

RAILWAYS BLEEDING WEST MUST FIX UNIFORM RATES

Continued From Page 1.

There is no discrimination based on territory or locality. I do not know that this house could be better occupied than in trying to settle a principle which would give equality in railway rates to the people of the west, who are trying to settle that country under great difficulties. They are hampered by severe climate and still more by excessive railway tariffs that tax them more than the people of the east are taxed. One contention is that it costs more to build railways in the west.

J. G. Turfitt (Assiniboia): "That is not true."

Western Lines Not Costly.
Mr. Maclean: "I do not accept that doctrine. I say that railways can be built for small sums in the west. First of all there is no right of way to pay for, and many of the railways have built cheap lines, which have been very profitable, so that they should really give lower rates. The railways in the west have monopolies of the express business, the telegraph business and they had the elevator business in their hands or in the hands of their friends."

They had also the cartage and storage business, all monopolies out of which they got large profits, and they had no reason, as far as I can see, for these higher charges in the west than in the east.

Discrimination Against West.
"They have enormous lands in that western country, which are increasing in value. They own the town sites, they are all well off, they are all doing large business, and we, in this house, show those unfair discriminations to continue of charging higher rates to the people of the west than are charged in the east, although these companies were chartered, were franchised, were bonded with land and money and given everything they asked for on the condition that they would serve the nation at large."

"They are not serving the nation at large, but they are making an unfair discrimination against the people of the west, and I want parliament to declare that that discrimination shall not continue, but that equality should prevail."

"But if the discrimination is great in the west, what is it in the mountains and on the coast? While it may cost more money to build in the mountains, it was not so much to serve the people who live in the mountains as it was to serve the nation and get from ocean to ocean."

Concession in British Columbia.
"Will the people of British Columbia be compelled to pay a higher rate for railway service, for telegraph and passenger rates and for all the other services associated with railways? I repudiate that idea, and when the matter of railway charges was brought up some years ago in this house, and when I had something to do in bringing it up, after some trouble, we got standard passenger rate extended to the boundary of British Columbia."

"And so we have come to the conclusion in this house in regard to one thing, or the railway commission has come to the conclusion, that there must be equality in regard to the passenger rates from the east to the extreme western boundary of Alberta. The arrangement should have gone to the Pacific coast, and it must go to the Pacific coast if there is to be equality in this country. British Columbia is paying her share of all the cost of that railway in so far as the cost of all the railways is assessed upon the people; Alberta is paying her share, Saskatchewan is paying her share, and so are Manitoba and the northern portions of Ontario, on to the east, and if they have all had a hand in making these roads, and if the roads are national, say, more, if they are imperial, why should there be an unfair apportionment of railway rates in various portions of the country for the reason that the good cost more in one section than in another?"

Issue of Equality.
"Now I propose to state my opinion of the house on this question. I am not going to propose a vote of want of confidence, but, before I conclude my speech, I shall submit to the house that we shall declare for an equality of railway rates."

Arthur Meighen (Portage la Prairie) asked Mr. Maclean to discuss the argument that such a principle would retard the extension of railways in the west, because it costs more to operate them.

Mr. Maclean: "Then I will come to the question of operation. If it costs more to operate, inasmuch as the railway is giving a national service, there should not be this discrimination. It may cost more. Then, what do you do in this case? You put all your receipts in the treasury, and out of the treasury you pay all the expenses, those of investment, those of building—then I will come to the telegraph—and those things before you pay all your expenses, and you make an equitable distribution of railway charges."

Two Remedies.
"We can improve the railway situation in two ways. We can improve it by discussing it in this house and reaching principles and introducing these principles in specific statutes in the Railway Act. Another and a better way, I think would probably be for parliament from time to time to declare its belief in and its adherence to a certain principle, and it would be easier for the railway commission to accord equality in this matter if parliament expressed its opinion that the equality of rates should prevail all over the country."

In answer to the request of W. Wright (Muskoka) for concrete instances, Mr. Maclean declared that he would leave that to the western members. The Manitoba Free Press, The Winnipeg, British Columbia and other boards of trade had given letters showing wide divergences in eastern and western tolls.

Government Favors.
Many of the United States operated in only one state, but in Canada all the railways had been begun with cash and land grants and even then the rates guaranteed and given franchises to go into the telegraph, express, hotel, land and other profitable businesses operating all over the country. Therefore, they should treat all parts of the country with equality."

The railways had made the pretence that it cost more to build and operate in new countries. That was a mere assumption, but it was taken for granted by the east. There should be an allowance here or there for special cases which might be left to the railway commission to settle, but the general principle of

equality of rates, said Mr. Maclean, should be established by parliament. If the man in the west was hampered by distance, he ought not to be also hampered by rates because it cost a little more to operate a railway there. "Are we to forever handicap the western country and to say to the people that we invite them to come and settle that we invite them to come to a country where there is to be a perpetual handicap, territorial and discriminatory in the application of railway rates?"

West in Rebellion.
Mr. Maclean said the people of the west were practically in rebellion and we were told there was to be an investigation to settle the principles first and let the commissioner apply them. Telegraph and express rates in the west were almost double those in the east. It might be that the man who sent a telegram was paying 200 per cent more than the service costs and thus was helping to pay freight and passenger rates or else giving enormous profits towards dividends or reserves. It would be a great thing if the railway commission could determine how much of the gross charges should be apportioned between the different services of the company.

Two Cent Rate.
The time had come, declared Mr. Maclean, when there should be a 2-cent rate all over Canada. The C. P. R. had \$100,000,000 in lands; from the people \$100,000,000 in town sites and \$100,000,000 in cash. Parliament should have the right to say whether this \$300,000,000 should be used for the reduction of tolls. It did not belong to the shareholders, but to the purposes of the undertaking. It was being used to "cut meins."

Parliament should remove the disabilities of the west. There should be double trucking. The farmer should not pay excessive rates on his grain. The capitalization of the railway should be controlled by parliament.

The State of New York had a law that every dollar obtained for the sale of common stock should go into the treasury. Had the common stock issued by Canadian roads gone this way?

A Pertinent Query
"We are making millions," declared Mr. Maclean, "but are we getting service, and is the money obtained from the sale of railway securities going to provide railway service, or a reduction of rates for the people?"

The people of the east were being treated to the peculiar "swan song" that if the C. P. R. rates were reduced it would hurt the new roads built to secure competition. The G. T. P., which was costing Canada so much, was to be met a bar to the reduction of rates. Another question was that in parts of the west there were three railways where there should be one. Some of those trucks could have been moved into a new country. Absence of control regulation bred carelessness.

If parliament declared for uniform freight and passenger rates it would relieve the railway commission of many difficulties and still give the railways fair profits. In the interest of promoting settlement in the west, relief should be granted in this direction.

Parliament still retained its right, under the original agreement, to control the rates of the C. P. R. The company could not take tolls in excess of 10 per cent of what was actually spent in the construction of the railway.

Counsel for Public.
The outstanding thing about the administration of the railway in the case of United States was that expert counsel was employed to secure the rights of the people. It was high time for parliament to insist that the railway commission had an expert legal department to cope with the high priced and expert lawyers of the companies.

Mr. Maclean thereupon moved in amendment: "That the said motion do not now pass, but that this house hereby declares that it is against the general interest of Canada to have any territorial variation in the application of tariff charges by the board of railway commissioners."

Premier's Assurance.
Hon. R. L. Borden declared, in connection with the approaching investigation by the railway board of western rates, that the government proposed to supply counsel to protect the interests of the people.

He did not think it wise to lay down the principle involved in the amendment. Certain provinces had entered into agreements with the railways by which they got special rates. This would be rendered nugatory if the proposed principle were in operation. Moreover, in the question of long and short haul, the western farmer might be made to pay a higher price for the carriage of his grain to tide water.

J. G. Turfitt, the seconder of the amendment, declared that for 25 years past the west had paid 25 to 30 per cent more than the east, while it only cost 50 to 60 per cent as much to build, and no nearly as much to operate railways in the three prairie provinces.

The statement of the C. P. R. itself was that it cost to carry 1000 tons one mile from Montreal to Chalk River \$14.5; Chalk River to Port William \$2.7; Port William to Swift Current \$2.2; Swift Current to Field \$4.7. From Chalk River to Calgary the rate was only two-thirds what it was from Montreal to Toronto. The railway commission had allowed

the express companies to charge \$1 for 200 miles out of Montreal, and \$1.60 for 300 miles out of Winnipeg.

In conclusion, Mr. Turfitt declared that there should be a separate section of the railway commission to deal with the freight rates and nothing else.

Railway Commission Impugned?
Dr. Neely (Humboldt) and James MacKay (Prince Albert) declared themselves in sympathy with the object of the motion, but not with its terms. Dr. Clark (Red Deer) did not expect the railway commission ever to give a decision lowering western rates.

G. McCraney (Saskatoon) was another member with the mover of the amendment in spirit, but not in vote. He declared himself a convert to the postal system.

A. C. Boyce (W. Algoma) was not in favor of limiting the railway commission by too many instructions. Hon. Frank Oliver declared that if the result meant reduction of western rates he favored it, but if it meant equalization of rates, he could not support it.

NEW YOUNG MEN'S CLUB.

Sixty young men organized a One Hundred Young Men's Club at College-street Methodist Church last night. After a supper the meeting was addressed by A. Briggs, R.C. of Sherburne-street Church Club. The new club organized with these officers: Honorary president, Rev. Dr. Gorman; honorary vice-presidents, A. Pringle and J. Clark; president, W. A. Sloan; vice-president, J. Graydon; secretary, Gordon Clark; treasurer, Bert Allen. The club will meet on the first and third Thursdays of the month.

To the Citizens of Toronto

At the request of many prominent citizens *Saturday Night* has undertaken to form an organization to oppose the closing of the public toboggan slides on Sundays.

It would appear to be the general feeling of the people that the proposed by-law is thoroughly obnoxious and undesirable and comes dangerously close to cant and hypocrisy.

While a quiet, respectable Sunday is desired by all good citizens, the health and wholesome pleasure of those who are co-fined to factory, store and office six days in the week should have consideration.

The privilege of Sunday recreation enjoyed by all the classes with their motor cars, golf clubs, hunt clubs and similar organizations should not be denied to the general public, and to attempt to do so is hypocritical class legislation of the worst type.

It is felt that several aldermen who have gone on record in favor of prohibiting tobogganing have done so through fear of the opposition and influence of the Lord's Day Alliance, their private conviction being in favor of allowing the people reasonable recreation.

A public expression of opinion on this issue would appear to be highly desirable, and, with this object in view, *Saturday Night* has undertaken to form a committee of representative citizens who will hold a public mass meeting in opposition to the by-law, which will be dealt with by the Council on Monday, February 5th.

It has been arranged to hold the Mass Meeting at 8 p.m., Wednesday, January 31st, in Massey Hall.

SATURDAY NIGHT

RAILROAD ENGINEERS ASK FOR TAX REDUCTIONS

With the object in view of getting an amendment to the existing Assessment Act, as far as railroad engineers are concerned, a deputation of twenty of the engineers interviewed Hon. W. J. Harris and Hon. W. H. Hearst yesterday afternoon.

The deputation, which represented all the engineers of the province, want some of the alleged injustices in the Assessment Act, as it relates to them, corrected by the Ontario Legislature, and they ask further that their income exemption be raised from \$1200 to \$2000. The provincial secretary, in replying to the requests, said it had been the custom to appoint a special committee every two or three years in order that the Assessment Act could be revised, and any little injustices remedied. The time for another revision, he said, was not far away. It would not be taken up this session, but before the legislature met next year the act would be revised again. When it was under consideration the engineers could again present their views. As the exemption for engineers had been increased from \$700 to \$1200 in the past few years, there was no doubt but that their requests again would be favorably considered. He could not promise, however, that the committee would see eye to eye with them. He would promise, however, that the special committee would give their views very favorable consideration.

Church of Christ Scholars.
R. M. Hopkins, international Sunday school secretary of the Church of Christ, of Cincinnati, Ohio, addressed the Toronto Sunday school teachers of that denomination at the Cecil-street Church last night.

AMUSEMENTS.

ROYAL ALEXANDRA SEATS SELL
PIANO CO.
140 TONGUE
Matinee To-Morrow
A TREMENDOUS SUCCESS
GERTRUDE HOFFMANN
NEXT WEEK
SEATING NEW FOR LAUGH OF YOUR
NEXT WEEK
HARRY W. SAVAGE OFFERS RUBY
HUGHES' FUNNIEST FARCE THAT
HAS EVER FLOUNDED
A Fullman Car Carnival of Comedy
Nights 8.50c to \$1.50 Thur. Mat. 50c
Sat. Mat. 50c

GAYETY DAILY MATS
BURLESQUE & VAUDEVILLE
WORLD OF PLEASURE
WILL FOX, HARRY MARKS STEWART
Next Week—HASTINGS' BIG SHOW

S.H.A.'S THEATRE
Matinee Daily, 25c; Evenings, 25c,
50c and 75c. Week of Jan. 22.
Miss Irene Franklin, Melody Lane
Girls: Ashley & Lee; Middleton, Spad-
myer Company; Snyder & Buckley;
Three Escardos; The Kinetograph; Ray
L. Royce.

PRINCESS MATINEE
JULIAN SATURDAY
ELTINGE
THE FASCINATING WIDOW

GRAND OPERA MATS. WED. 25c, 50c
HOUSE THE FIRST TIME HERE
TRAVELING SALESMAN
Next Week—"Mother."

STAR BURLESQUE
SHOCK! YOU LIKE
DAILY MATINEES
WHILE OF M.R.H.
NEXT WEEK—COSY CORNER GILLS.

10c Polly Prim 10c
Cleaner 10c

PETIT JURYMEN PETITION FOR INCREASE TO \$3 A DAY

When the county council convenes this morning it will be called on to consider a petition signed by a great majority of the petit jurymen now on cases in the city hall, asking for an increase in pay of 50 cents a day. They now receive \$2.50 a day and ask for \$3. The petition was being circulated among the jurymen at the city hall yesterday afternoon, and while some were encountered who objected to attaching their signatures thereto, the great majority did so with alacrity.

A petition of the grand jurymen for the same increase to \$3 a day is also being considered by the county council. About three years ago the daily compensation of petit jurymen in York County was raised from \$1 to \$2.50. Before receiving \$3 they were paid only \$1.50 a day.

"Our demand for \$3 a day is only reasonable," said one of the petit jurymen. "When we receive a summons to sit on a jury we have to comply unless we take a boat for Honolulu, perjure ourselves by saying we are citizens of Saskatchewan, or convince the judge we are crazy, and the latter takes a doctor's certificate, which costs money."

"No matter what the season of the year, whether it is time for haying or harvesting or mid-winter, when we receive the summons, we must respond."

EX-ALDERMAN SEEKS \$10,000 SOLACE.

MONTREAL, Jan. 25.—Another hot action has arisen out of the present municipal campaign, ex-Ald. Giroux, the leader of what was known as the "red" clique, because it numbered many aldermen who insisted on granting huge paving contracts to the highest bidder, and a large number of whose members were discriminated by the royal commission investigating civic affairs in 1908, suing The Montreal Star for \$20,000 damages for caricatures of the ex-alderman concerning his civic record.

ADDRESSED BAPTIST S. S. ASSOCIATION

Dr. Howland of Philadelphia and Rev. Dr. Blackall, editor of The Sunday School periodicals, addressed the Baptist Sunday School Association in Bloor-street Church last evening. Dr. Howland spoke on the great work the Sunday School has accomplished, and prophesied that, before very long the morning church service would be given over to the children. The other speaker, Dr. Blackall, told of his work as an editor and of the influence for good the Sunday School periodicals have on the lives of children and said that great improvements will be made before very long.

COST \$200,000 TO PARALLEL YONGE ST.

According to the report of the city engineer and the assessment commission, the extension of Terminal-college from College to Bloor-street will cost \$200,000. It is suggested that 35.00 per cent of the expenditure be paid by the properties benefited, the balance to be paid by the city.

The report recommends that the street be widened from Bloor-street to College-street and extended northward with a width of 66 feet from College-street to St. Mary's-street, which involves the strengthening of St. Vincent-street and the widening of Chapel-street.

The city engineer recommends that the reservoir be cleaned out annually for the next two or three years at least, when the use of the filtered water will render this step unnecessary except after the lapse of many years.