

## THE DAILY NEWS

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DAILY EDITION

Saturday, Feb. 7, 1914

A few days ago an act was introduced into parliament to abolish the granting of titles in Canada. Of course it did not go far. There are too many budding politicians who are looking for a brand new halo, and naturally they would not kill "the goose that lays the golden egg."

The introduction of the bill, however, brings up the whole question of titles. There can be no doubt but that the influence of aristocracy played a large part in the development of civilization and titles are the natural development of aristocracy. The world has been moving very fast of late, however, and the titled world except in a few rare cases has not kept pace. The men of honor and renown today are the men of intellect and achievement, and in most cases these men have come up from the ranks.

There can be no fault found with titles which are the reward of faithful service and distinguished achievements. Neither can there be any objections to a hereditary nobility where the members of that line are a credit to society. There are serious objections, however, to a title ill earned or to a nobility that has not kept pace with the progress of humanity, and in a great many instances this is what we find.

It is bad enough to have a useless aristocracy that is a survival of the past and which the past has made inevitable, but it is a good deal worse to borrow the follies of the past and engraft them where they do not naturally belong and where they are entirely out of place.

This is particularly true

with regard to a great many Canadian titles. Exception can easily be made of such men as Lord Strathcona, Sir Wilfrid Laurier and Sir John A. Macdonald. But why should Max Aiken get a title when his only achievement was a big graft? Why should Richard McBride get a title before he was big enough to wear his spurs? Why are titles placed on the market like other truck and sold to the highest bidder? These are a few of the things that detract from Canadian titles and which makes a good many people wish they were abolished entirely.

During the late municipal contest the present mayor severely criticized the last year's council for having left the emergency water pump at Morse Creek and installing a new pump at Shawatlans. The wisdom of the policy of last year's council was early brought into evidence. This week the water department found occasion to use the Morse Creek pump and the plant there is now held in shape to be put into use on short notice. So long as there is only one pipe line across Shawatlans Passage it is a wise policy to keep this auxiliary plant ready for emergency. Flexible joint pipe lines like that in use crossing Shawatlans Passage leak more or less always and frequently break. While the city is dependent on one line for its supply it would be folly to dispense with the auxiliary pump at Morse Creek. In view of the necessity of using the pump during the first month of his office it would be in order for the present mayor to withdraw his criticism of last year's council on this item of business.

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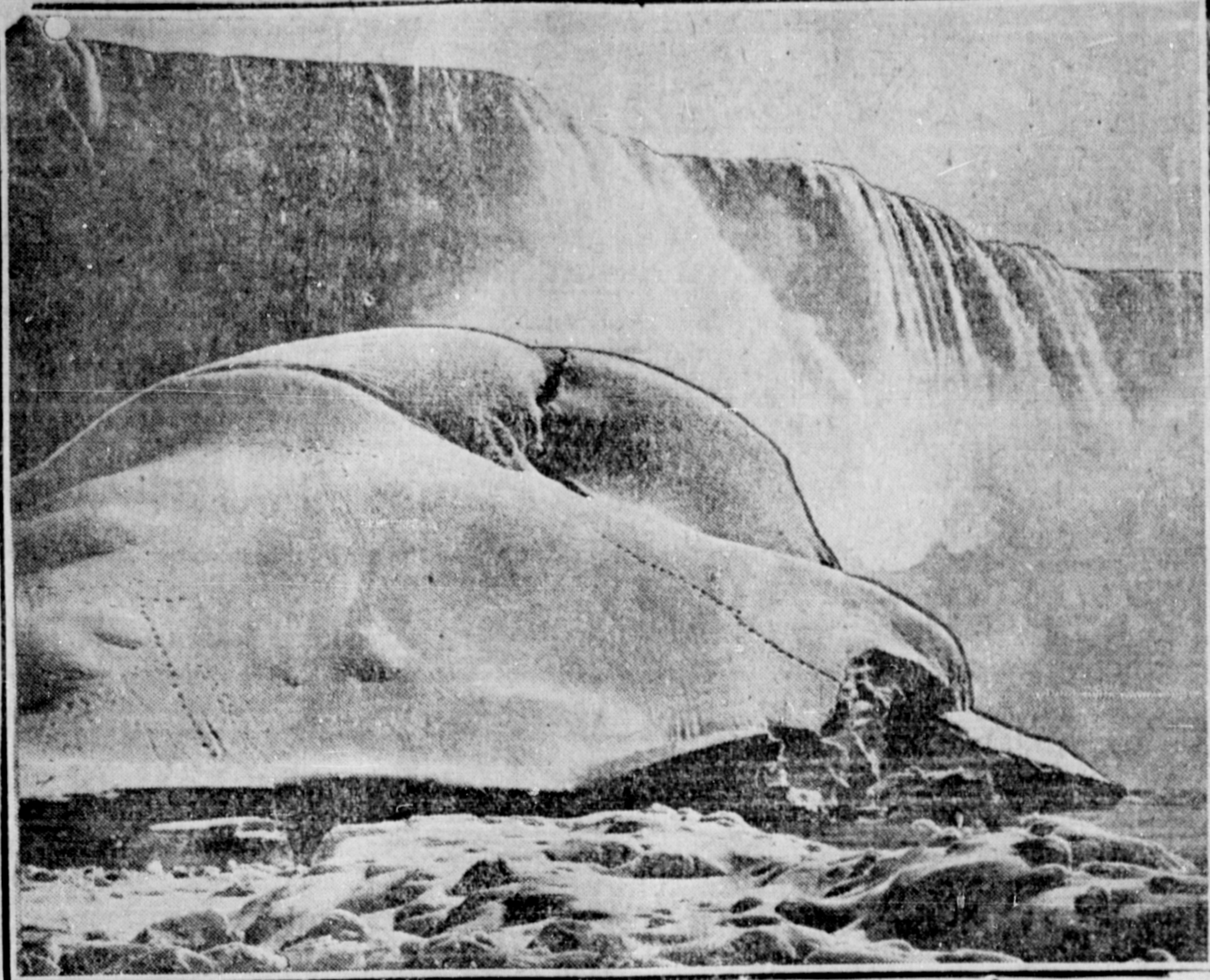
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NIAGARA FALLS IN WINTER

With the recent heavy frosts Niagara Falls has assumed its customary icy shape and is now the show place of North America for winter tourists. Several parties are being brought over from Europe especially to see the falls in its icy splendor.

INTERESTING RAILWAY FIGURES  
TAKEN FROM ANNUAL REPORT

STATISTICS OF DOMINION SHOW INCREASE IN CONSTRUCTION DURING YEAR—ALBERTA GOT MOST NEW MILEAGE—B. C. LEADS AMOUNT BONDS GUARANTEED

Some very interesting statistics are gleaned from the annual report of J. Lambert Payne, controller of railway statistics. The report covers all information submitted to the government by the railways for the year ending June 30, 1913, as follows:

	Miles	Increase
Nova Scotia	1360	2
Prince Edward Island	279	10
New Brunswick	1545	...
Quebec	3986	103
Ontario	9000	454
Manitoba	3993	473
Saskatchewan	4651	897
Alberta	2212	316
British Columbia	1951	95
Yukon	102	...
In United States	225	225

Totals 29,304 2577

## Additions to Double Track

There was during the year an addition of 232 miles to double track, bringing the total double track up to 1,984, and 786 miles to yard track and sidings. The aggregate of all tracks was 38,223 miles, an increase over 1912 of 3,594.

It was definitely ascertained, says the report, that 18,647 miles of new line were under construction on June 30, 1913. On June 30, 1912, there were 18,826 miles in process of being built, so that the increase in 1913 over 1912 was 9,832. This construction work was distributed geographically as follows:

	Miles
Alberta	4,733
Saskatchewan	4,007
Manitoba	872
British Columbia	3,884
Ontario	2,977
Quebec	1,115
New Brunswick	544
Nova Scotia	112

Total 18,647  
The various stages of construction were: Surveyed, 6,560 miles; under contract, 8,651

miles; completed, 2,956 miles, and in operation although not officially accepted, 542 miles.

## Revise Capital Statement

During the year a careful and judicious revision was made of the capital statement. Duplication and extinguished liability had been carried along for many years. The revision led to the elimination of \$157,000,000 of stocks and bonds, and left the total in force on June 30 at \$1,548,256,796. This was divided as follows: Stocks, \$7,596,645,016; consolidated debenture stock \$163,257,224; bonds \$625,354,356.

Since the process of deletion cut out more liability than was added during the year, there appears in small reduction in the total for 1913 as compared with 1912. The actual increase, however, was \$100,483,633, made up of stocks \$47,882,633, and funded debt \$21,600,723.

The cost of government owned and operated railways, representing 2,131 miles of line, reached a total of \$126,930,887 in 1913. This is not included in capitalization.

Dividends on stock amounted in 1913 to \$33,670,651. In 1908 the volume of dividends was \$12,955,243, so that the increase within that period was equal to 160 per cent.

## Cash Subsidies Paid

The amount of cash subsidies paid during the year was \$9,758,084, distributed as follows: By the Dominion, \$9,176,234; by the provinces, \$554,500; by municipalities, \$27,350.

The additions brought the total account up to the following: By the Dominion, \$163,251,469; by the provinces \$36,500,016; by municipalities, \$18,078,324.

Guarantees by governments of principal and interest of bonds increased by \$29,890,329 during the year. The guarantee account on June stood as follows:

	\$
Dominion	895,486,590
Manitoba	24,059,447

Alberta	45,489,000
Saskatchewan	33,735,000
Ontario	7,860,000
Nova Scotia	5,022,000
British Columbia	59,262,072
New Brunswick	3,654,265
Quebec	372,000

Total \$274,940,374

In addition and representing a form of aid heretofore unknown in railway statistics the Dominion government purchased in 1913 bonds of the Grand Trunk Pacific to the amount of \$8,214,934.

## The Answer

Father, teaching his six year old son arithmetic by giving a problem to his wife, begs his son to listen:

Father—"Mother, if you had \$10 and I gave you five more, what would you have?"

Mother (replying absently)—"Hysterics."

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