

appointment, sat down with Premier Whitney and his colleagues and explained to them the reasons for the application to the Dominion Parliament for legislation, and went over the legal argument, which was not combatted by them in any way. He also sent the two following letters of 9th and 22nd March, as well as the memorandum referred to in the latter. Neither of these letters were ever replied to.

9th March, 1907.

Hon. J. P. Whitney, K. C.,
Premier of Ontario,
Toronto.

My Dear Premier:—

I was sorry that owing to stoppages of the train yesterday on its way to Toronto, aggregating at least an hour and a half, my appearance before you was delayed to so near the time of your going into the House, and that the discussion of the matter in which I am interested was perhaps not as satisfactory as it otherwise might have been. Leaving aside at the present time your Bill No. 118, which I cannot believe has assumed the form in which you would take the responsibility of putting it through, and as to which possibly I might desire to have something further to say to you later on, even though it does not affect any of the companies in which I am interested by a retrospective operation, I desire to urge upon you that in connection with the opposition of the Province to the granting of railway charters at Ottawa this session, whoever represents the Province before the Railway Committee at Ottawa may be instructed to confine opposition to cases on the face of which the Province has jurisdiction. Certainly the Province has no jurisdiction to grant the application of the Hamilton Radial Railway Company, and at the same time, we ought to, in all reason, get what we are asking for. We have in view a railway quite equal to the ordinary trunk steam line railways, and we have in view the crossing of the boundaries, and we have in view connection and interchange of freight traffic with other Dominion railways and we (that is those who own the Radial) own the Brantford and Hamilton Electric Railway, which has a Dominion charter; and refusing legislation which we are asking at Ottawa would simply mean blocking our enterprise. Surely, surely, there are enough of short line railways of a suburban character and railways running along the public highways of the country or from one town to another which keep going to Ottawa for their legislation for the Ontario Government to petition against being legislated for by the Dominion, and surely also the Ontario Government do not want to oppose our getting at Ottawa a bill which we could not get at Toronto.

I repeat what I said yesterday, that so far from our wanting to escape supervision or control by the Provincial Board, we would rather have to deal with that Board than the Dominion Railway Board, both on the ground of convenience and because we have been strongly impressed with the view that Mr. Leitch and his colleagues are honestly endeavoring to deal with cases that come