

as such an agreement is made the municipality will be powerless.

"The only remedy for this is for the Dominion Parliament to provide that agreements between the railways and the municipalities should be subject to the jurisdiction of the Ontario Railway and Municipal Board. It may be said, why not leave the enforcement of these agreements to the High Courts? The answer to this is that the courts have no machinery to enforce these agreements. They might give damages, but giving damages is not an effective remedy. The fact is that no electric railway should be declared for the general advantage of Canada and taken away from local jurisdiction.

"In a conference upon this subject with a prominent Dominion official some time ago, he agreed that the situation was difficult and unsatisfactory; that the Dominion Railway Act was not intended to apply to electric railways at all; that it has no machinery for the regulation of electric railways, and that it contains no power or authority, nor could power be given to the Dominion Board of Railway Commissioners for the enforcement of agreements with the municipalities. His opinion was that there should be a conference.

"It has been suggested that legislation should be procured putting all electric railways under the jurisdiction of the Ontario Board, and all steam railways under the jurisdiction of the Dominion Board. The reason why, perhaps, all steam railways should be under the jurisdiction of the Dominion Board is obvious. The cars of steam roads run from the Atlantic to the Pacific, and being under Dominion jurisdiction, uniformity of regulations and of appliances is secured. However, this is a point which would require to be well considered.

"I enclose a list of the railways which have been incorporated by the Legislature of Ontario, and which have been declared for the general advantage of Canada. In this list I have marked the electric railways which have either been incorporated or have been declared by the Dominion Parliament for the general advantage of Canada. No reason existed for their incorporation by Dominion authority or for the declaration of general advantage. The roads were not inter-provincial or international in any sense, but railways of purely local concern. The declaration of general advantage leads to peculiar results. A railway is incorporated by the Provincial Legislature. Immediately agreements have been entered into with the municipalities and the road is in operation for some time, on one pretence or another the company gets a declaration from the Dominion of general advantage. This has not the effect of repealing the local legislation. It prevents further provincial legislation and it removes the road from the jurisdiction of the Ontario Railway Board. The consequence is that we have provincial legislation on the statute books and agreements with the municipalities in full force, but incapable of enforcement for the reason that the Dominion Act provides no machinery, and the Ontario Railway Board has no power, because the railway has been taken from under their jurisdiction by the declaration of general advantage.

"Further, by the Ontario Railway Act, 1906, an electric railway may only charge a rate of 2c. per mile. Under Dominion legislation they are entitled to charge 3c. By getting Dominion legislation the company can evade the fixed and settled policy of the Provincial Legislature that a 2c. per mile rate should prevail.

"These questions have, as you are aware, been brought to my notice by the Hamilton Radial Railway Bill, which is now before the Dominion Parliament, and in response to your request I give you my views as above."

List of railways incorporated by acts of the Parliament of Ontario declared by Parliament of Canada "works for the general advantage of Canada":

Algoma Central Ry. Co., afterwards Algoma Central and Hudson Bay Ry.

Amherstburg, Lake Shore and Blenheim, afterwards Lake Erie and Detroit River Ry. Co.

Brighton, Warkworth and Norwood Ry. Brockville and Ottawa Ry.

*Brockville and Westport Ry.

*Chatham Street Ry. Co.

Credit Valley Ry. Co.

Erie and Huron Ry. Co.

Erie and Niagara Extension Ry.

Fenelon Falls Ry. Co., afterwards Victoria Ry. Co., finally Midland Ry. Co.; operated by G.T.R.

Gananoque and Rideau Ry. Co., afterwards Thousand Islands Ry. Co.

Georgian Bay and Wellington Ry. Co.

Grand Valley Ry. Co., formerly Port Dover, Brantford, Berlin and Goderich Ry.

Hamilton, Ancaster and Brantford Ry. Co. formerly Chedoke and Ancaster Electric St. Ry. Co.; now operated under Brantford and Hamilton Electric Ry. Co.

Hamilton and North-Western Ry. Co.

Huron and Ontario Ry. Co.

Leamington, Comber and Lake St. Clair.

London, Huron and Bruce Ry. Co.

London and Port Stanley Railway Co.

*Niagara and St. Catharines Rd. and Steamboat Co.

*Niagara and St. Catharines St. Ry. Co.

Norfolk Ry. Co.

Northern Extension Ry. Co.

Northern and North-Western Jct. Ry. Co.

Ontario, Belmont and Northern Ry. Co.

Ontario and Rainy River Ry. Co.

Ontario and Sault Ste. Marie Ry. Co.

Ottawa, Arnprior and Renfrew Ry. Co.

Ottawa Electric St. Ry. Co. (partially).

*Oshawa Street Ry. Co.

Pembroke Southern Ry. Co.

Port Arthur, Duluth and Western Ry. Co.

*Port Dalhousie, St. Catharines and Thorold Electric St. Ry. Co. (parts of this railway).

Port Dover and Lake Huron Ry. Co.

Prince Edward County Ry. Co.

Sault Ste. Marie Ry. Co., afterwards Sault Ste. Marie and Hudson Bay Ry. Co.; now the Ontario, Hudson Bay and Western Ry. Co.

St. Catharines and Niagara Central Ry. Co. (name changed to Niagara, Hamilton and Pacific Ry. Co.).

Thousand Islands Ry. Co.

Thunder Bay Colonization Ry. Co. (name changed to Port Arthur, Duluth and Western Ry. Co.).

Toronto, Grey and Bruce Ry. Co.

Toronto, Hamilton and Buffalo Ry. Co.

Toronto and Nipissing Ry. Co.

Windsor, Essex and Lake Shore Rapid Ry. Co.

Roads marked with an asterisk are electric roads.

Grain Elevator Notes.

The Western Canadian Mills Co.'s elevator and warehouse at Vonda, Sask., were recently destroyed by fire.

During the year 1907 the quantity of grain passed through the elevator at St. John, N.B., was 610,000 bush., against 347,226 in 1906, and 75,214 in 1905.

At a recent meeting in Moosomin, Sask., a resolution was passed to the effect that the time had arrived when the Dominion Government should own and control all terminal elevators and drying plants.

The Vancouver B.C., Board of Trade recently revived the question of the erection of a public elevator there, and passed a

resolution calling upon the city to reopen negotiations with the Dominion Government.

J. A. Jamieson, speaking at Montreal recently, said that the Dominion Government elevator at Port Colborne, Ont., which was being constructed from his designs and under his supervision, would be ready to receive grain soon after the opening of navigation.

J. H. McQueen, Superintendent C.P.R. elevators at Owen Sound, Ont., died there Jan. 11, after a short illness. Prior to his last appointment, which he held for 20 years, he was Superintendent of the elevators at Queen's wharf, Toronto and at Portland, Me.

The total receipts of wheat at the Fort William and Port Arthur elevators for Dec. was 7,317,888 bush., against 4,093,820 in Dec., 1906. The amount shipped was 6,941,490 bush., against 5,616,672 in the previous year. Of the quantity shipped in Dec., 5,302,267 bush. were carried by water, and the remainder by rail.

The Saskatoon Milling and Elevator Co., it is reported, will erect three, and possibly four, elevators in Saskatchewan during this year. One is to be built at Delisle, one at Zealandia, and one at or near Lanigan. If the fourth one is decided on, it will probably be erected on the line of the Grand Trunk Pacific Ry. at or near French.

The Maple Leaf Flour Mills Co. recently erected a 5,000 barrel mill at Kenora, Ont., with elevator and storage for 450,000 bush. of grain. The whole plant was put into operation recently, and on Jan. 14 the flour mill was completely destroyed by fire, the damage being estimated at about \$1,000,000. D. C. Cameron, Winnipeg, is President of the company.

At a special meeting of the Milling and Elevator Co.'s shareholders at Saskatoon, Sask., recently, a resolution passed at a previous meeting, authorizing the directors to mortgage the property of the company, was confirmed, and at a subsequent meeting the future plans of the company were discussed, as a result of which it is probable that an application will be made to increase the capital.

The Wilson-Leslie Co. is being organized at Saskatoon, Sask., for the purpose of building and operating grain elevators and flour mills throughout the province. It has been decided to erect an elevator and flour mill at Saskatoon, and other elevators at various points in the district, building operations to be commenced in the spring. J. Wilson, Mayor of Saskatoon, is President of the provisional organization.

The following officers and directors were elected at the recent annual meeting of the Brandon, Man., branch of the Grain Growers' Association: President, W. Nichol; Vice-President, W. E. Lawson; directors, J. F. Valens, J. Campbell, S. C. Doran, J. M. Roddick, J. M. Allen and I. Hunter. R. Mackenzie, who had been Secretary of the branch since its inception, resigned and J. Campbell was appointed to succeed him.

The Western Farmers Elevator Companies' Association is about to be formed "for the purpose of handling the crops of the Northwest for the best interests of the producer." This decision was arrived at at a meeting held in Brandon, Man., Jan. 14, and a committee was appointed to draft a constitution and by-laws for the purpose of organizing and combining all the farmers' elevators in Manitoba and Saskatchewan. The following have been elected directors: A. Shepherd, A. Morrison, P. Wright, A. R. Wells, R. M. Wilson, G. Christie, and O. Sutherland.