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Six Thousand Extra Laborers Employed on the Canadian Pacific Railway.

Just after Canadian Railway and Marine World's last issue had gone to press it was announced by the C.P.R. management that the operating departments of its eastern and western lines had been authorized to take on 6,000 extra laborers for suitable work during October and November at current rates of wages. The object of this measure, it is explained by the management, is to help to furnish employment before winter and relieve possible distress occasioned by the temporary dislocation of business due to the war.

Dominion Subsidies for Electric Railways in Ontario.

In speaking at several meetings in the territory just east of Toronto recently, in advocacy of the construction of radial electric railways by the municipalities, under the auspices of the Hydro Electric Power Commission of Ontario, Sir Adam Beck, Chairman of the Commission, is reported to have said:—

"We are not going on until we secure from Ottawa definite assurance that the railways of the people shall have at least some of the consideration lavished upon promoters of corporate-owned enterprises. This is the people's business. We have no promoters' profits and no watered stock in this enterprise. It is conducted on a business basis. It is true we have no definite word from Ottawa yet, but you people will have the say. It remains for you to determine in the last analysis. If one Government fails to do its duty to the people, they have it in their power to elect another one."

This is in line with the Ontario Legislature's action last session in memorialising the Dominion Government to encourage the construction of municipal hydro electric railways in Ontario and asking that Dominion Government subsidies be given for the building of such lines. Sir Adam Beck's remarks infer that privately owned electric railways have received Dominion subsidies, but such is not the case. Only one electric railway in the whole of Canada received a Dominion subsidy, the exception being the Oshawa Ry. in Ontario, which when the subsidy was granted was projected as a steam line, though it had the right to use any other motive power. It was given a Dominion subsidy of \$3,200 a mile.

We are offering no objection to the granting of Dominion subsidies for municipal hydro electric railways in Ontario, but should such subsidies be granted, then in all fairness similar subsidies should be paid to the suburban or interurban railways already built in Ontario and other provinces by private capital. There is a precedent for retroactive action of this sort in the subsidy granted the Timiskaming and Northern Ontario Ry. by the Dominion Parliament last year.

The Change in the Postmaster General- ship.

If the retirement from the Government and from Parliament of the Hon. L. P. Pelletier is on account of ill health, as stated, it is of course to be regretted, but on other accounts there will be no regret, and the change is especially welcome to newspaper publishers generally throughout the Dominion and by the management of city electric railways.

For two sessions in succession, Mr. Pel-

letier sought to get Parliament to confer on him the power to decide what compensation shall be paid electric railway companies for the transportation of postmen, and steadily refused to allow the matter to be settled by the Board of Railway Commissioners, until the Canadian Electric Railway Association's representations, before the Senate Committee on Banking and Commerce, compelled him to back down.

Last session, after breaking faith with the Canadian Press Association, he tried to smuggle a bill through Parliament to transfer from Parliament to the Postmaster General, the power to decide the rate to be paid for the transmission of newspapers through the mail. In this attempt he was defeated by the opposition given to his measure on behalf of the Canadian Press Association, particularly by the chairman of its postal committee, P. D. Ross, proprietor of the Ottawa Journal, and a supporter of the Government, and by some other individual publishers, and there is no doubt that the hostility he aroused by his arbitrary course proved a source of weakness to him. In commenting on his actions in July, Canadian Railway and Marine World said:

"The Premier is conversant with the facts. Believing as we do in his high-mindedness and absolute probity, we cannot think that he can approve of such arbitrary methods and we look to him to restrain his colleague. If this is impossible it would be advisable to transfer the P.M.G. to some other position, preferably outside the cabinet, where his opportunities for the perpetuation of glaring injustice would be at least minimized."

We felt that Mr. Pelletier's retirement from the Postmaster Generalship was absolutely necessary in the interest of fair play, and while the alleged cause of his retirement is to be regretted, it is satisfactory that his opportunities for securing dangerous legislation are at an end.

The new Postmaster General, T. Chase Casgrain, has a good record. We hope he will show firmness and independence in his administration of the department, and that he will refuse to be misled by permanent officials, some of whom appear to think that they are the masters of the people and not its servants.

Sir Adam Beck, Chairman of the London, Ont., Railway Commission, is reported to have announced that some 40,000 old ties taken out of the London and Port Stanley Ry. will be distributed among the poor of London and St. Thomas for fuel.

Intercolonial Ry. employees in the first Canadian overseas contingent numbered 149 and it is expected that many more will volunteer for the second contingent. A press report says that they will be allowed full pay during their absence and that their positions will be kept for them.

The Toronto Board of Control has instructed the Corporation Counsel to apply to the Board of Railway Commissioners for an order directing the railway companies to electrify all their lines in the city, and for a distance of two miles from the city boundaries.

British Exhibit Train.—It is stated that included in the scheme which is being worked out by the Canadian Chamber of Commerce in London, Eng., to promote the extension of British trade in Canada, is the idea to send a British built train, with exhibits of British manufactures, to tour the Dominion. It is stated that the whole train, including the locomotive, is to be built to suit Canadian requirements, so that when the purposes of the exhibition have been served, it may be sold to a railway company on this side.