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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 at the last session of the legislature. The board seems to be asleep, or to have gone on a journey, or 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 state legislatures have already carried such a law, there are Canadian members of parliament who do not hesitate to get up in their place and say Canadians do not want cheaper railway travel, that to adplace and say Canadians do not want cheaper railway travel, that to advocate it is to advocae a "fad" (see Sam Hughes, M.P., below), that it is "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. A. 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

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

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:

Section 264 of the Railway Act, 1903, is hereby amended by adding thereto

the following: 4. The tolls charged in any standard passenger tariff shall not exceed two

cents per mile. Mr. George Taylor: When the Grand Trunk Rallway got its char-ter, it was granted a two-pence rate per mile. And I understand from the the Canadian Base in Continue of Service of the Service of Service allows them to charge three cents a mile. Then, if this amendment would not affect either of these roads, what

less than two cents a mile, taking excursion rates into account and allowing for the traffic of the whole year. The proposition to establish a two-cent mile rate is not new with the hon, member for South York (Mr. W. F. Maclean). As has been said this is one of the hon, member's fads. It has been agitated for years by the Patrons' organization in the United States, and my good friend has picked it up and made a fad of it, and uses it as alever to create a following for himself in this house, and in this country—which following, so far, has it up and made a fad of it, and uses it as alever to create a following for himself in this house, and in this country—which following, so far, has failed to materialize. Take the New York Central, with its enormous traffic going into and out of the City of Greater New York and other large 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 and the resolution of the country, and then refuse to grant other charters. The chartered company practically have the monopoly, and when they have that advantage they use it.

Mr. F. R. Lalor (Haldimand): I am in sympathy with the resolution of the country, and then refuse to grant other charters. The chartered company practically have the monopoly, and when they have that advantage they use it.

Mr. F. R. Lalor (Haldimand): I am in sympathy with the resolution of the country, and then refuse to grant other charters. The chartered company practically have the monopoly, and when they have that advantage they use it.

Borden (Carlton), is nearly as high as the rates charged by the Canadian Pacific Railway hon, gentlemen make insinuations as to their lines, including those on the prairies and thru the unsettled regions north of Lake Superior. That
being the case, what occasion is there
for this agitation of the hon member
for South York? Sir. I can speak for
the people of Victoria County. We
member for South York may be somehow fought this out before with for

rate, we are going to tax the farmer higher freight rates on his cattle and his grain. There is not a town but Mr. Sam Hughes: How is it on the On any train you will see the stu-dents of the high school going to and

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 travelers are at comparatively low rates, especially when your commercial travelers are at comparatively low rates, especially when your large travelers are at comparatively low rates, especially when your tively low rates, especially when you consider the fact that this class of consider the fact that this class of passengers are allowed to carry considerably more baggage than the ordinary passenger. It is hardly worth while to take up the time of the committee in dealing with this subject, but I thought I would just give a few practical illustrations to show that there is no need for this amendment when we already have such favorable rates, and to show the danger of these rates being raised to two cents a mile as well as the danger of an increas: mile. And I understand from the as well as the danger of an increase in freight rates. With our present advantages, we cannot afford to indulge in the fads which this hon, gentleman (Mr. W. F. Maclean) wishes to impose upon the people.

Mr. John Herron (Alberta): This is the first opportunity I have had to

for South York? Sir. I can speak for the people of Victoria County. We have fought this out before, with faddists 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, tho running into 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 blow in money. The rate for the trip to Toronto in the interest of the railway corporations. ey. The rate for the trip to Toronto in the interest of the railway corpora-and return is less than three-quarters tions as well. I believe a railway and return is less than three-quarters of a cent a mile. These rates are given on on such occasions as the fall fair excursion. And scarcely a week goes 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 what would the railways for the would simply say: All right; you people have passed the law fixing the rate at two cents a mile. You get no more excursion rates; and if we cannot get enough out of that rate. We are going to tax the farmer way station, the fare is the same, two

higher freight rates on his cattle and his grain. There is not a town but henefits by the low rates now given. henefits by the low rates now given. How is it of the benefits by the low rates now given. How is it of the benefits by the low rates now given. How is it of the benefits by the low rates now given. more on short distances.

Mr. W. F. Maclean: All the other from the 'town, traveling on tickets for which they are charged a fraction of a cent a mile. And the regular return rate to any station is about 21-2 cents a mile. If you want to go to Smith's Falls. Carleton Place, or any other station on the line, you can go to the office and get your return ticket, for about 21-2 cents a mile. And.

8.8 an hop friend suggests this is for also a short distances. If more on sfort distances.

Mr. W. F. Maclean: All the other roads have to give a two-cent rate because one gives it.

Mr. Lalor: From Buffalo to New York, upon the Erle, the rate is even lower than two cents a mile. But I do not believe it is right that they should give special rates on long distances, because the farmer who travels.

as an hon, friend suggests, this is for els a short distance to his nearest regular first-class travel, while sec-end-class is a good deal less. There than those who travel a long distance.

I believe a two-cent rate would be as great an advantage to the public of this country some right to consideration from the railreal companies? Do we not grant immense sums to the railways? Look at the millions of dollars we have granted in the way of bonuses to the Canadian Pacific Railway and to other railway corporations, for which the public practically gets no benefit, because the railroad companies are paying a large rate of interest upon watered stock. I think if the railway rate were lowered the traveling public would get some advantage out of the large sums of money they have granted in the Grand Trunk Pacific—because we practically built that road, we built a portion of it ourselves and got security for the balance, and on the whole it will cost this country upwards of \$200,000,000—if they had but a provision in that charter that they would only charke two cents a mile. The public would then have derived some advantage from the immenses sums of money we are expeading on a provision in that charter that they would only charge two cents a mile. The public would then have derived some advantage from the immensations of money we are expeading in this railway. Otherwise the company are going to take advantage of the situation and charge every cent of railway fare they possibly can. We constantly hear the argument that if we lower the passenger rate it will be made up upon freight rates. There is nothing in that argument whatever. The railroad companies are charging all the freights they possibly can. Competition among them will regulate the freight rates. Besides, we have a railway commission to regulate the freight rates. Therefore there is nothing in the argument that freight rates will be raised. The Canadan Pacific Railway Co, are charging four or five cents a mile for passengers in the west upon a small road, and I do not see why they should be permitted to do that, because that small road forms a part of their whole system. If they can make money upon one end of the system 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 sparse. I am where the population is sparse, I am the beause I believe it is in the interest both of the railway commission have more thereight rates would go up just in proportion as you arbitrarily force the passingers rate down, and would not the freight rates in order to enable the company to realize enough to meet its obligations?

Mr. A. E. Lancaster (Lincoln): Does not the hon, gentleman realize that the freight rates in order to enable the company to realize enough to meet its obligations?

Mr. Lalor: If my hon, friend had listened to my argument he would not have made that observation. I have

obligations?

Mr. Lalor: If my hon friend had listened to my argument he would not have made that observation. I have already stated that I believed it would be an advantage to the railroad com-

NAYS: Messieurs

> Kennedy. Lancaster,

Lanctot. Lapointe, Laurence.

Lavergne

Lemieux. Leonard, Loggie,

Macdonald.

Macpherson, McCarthy (Sim.) McCcol,

McLennan

Mayrand.

Morin, Oliver, Pardee, Parmelee

Paterson,

Faguet.

Pringle.

Sproule Stockton.

Taylor, Telford,

Turgeon, Turriff,

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CANADA'S GREATEST NEED An Improved Banking Service

With the Inauguration of an Efficient Banking Service, and a Proper Clearance of Debts, a New Era will Commence in Canada.

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The efforts of the Company, in respect of the object first stated, will primarily have special reference to need of an efficient banking service; and the company will endeavor to popularize the following opinions: 1.-That citizens who buy merchandise "on credit" and sell merchandise "on credit", require an effi-

1.—That citizens who buy merchandise "on credit" and sell merchandise "on credit", require an efficient mercantile banking service, in order that Accounts and Bills Receivable may, by the process of Banking, set off Accounts and Bills Payable.

2.—That "an efficient mercantile banking service" means an efficient mercantile debt clearing service.

3.—That all the liabilities of a bank of "discount and issue" should be current liabilities, and that such a "bank" should not pay "interest" to any of its creditors.

4.—That the payment of interest by a mercantile bank is not only inconsistent with the principles of sound banking but also increases the liabilities and diminishes the profits of the shareholders.

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PROGRESS ON A SOUND BASIS.

The operations of the New Era Promoting Company and of the companies it organizes will be consistent The operations of the New Era Promoting Company and of the companies it organizes will be consistent with sound business principles, and in harmony with the views of leading bankers.

The New Era Promoting Company will, under an agreement with the companies it promotes, receive an appropriate recompense as the financing or parent company and it is confidently expected that the first company it organizes will contribute sufficient to enable it to pay handsome dividends to its shareholders.

Subscribers to the Memorandum of Agreement and Stock Book will receive a reasonable and substantial

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Hugh McMath, Esq., Financial Agent, Toronto. C. H. Fuller, Esq., Actuary, Toronto. John Langley, Esq., Accountant, Toronto. H. R. Frankland, Esq., Inland Revenue Dept., Toronto.
E. C. Hill, Esq., Merchant, Toronto.
J. C. Iredale, Esq., Glass Merchant, Toronto.
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London, Aug. 14.-The inquest on the can make more money on a smaller yolume of business. If it does not pay interest, than a similar bank'ean on a larger volume of business if it paysinterest, and further, there is not the same necessity for a 'rest account' me the case of a bank that does not use adopting it."

If your plan of conducting a bank-tend of a bank that does and consulting business becomes popular you contrain the case of a bank that does and consulting adopting it."

We could not, and we don't want a monopoly of the right to do right to do right. "We could not, and we don't want a monopoly of the right to do right."

"Can you contrast your scheme and "Can you contrast your scheme and "That's not easily done without using harsh terms. However, this is the situation: We purpose doing a banking business on old-fashioned. Sound banking principles, the kind that made Scotch banking famous, and leaving to others the unscrupplous and devious course in banking and devious course in banking and that has produced about all that appeals to the grafter and fakir and that has produced about all that is wrong and bad in this country."

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"What success are you meeting the nature of the subject our proposition pertains to, and also the amount of bankers do, a better than identify themselves with our project."

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