## The Part of the pa Passenger Fares Must Be Made by the People's Representatives in Parliament

## HOW TWO CENTS A MILE IS SWEEPING THE STATES

Speech of W. F. Maclean in the Commons on Mr. Berden's Motion to Refer Question of Passenger Fares to Railway Commission.

state commission or other administrative or judicial authority appointed to control the railways. That applies alike to Europe, America and Asia.

Consider the case as it is in England to-day. They have regulated their passenger rates there, and they have done it by act of parliament. They insetted one little clause in the act of incorporation of the different corporations, compelling them to give a penny. a-mile train each way once a day on their line. But, as I pointed out on a previous occasion in this house, the consequence of that legislation is that a penny a mile is the universal rate in England on all the railways. And the people appreciate it as one of the most

legislation controlling passenger rates. gan where the legislature directly in the same thing happens in all the terfered, and especially where the countries in Europe, where they have much cheaper railway traffic than we have in this country—in every case

In Austria-Hungary, in recent years, the parliament took this view of rail-way transportation, that it would be a good thing for the people to give them the cheapest possible rate, and they established the zone system for regula-tion of passenger rates. tion of passenger rates. A man might so anywhere within a zone, whether twere forty, sixty or a hundred miles, for less than a cent a mile. There they cut the whole country up into zones, and the place where the e have the cheapest travel in the people have the cheapest travel in the worl dto-day is the empire of Austria-Hungary. That is the result of parliamentary regulation of rates. The same thing has happened in Germany. the same thing has happened in Australia and New Zealand, the same thing has happened largely in the United

Grand Trunk Charter Now let me deal with what we have in Canada. As a matter of fact, nty-five years ago the then parliament of Canada imposed upon the Grand Trunk Railway the duty of giving the public a third-class penny-a-mile service. The Grand Trunk Company have not discharged that duty from that day to this, but it was imposed upon them and they have neglected it.

For a short time, as I printed out in buse the other day, there was one small railway, the Montreal and Lachine railway, which did give the people a penny-a-mile transportation on what is now the Grand Trunk railway. what is now the Grand Trunk railway.
Others than myself have thought that parliament of Canada ought to deal with this question. There is further down on the order paper a motion by the hon. member for Strathcona (Mr. W. McIntyre) dealing with the same question, and suggesting that parliament should take it up.

Mr. R. L. Borden: That is what my motion is designed to do.

Mr. W. F. Maclean: That may be Now I come to the great State of Ohio, also a state very similar to the Province of Ontario. Last year, after a good deal of agitation, they dealt with this question of passenger rates. Again must say incidentally.

w. Mclotyre) dealing with the same question, and suggesting that parisament should take it up.

In the Province of Manitoba they have a three-cent-a-mile passenger rate. Some years ago make that year of that the province some years ago make an arrangement with the Canadian Northern that its maximum passenger rate should be three cents and that rate obtains all over the province. That its maximum passenger rate obtains all over the province. That its a better rate than we have in the flowmishing provinces of Ontario and Quebec where the people are much more numerous than in Manitoba. I kinow of instances where the Grand Trunk is charging three and a third centa mile on its system, but in Manitoba, where it is a petting three and a third centa a mile on its system, but in Manitoba, by reason of the act of the legislature, they have a maximum passenger rate of three cents a mile.

Then in our own Province of Ontario we passed a law a year or two ago to establish a boand of railway commission or Onto and sistency of the state of three cents a mile.

Then in our own Province of Ontario we passed a law a year or two ago to establish a boand of railway commission or Onto and six of the legislature the law in that state and if he would give me any information is regard to the commission of the act of the legislature in real way commission or Onto and ask that open in the law in that state and they have a maximum passenger rate of three cents a mile.

Then in our own Province of Ontario we passed a law a year or two ago to establish a boand of railway commission or Onto and ask in the law in that state and it is such a simple to supply me with the law in that state and in regard to the greatest trouble to get information is to such a simple to be administered. He says the deluty of the country as it own the law of the country as the outh of the mount of the country as the outh of the country and these questions. Some years ago make that over the law of the country and these questions. Some years ago make that on these q and they have a two-cent rate over

Ottawa, Feb. 1.—Below is the official report of the speech of W. F. Maclean, M. P., in the house of commons yesierday on the motion of Mr. R. L. Borden, M. P., to refer the question of passenger Pates to the Railway commission:

Mr. W. F. Maclean, (South York).

While I cannot agree with the leader of the opposition, I appreciate his remarks and regard what he has said to day as a helpful step toward the settlement of a vexed question. In my opinion the facts which he has advanced here in the quotations which he made from the "Poor's Manual" are the very reasons why parliament should deal with this question, for this is but so much a matter of statistical information. as it is a matter of wise choice of policy.

Grant that the railways to-day are giving substantially a two-cent rate, as was the substance of the hon, gentleman's argument, and there is still the question of policy involved, viz. Whether we should not have much clower rates for the every day traveler. In the second place there is the question of policy involved, viz. whether we should anot have much clower rates for the every day traveler in the second place there is the question of policy whether there should be of many commutation and excursion tickets to the detriment of the ordinary traveler who has to pay the top price.

But the question of policy may extend the question of policy may extend the consideration of passers.

But the question of policy may extend beyond the consideration of passenger rates alone. It may be that freight rates will have to be increased.

American union. That two-cent-a-inner cate that obtains through the State of New York is entirely due to a little act of the legislature at Albany whereby Commodore Vanderblit, a whereby Commodore Vanderblit, a legislature at Albany whereby Commodore Vanderblit at legislature at leg hat is a question of policy, and ques-ons of policy, I submit, cannot be ettled by the railway commission, nd, to show that that is the case, I

England on all the railways. And the people appreciate it as one of the most valuable rights and privileges. If any one were to remove one of these trains, although the law is completely compiled with by having one train a day each way, there would be a rebellion in England. settled parts, and I believe the Here, then, it is clearly a case of vince is more populous than the State of Michigan. In the State of Michigan. terfered, and especially where the passenger rate three cents, two and a

half cents and two cents a mile. The result is that the Grand Trunk Railway, the same railway we have in this country, is carrying people in Michigan for two cents a mile, tho for a while it carried some at two and a half cents a mile. But to-day the state commissioners of Michigan have the Grand Trunk Company in court and are compelling them to carry people at two cents a mile. Drng It Into Court. Incidentally, this is another proof that if you wish to get anything out of the Grand Trunk you must drag it into court and compel it. If this

it into court and compel it. If this parliament were to drag the Grand Trunk Railway into court, as it will be dragged into court, as it was dragged into court in Toronto yesterday, and will be again to-morrow, it will be able to obtain for the people of this country the penny-a-mile service that was in their charter. But when it comes to enforcing the law in Canada, it is the private litigant who has to see to it. In the State of Michigan the Grand Trunk is dragged into court it is the private litigant who has to see to it. In the State of Michigan the Grand Trunk is dragged into court ural speech of the governor who was Again incidently. I must refer to the

fact that there is no way of com-pelling the radiooads to obey the laws and fulfil their contracts like the en-forcement of these laws and contracts by the government of the country, or one representing the govern ment. Whe the railway commission or the attorney-general of the country. Mr. R. L. Borden: That is what my motion is designed to do.

A company operating in any part

for a small bill to consolidate a small railroad which had a two-cent-a-mile rate imposed upon it before, was told that he would get his bill if he would make the discussion in the railway committee to-morrow somewhat easier for me and to place on "Hansard" to-day some valuable information, that, I think; bears upon this fissife. The fact that we shall learn, when we enquire into this question of passenger, no diminution in the number of passenger trains or the quality of the service, but on the contrary a prospect that it will prove a benefit to the company itself as well as to the public. Of course, we were the number of passenger, no diminution in the number of passenger, no diminute of the service, but on the contrary a prospect that it will prove a benefit to the company itself as well as to the public. Of course, we were that the number of passenger, no diminute of passenger trains or the contrary a prospect that it will prove a benefit to the company itself as well as to the public. Of course, we were that the number of passenger, no diminute of passenger trains or the company itself as well as to the public. Of course, we were that the number of passenger trains or the contrary a prospect that it will prove at the contrary a prospect that it will prove a benefit to the contrary a prospect that it will p

branches of the legislatures strong-ly Republican, it is announced that the fight for a two-cent fare on railroads, and a trolley freight law are virtually won. The state board of trade succeeded in pledging most of the candidates for these bills, and they will be pushed to accom-

The people pledged their candiber to a two-cents-a-mile rate which and the consequence of taking that pledge is that this reform is in sight: The railroad opposition has thus far been in vain (they can't bribe with passes as they did before the rate law)—
Observe the statement that the rail-

way companies cannot any longe bribe with passes because the inter-state law of the United States has absolutely prohibited free passes on all roads that do an interstate business. -but they can be expected to work

but they can be expected to work hard against these tills until the end. Bills limiting the passenger rate to two cents a mile will be introduced, and probably passed, in at least five other states; Indiana, Ilinois, Iowa, Missouri and Wisconsin. This is progress, Michigan, Ohio and New York already have this kind of a law and it has been abundantly proved that the railroads can thrive at this rate.

Pledged to Two Cents.

In regard to the condition of affairs

by the railway commission, and is elected after he had taken that pledge. the Hon. J. Frank Hanly, said:

He was good enough to send me a copy

I believe a uniform maximum. He was good enough to send me a copy of his inaugural and he begins his in-augural with a sentence that I also wish to put on "Hansard" altho it does not quite bear on this point. He said: Gentlemen of the senate and house of representatives and fellow citizens of Pennsylvania:

I assume the duties of the office to which I have been elected with a profound sense of the obligations that rest upon me. It is my duty, in the words of the constitution, "to take care that the laws be faithfully executed," and I pledge my self to a just, impartial and vig-orous enforcement of them. I wish we had some minister of the

books at a rate not exceeding two cents a mile, without the require-ment of a ten dollar deposit and

Section 1. Be it enacted by the general assembly of the State of Indiana, that it shall hereafter be unlawful for any common carrier engaged in the carriage of passengers upon a railroad, or railroads, between points in this state. between points in this state, to charge in excess of two cents pe-mile for the carriage of an adult mile for the carriage of an adult passenger, or in excess of one cent per mile for the carriage of a passenger between the age of five and twelve years; provided that the minimum charge in no case shall be less than five cents, and in determining the charge fractions of less than one-half mile shall be disregarded and all other fractions counted as one mile. Provided further, that where pas-

sengers are given an opportunity continuously for thirty minutes be-

My, hon, friend the leader of the opposition (Mr. R. L. Borden) dealt with the question of the competency of the railway commission to regulate passenger rates in this country. I agree in everything he has said regarding the powers of the commission, but I do not agree with him as to its being the proper tribunal to settle these questions; and as he quoted something from what the chairman of our railway commission said the other day. I may be allowed to give one or two extracts from the very interesting two extracts from the very interesting speech made in Montreal a week ago last Monday before the Canadian Club by Mr. Justice Killam, chairman of our railway commission, and who I may add, is, by virtue of his wide judicial experience and other qualities, in every way competent to preside in every way competent to preside over that board. This speech will be found in The Montreal Gazette of Tuesday, Jan. 22. In the course of his

difference in these Mills. Hery are all to the same cheek. Here; its the cold. Here its t

As regards this question of the reasonableness of railway rates, we have had cases in which rates on special commodities, or, a special series of rates between different points, or rates of a particular character have been in question. character have been in question, and we have dealt with many of these. But, except when the board allowed the standard tariff originally we have not dealt seriously with the general question, as to what the whole system of the rates of a railway company should be, or what it was reasonable to allow them to earn wholly. It is difficult to form any guide for the determination of such a question. The Railway Act affords us no guide whatever.

whatever. Underlying Principle. The railway commission there con-

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have more offices—that it should have an office in Montreal, one in Toronto, and one in Winnipeg, where complaints could be filed and where decisions on small matters could be handed out on the spur of the moment for the accommodation of shippers and travelers. I propose to ask this house at a later stage to impose additional duties on the railway commission. Last year we imposed upon it the additional duty of revising express rates. It has not yet caught up with that work. It had to ask the minister of justice to give it a special attorney to work up that case. We have also charged it with the regulation of telephone rates; it has not yet caught up to that; and I propose tomorrow to ask parliament to add to the jurisdiction the regulation of telegraph companies and sleeping car companies. Under these circumstances, not only should the commission be strengthened, but it should be strengthened immediately. I believe also that it should sit in sections, as I believe is done by the interstate commerce commission of the United States. I believe the time has come when its work should be divided, and the board should be split up into two sub-boards. In that way we could get a great deal more service from it for the public. I wish to recall to the hon, leader of the opposition what he said on this very question in this house in 1904. It does not vitiate what he has said here to-day; it only strengthens my argument, and I hope he will take the quotation in that spirit. On July 26, 1904, the hon, gentleman, speaking of the proposal for a two-cent rate, said:

I think that if parliament were to proceed to deal with this question of

I think that if parliament were to proceed to deal with this question of proceed to deal with this question of passenger rates in this way it would be stultifying itself unless it proceeded to abolish the whole railway commission and to deal also with the subject of freight rates. If this motion means anything, it means that the legislation which we passed

For over two years after that no progress has been made, which shows that the commission at that time could not have taken up the question; nor can any progress be made now, in view of the facts I have set out. For these reasons, Mr. Speaker, I cannot agree with the proposal of the hon, leader of the opposition.

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