and conclusive test of practicability and is the test applied by public authority before consent is given to line abandonment or to the degradation of the services to the public.

"Another important factor affecting public service carries with it drastic reductions in railway payrolls. Inasmuch as 60 per cent of railway operating expenses are for direct labor at least 40 millions of dollars in the estimate of \$75,000,000 would be represented by reductions in payrolls, which, accompanying the drastic reduction in service, would further adversely affect the communities. Public interest can never be reduced to the

confines of an estimate prepared by railway technicians, however they may be, but, on the other hand, must necessarily be determined by the refusal of the Canadian Pacific Railway to tell the committee of the country just what is contemplated to be done as affecting specific communities and specific services. I am satisfied that such exposure would demonstrate the same impracticability as was clearly demonstrated in the case of line abandonments which were put to the forefront of the C.P.R. submission to the Senate commission on transportation, which after the expressions of approval which followed its submission before the Senate committee has now been set aside as a proposal.

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