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DUNN & BOULTBEER, Toronto, Barristers and Solicitors, Agents at Toronto Bank Deont, K.C. Herbert Mackenzie, John White.

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WARDS, ISSUER OF MARRIAGES, 36 Victoria-street, McGill-street. No witnesses.

WANTED.

STEREOSCOPIIC CAMERA, on any main street; films and accessories. West.

ICLES WANTED.

SIMPSON BROS HOUSE, on any main street; films and accessories. West.

AY CASE FOR 250 bicycle. Bicycle Museum.

Do Canadians Want Cheaper Railway Travel?

Many Members of the House of Commons Say They Do Not—Is This the Reason Why We have a Lethargic Railway Board in Ontario?

The World is busy these days in the cause of two-cent-a-mile railway travel—on trolleys and on steam railways. We have a maximum rate of two cents in Ontario covering the electric lines. But it is not being enforced, notwithstanding an expensive board for that very purpose was created in the last session of the legislature. The board seems to be asleep, or to have gone on a journey, or to have become careless after reading some of the speeches made in the house of commons in July last when this question was brought up by W. F. Maclean, M.P. for South York. While most of the states of the neighboring union are now in a ferment over two cents a mile, and while Ohio, Michigan and other states have already enacted a law, there are Canadian members of parliament who do not hesitate to get up in this place and say Canadians do not want cheaper railway travel, that to advocate it is to advocate a "fad" (see Sam Hughes, M.P., below), that it is a "clap-trap" (see George Taylor, M.P., below), and that if you reduce passenger fares freight rates must be correspondingly advanced. (See E. D. Smith, M.P., and E. Lancaster, M.P., below.)

A regrettable feature is that four of these speeches, and we are publishing them in full from the official debates, were made by Conservatives (one of them the chief whip), and you'd almost judge that Conservatives were as a body against cheaper railway travel, and were for the railways. At all events one can see how it is that a political movement in the interest of the people who travel, that is to-day sweeping most of the states across the line, is being ridiculed by many of the public men of this country, and the law allowed to lie dormant by responsible ministers and the railway commissioners.

Here is the official report from Hansard, July 5, 1906, in the house of commons on Hon. Mr. Emmerson's (minister of railways) motion for the third reading of the bill amending the Railway Act.

Mr. W. F. Maclean: Mr. Speaker, I have an amendment to move to the motion for the third reading of the bill. My amendment is: That the said bill be not now read a third time, but be referred back to the committee of the whole house for the insertion of the following additional clause: Section 264 of the Railway Act, 1903, is hereby amended by adding thereto the following:

4. The toll charged in any standard passenger tariff shall not exceed two cents per mile.

Mr. George Taylor: When the Grand Trunk Railway got its charter, it was granted a two-cent rate per mile. And I understand from the minister of railways and canals that the Canadian Pacific Railway charter allows them to charge three cents a mile. If we are to have a two-cent rate for the people, but is prevented from carrying it into effect by the present act, it is a great injustice. The reason is plain: If the railways do not make enough money out of their passengers they will increase the freight rates. Take the New York Central, with its enormous traffic going into and out of the City of New York, and its numerous centres of population, and we find that their rate for the general public is nearly as high as the rates charged by the Canadian Pacific Railway on their lines, including those on the prairies and thru the unsettled territory north of Lake Superior. This being the case, what objection is there for the agitation of the hon. member for South York? Sir, I can speak for the people of Victoria County, Ontario, who have fought this out before, with fanatics of the hon. gentleman's kind, who came there to agitate for it. The people do not want it. And why? Because the New York Central, with its two-cent a mile rate, the running of the great City of New York, gives no such excursions as the people of Victoria County can have into the City of Toronto. These low-rate excursions are run half a dozen times a year—and that is as often as a farmer wants to go to Toronto to buy in money. The rate for the trip to Toronto and return is less than three-quarters of a cent a mile. These rates are given on such occasions as the fall fair and the winter fair, and are given by but there is an excursion to Toronto at a return rate of 1-1/4 cents a mile. If a two-cent-a-mile law were put in force, who would the railways do? They would simply say: All right; you people have passed the law that the rate is two cents a mile, if you get no more excursion rates; and if we cannot get enough out of that, we are going to tax the farmer higher freight rates on his cattle and his grain. There is not a town but benefits by the low rates now given. On any main street you can see the students of the high school going to school from the town, traveling on tickets for which they are charged a fraction of a cent a mile, and the regular return rate at any station is about 2-1/2 cents a mile. If you want to go to Smith's Falls, Carleton Place, or other station on the line, you can go to the office and get your return ticket for about 2-1/2 cents a mile. And as our friends suggest, this is a regular first-class travel, while second-class is a good deal less. There

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New Era Promoting Co. Has a Plan Which Should Keenly Interest the Business Community.

The prospectus of The New Era Promoting Company published to-day in the columns of The World, will open the eyes of many thinkers in financial circles to the possibility and even the probability of a great reform in a department of our commercial system that the people have been taught to regard as having reached, especially in this country, the highest point of efficiency attainable by human ingenuity. While public opinion in Canada has been running in the direction of many great reforms and enterprises, the popular view regarding the chartered banks has been so extremely satisfactory that the proposition to institute a radical change in the banking practice will perhaps antagonize many whom those behind the movement desire to benefit. The first attitude of the public towards reform measures has generally been one of hostility, and this is especially indicated by the prospectus before us. The promoters of banking reform may be history may repeat itself and a stubborn resistance to the proposed change may be personally affected, but also by those who would be the chief gainers.

While the prospectus of The New Era Promoting Co. is essentially a business matter, its objects are of such general concern that its advancement becomes a matter of considerable political importance, and it will not be strange if the issues raised in the argument of the prospectus become the subject-matter of great excitement and political controversy.

Mr. A. E. Lancaster (Lincoln): Does the hon. gentleman realize that the freight rates would go up just in proportion to any arbitrarily fixed passenger rates, and that the railway commission has to increase the freight rates in order to enable the company to realize enough to meet its obligations? I am not aware of any where the country is thickly settled, they should not be permitted to charge a higher rate in a section of country where the population is so dense, and strongly in favor of the amendment of the hon. member for South York.

Mr. E. D. Smith: I propose to vote against the amendment of the hon. member for South York. I am not in favor of increasing the freight rate. On the other hand, it would probably be necessary to lower the freight rate on account of the increased revenue that would result from passenger traffic.

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