A CRIME TO SELL A RAILWAY TICKET WEDNESDAY MORNING

THE TORONTO WORLD

DECEMBER 19 1906

How the Roosevelt Government Enforces the Railway Laws of the United States---Not So in Canada

An Appeal to Sir Wilfrid Laurier to Make the Grand Trunk Obey the Law and Give a Penny a Mile Fare States are at his service to enform

railway passenger rates: Mr. W. F. Maclean moved second thing has occurred all over the count reading of bill (No. 7) to amend the try, people in every portion feel it act respecting the Sale of Railway time after time. I have heard comreaching of bin the Sale of Railway Passenger Tickets. He said: Mr. Speaker, the act which this bill pro-poses to repeal was passed in 1886. For the information of hon, gentlemen will read the substantial clauses of that act. The first clause applies the act to railway, incorporated by Do-minion law and under the jurisdiction of this parliament. It does not apply

railways or street railways, but only to such railways or street railways, but only to such railways as come un-der the Railway Act of Canada. It then enacts that a railway company may appoint an agent for the sale of Clause 4 says: its tickets.

Every ficket sold by any agent shall have the name of such agent and the date of the sale written or stamp-your mind: it is not a crime in any the date of the sale written or stamped plainly upon it, and any person who fraudulently alters, changes or imitates such signature or date, is way ticket is a token and will pass guilty of an offence against this act.

Section 7 is to this effect: No person except those authorized as above mentioned, shall sell or offer for sale any rallway passenger ticket, or pass, ticket, certificate or other in-strument, enabling any person or purporting to entitle any person to travel on any one railway, or more than one railway, or on any part of one rail-way, or parts of several railways to which this act applies.

That is, no railway ticket shall be sold without authority. Sub-section 4 ut authority. Sub-section 4" of section 9 says:

The sale by any person of the un-used portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, is an offence against this act, be punishable as herein and shall provided.

THE LEGISLATION OF 1881. In other words, in 1886 this parlia-

ment in its wisdom enacted a law purchased a railway ticket to it for sale, and, if convicted, he subject to the porable to the sale of the value of the gamet huy a return ticket but you aking it a crime for anybody who had purchased a

Ottawa, Thursday, Dec. 13.—The do this, he is taxed for the full fare, following is the official debate in the has to go thru a circumfocution house of commons this afternoon touching railway ticket scalping and railway ticket scalping and railway passenger rates: W. W. F. Maclean: Perhaps the right of the minister showen it in the minister showen it is the minister is Mr. Emmerson: What is the limita-tion as to the mileage? AT 3 1.3 CENTS A MILE.

Mr. W. F. Maclean: If you wish to go from Toronto to Kingston you must pay three and one-third cents a mile. plaints of this law and people say they know of no other country in the world, perhaps excepting Pennsylvania, which is railroad ridden, and where there is, you wish to go from Toronto to amilton you travel at three cents a maintion you travel at three cents a mile. And I wish to call the attention of the minister of railways of this house, and especially of members who represent counties between Toronto and nething of that character, where there is a similar law on the statute book. I take it that a railway ticket is practically a token, that it is given for who Montreal, to the fact that the Grand if Trunk Railway is charging all the local hey traffic on that road three and one-third nething and for the person purchases it, and if it is not used, if the purchaser changes his mind, he should get his money back and be able cents a mile. And the minister of railways (Mr. Emmerson) apparently does to forthwith sell that ticket to some one else who will use it. That is what to forthwith sell that ticket to

takes place all the world over. It is other country than Canada to sell such pass from one to another, that it is good until used, and is good for use by the

holder. It is like a bank note or a post-age stamp, it can go from one to an-other and ought to be of that charac-ter. And if we had the right railway legislation in this country we would have that kind of railway ticket, one that is good wherever it goes. In some other places they have adopted the system of mileage books. We have those mileage books here and the rail road in that instance admits that this is a ticket good until used and good over any portion of its system. They concede something to the public there. but they have these tickets of which peak, and which it is a crime to s tickets which compel the purchaser to

go by a certain way and within a certain time. If the ticket is not used in that way it has to go back to the rallway and the purchaser has to wait for weeks for the money and then get a small percentage of the value of the ticket returned. If you are in New

was subject to the penalties imposed by the act. Now, I believe that is unnecessary legislation for this coun-Rellway Company wish to repe ed States they do not give return tick-Grand Trunk Railway Company which has special protection in regard to tick-ets by the law of this country, so that it can drag a man into court, brand him as a criminal, and send him to jali ets, but they have given this wider t coach on every train and close it in. In England, as at Lachine in the early days, these third-class cars were open; but this enterprising railroad man in England, on the Midland, said, we will have a penny-a-mile car on every train, and we will make the car much better than it might be. So the whole railroad travel in England was revolutionized on that one clause, and it would have been revolutionized here, and we would have been at the same stage of progress to day if that clause had been enforced in this country. character to a railway ticket, that it is good either way and then, as I say. all over the United States, they are going largely into this system of book tickets, good in any direction, and un-limited. There are no conditions, these him as a criminal, and send him to juit because he dares to sell a ticket which he purchased from them with his good money? Here is what they propose to tickets pass from one to another and repeal as covered by this modest state-ment in The Canada Gazette. I have if a man has no use for his ticket he can sell it. Why he should not sell it here the statutes of Canada, 16th Vicdo not know. He has paid for it, he toria, 1852. I turn to chapter 37. The has paid for the transportation of on person between two points, and if h declaratory clause is as follows: Whereas the construction of a railcannot use it himself why should not be able to sell it to a neighbor way from the City of Toronto to the City of Kingston, and thence to the neighbor? It does not seem to me that Canadians should be stigmatized as criminals bepromote the weifare of this province— And having side collared, clause 3 end acts as follows: And be it enacted, that the gauge of the said railway shall be 5 feet 6 inches; and the fare or charge for each first-class passenger by any train on the said railway shall not exceed two pence currency for each mile tra-veled, the fare or charge for enchalt penny currency for each mile traveled, and the fare or charge by any train on the said railway shall not exceed one penny in the traveled; and the fare or charge by any train on the said railway shall not exceed one penny train on the said railway shall not exceed one penny train on the said railway shall not exceed one penny train on the said railway shall not exceed one penny train on the said railway shall not exceed one penny train on the said railway shall not exceed to mile traveled; and that at least one train having in it third-class carriages shall true every day thruout the length of the fare or day thruout the length of the fare or tharge farmer's siding, seven miles on the tail the the having the fare or the length of the farmer's siding, seven miles on City of Montreal, will greatly tend to cause they dare not sell a railway tick-

nile. medal, or token: 10 If was found that ordinary railway 10 If was found that ordinary rai Railway Co, were melted at St. Lam-bert in 1862.

YET THEY ASK FAVORS.

cents a mile. And the minister of rail-knows (Mr. Emmerson) apparently does to the ways (Mr. Emmerson) apparently does to the ways (Mr. Emmerson) apparently does to the people of the protection against in thousand. Of course, I do not object to the people of Canada, which refuses to to bert in 1862.
Now here is this Grand Trunk Rail-way that has special protection against in way that has special protection against in the people of Canada, which refuses to comply with that law, and will not to approximate the regist man.
Mr. W. F. Maclean: And I do not think anybody would object if the minister were the right man.
Mr. Emmerson: But it is only \$7000.
Mr. W. F. Maclean: Weil, perhaps Santa Claus will do something for you.
Santa Claus will do something for you.
Should not retain this law upon the should not retain this law upon the grand Trunk Railway when these com-panies themselves are the greatest de-linquents in regard to obeying the law that I know of. I intend to argue that we should, as an act of retaliation, if nothing else, immediately repeal this law. Why should we take so much trouble to afford them legal protection. that I know of. I include as an act of retailation, if we should, as an act of retailation, if is we should we take so much is we should we take so much is at in the some to make it his busi-ness in this country to compel the Grand Trunk Railway to carry out the Grand Trunk Railway to carry out the satisfied a lower rate of the same time the com-paries coolly come to this house and to two about the Grand Trunk Railway to carry out its house and to ary. In The Canada Gazette of last Saturday there was this little notice: Notice is hereby given that the field of the united to the form port Stanley to Toronto the that is in the Grand Trunk Railway system. That very same clause that is in the Grand Trunk Railway system. That very same clause that is in the Grand Trunk Railway company of Can-the only foundation, the only legal sanction, of that magnificent third-class for for an act repealing or amending you chapter 37.

they stand all kinds of exactions. read you one or two cases. There. is a Canadian Freight Agents' Asciation in connection with the railways of this country, they have been organized since the railway commis-sion came into force. This is what this

expert finds, as some of the thing they claim to have done for Canada: things AND THE PUBLIC PAY. They have abolished competition

between railways. cured the legalization of demurrare charges.

Abolished free cartage. Imposed additional charges for storage. Increased the charges for switch-

These are a few clauses of the Inter-state Commerce Law of the United States. See how it differs from the law of Canada in this respect, that the enforcement of the United States law is made the duty of the interstate commerce commission. It is also made Mr. Emmerson: You are not here enough to know how often he is here. Mr. W. F. Maclean: Well, I am al-ways here when my things are on, Mr. Emmerson: You are here Mon-days and Wednesdays. Mr. W. F. Maclean: Where has the hon, gentleman been since this house hon, gentleman been since this house opened? Will the hon, gentleman tell me where he was? I will tell the house where L was and whet business house opened? Will the hon, gentleman tell me where he was? I will tell the house where I was and what business I was on. Will he tell the house what busi-ness he was on and where he was? Mr. Emmerson; I will be very hanny

on. Will he tell the house what busi-ness he was on and where he was? Mr. Emmerson: I will be very happy to. Mr. W. F. Maclean: All right, we will have a conference after dinner. And the attorney-general of the United states who has these duties imposed on him is the Hon. Elhu Root. He had occasion to make a speech the other day at Albany in connection with the state election. He has been good enough to send me a copy of the speech, and I shall read an ex-tract or two from it. Mr. Root is certainly the ablest international law-yer in the United States: he is a man of the highest legal attainments, a man who can eas: an anything from stoom or offset as aforesaid, to institute in any court of the United States of competent jurisdiction a civil action to collect the said sum or sums so for-THE GREAT REFORM.

THE GREAT REFORM. There is a great reform going on in the United States, a great up-heaval of public opinion against the corporations. Now, this process of intelligent and effective redress of wrongs is going on, great and substantial progress has been made in it. Laws are being reformed so as to meet the present evil: laws are being enforced with vigor and success. The most conspicuous and fit representative of this great and beneficent work in this state is Charles E. Hughes; the most con-spicuous and fit representative of this same great and beneficent work in the federal government is Theodore Roosevelt, President of the United States. Let me some of the corporate evils which he has undertaken to deal with; not all, but the principal ones: I will just cite from Mr. Root Root's speech the corporate evils which says Roosevelt has undertaken to do with, and which are pertinent to i question before the house: Many railroad companies have Many railroad companies have exercised their arbitrary power to fix their rates by arranging them in such a way that even with-out giving rebates, they have favored the large shippers in special localities and have been unreasonable towards small ship-pers in other localities. By these under the distribution of the start of the second the distribution of the second second second second the distribution of the second but unfair means the big, rich corporations have been continually driv. ing the small, weak men to the wall, taking away their business and increasing their own wealth.

rebates, or, by ingen vantages equivalent Thereupon the dep began active prosect forcement of the lay dictments have bee hundreds of defends many hundreds of tr have been fourteen tions. Fourteen ind fined to the gross Nine corporations h the amount of \$253 indictments are read regular order upon regular order That is what the of the United State for the enforcemen Act of that country And it shall be the duty of the interstate commerce commission to inform the attorney-general of all such cases of neglect or refusal, whose duty it shall be to proceed at once to judicially enforce the forfeiture hereinbefore provided.

it under the direct the energy behind dent of the United words, if congress of who have charge of of the law concet duty to enforce the railways. Let me

Continued Fr

The Railroad Ad The Railroad Ac subject of such exc ing the last session already justified passage of the ac months ago there h untary reductions of mode then during roads than during years of the preerstate commerce It is the enforce that will produce passage of a law inroads on the peo On the single-August, 1906, two went into force, notices of volunta were filed with

the United States All this has not required not mere and patient indust dous personality against all powerf on congress and on congress and but it has require persistency, long-stant effort, a del tant effort, a den unvarying policy. That policy is n erican people for disapproval, and two dangers. In the United law which not on ple, but imposes torney-general an representing the ting the ised and

they have men c ministration of the and see that just no such thing in I have yet to hear general of Canad

action to compel a obey the law. W

ing that duty up

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States. Let me tences of what

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manager, Fre likewise convi bates, was find Mr. Emmerson

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Mr. W. F. Ma with the officers ple of the Unite law against reb Mr. Emmerso

viction. ma

HOW THE

try. A great many abuses have occurred under it, and I intend for short time to try and point them out to the house. If a person buys a bread ticket or a milk ticket or concert ticket, he can dispose of it wishes to do so; but strange to y if he buys a railway ticket and does not use it. he can dispose of it only in one way. It has been made crime in this country to sell this arttcle of every day use. The reason given in the old days for this act was that it was to stop scalping. If there was scalping it was the railways themselves that caused it: and if they pursued a policy of treatment of the public which ended in what appeared to them to be a loss, they have changed their policy instead of et one to another.

coming to this parliament for protec BROTHER JONATHAN'S PRIVILEGE No other class in this commun Another thing, we Canadians are getting the worst of these laws which tion. has this special protection itq illustrate how this law works we are making in this country in conwish to read a letter which nection with our railroads. An Amreceived just two or three days ago erican citizen can buy a ticket over a Canadian railroad at two cents a mile. from a citizen of this country giving and if he does not want to use it can sell it to his neighbor in the United his experience. Here it is: Dear Sir,-I am much pleased to learn from The-World that you are introducing an amendment to the States, who may use it, and he does Railway Act forbidding the sale of sell it; but the Canadian, if he buys an unused portion of a railway ticket. a ticket at three cents a mile in Such a law in the first case was an own country, cannot sell it, cannot imposition on the people of this coun- dispose of it, must take it back to the try, and I understand it was placed railway company, and it must be re-tin the statute books thru the efforts deemed in the manner of which I of the railroad companies, and by the spoke.

assistance of Hon. Edward Blake. As The defence of the railway companies the law now is, a passenger cannot is: Oh, we are giving the public a sell his ticket or portion of it, to any cheap kind of ticket on which, if they one except the company he buys it of, go and come by our road, they get the and then must take what the com- advantage of cheapness, and if we give pany sees fit to give for it, and send them this cheap ticket, a part of the their value of it when they get ready. contract is that the purc It would be just as sensible to have use it, not some one else. That is not a law that a man connot sell a horse what the people of Canada want. They to any one except the man he bought him from, and the same with any other commodity bought and sold. I limitation of any kind, and if they buy know the railroad companies say they will take back the ticket and refund the money. But note the delay in so doing. My own case for example, I was doing to be a solution. Take the case of a business man who is a traveler, not a commer coming down the lakes with a cial traveler, but traveling on his own ticket which brought me from Col-business, and he wishes to go from lingwood to Toronto on the Grand Ottawa to Toronto to do some busi-Trunk: Arriving at Owen Sound I found by coming in by the Canadian Pacific Railway I would save twenty hours and hotel blils. I did so. On arriving at Toronto I applied at ticket office for rebate and was told to for rebate and was told the ness there and at points on the way, ticket would have to go to Montreal, and to come back to Ottawa by Preswhich it did, and it took over four cott or Brockville and do business at weeks to get back the small amount these points. He cannot do this and allowed me, which was about one- get a cheap ticket; the railroad says half what it cost me to come from to him; You can only have a cheap ticket if you consent to this limita-Owen Sound via the Canadian Pacific tion, that you must go direct to To-ronto and come back the same way. Railway That is in order to get home he had

to buy a ticket over the Canadian Racific at a cost greater than that of Prescott and Brockyille, and do busi-Prescott and Brockville, and do busihis original ticket. He goes on: ness there and come back. So the man, Again I bought a ticket at Reed

Strathcona, and to do business as he wi for Deer, Alberta, pays the high rate of three cents or changed my mind and did not use the three and one-third cents a mile. What ticket. Next day when I returned Railway agent I bought it from, he ticket, available at all times, without refused to take it back and said I would have to sent it to Montreal. system. This took nearly six

weeks to get back the the ticket. you i see So you will earn the good will of the traveling public if you succeed in annulling this iniquitous law.

A SERIOUS MATTER.

ment because they dare to sell their own property to any buyer they choose. That is the actual condition of at further east and one-third cents a mile? I was under the impression that, is conductor and buys a ratiway and there will be two this country. A man buys a ratiway and there show— ticket and goes on a journey; some times he buys a return ticket and on that condition gets a reduced fare That man may change his mind, he may wish to travel in another way of desires to go partly by another road.

having in it third-class catriages shall run every day thrubut the length of the line. And a little further on in the same act, clause 28, we read: Provided always that the guarantee of the province shall not be given to the company incorporated by this act. or in respect of the railway hereby authorized to be constructed, to an in constructed, to an ington a short time ago. I have the new Railway Act of the United States, chaser must

the length of the said railway. DEMAND 3RD CLASS SERVICE. Here is a railway that was to be for the benefit of the province of Canada, and was to receive a guarantee of f3000 a mile on its bond issue, and the con-struction and operation of which were department of railways and canals United States as compared with the way in which they administer it in the struction and operation of which were supposed to bind the parts of Canada which says that these men can impose way we administer our act in this counsupposed to bind the parts of Canada which says that these men can impose way we administer our act in this could closely together. And parliament, in these three local charges. Yet we allow try. I referred the other day to having its wisdom enacted at that time this them to break the law, and we give been taunted with regard to the draft-clause, which declared that there was them this special legislation which ing of my bills. Now, I want to tell they got some years ago from the then the hon. minister of railways and canentire system of the Grand Trunk Rail-way at a maximum rate of a penny-a-criminal if they deal in railroad tickets to draft the Canadian Railway Actway at a maximum rate of a penny-a-mile. Yet, in the proceedings in the police court in Toronto, under which Mr. Hays is proceeded against criminal-ly because he has not obeyed the sta-tute, it was shown that no one could buy a penny-a-mile ticket, and that there was no third-class service given to the public, tho it is expressly pro-five days, and we could not find you; to the public, tho it is expressly pro-ty ded for in the law of the land rand now you have to pay for the freight. The you and we could not find you; there was no third-class service given to the public, tho it is expressly pro-five days, and we could not find you; to the public, tho it is expressly pro-ty days and we could not find you; there was no third-class service given to the public, tho it is expressly pro-five days, and we could not find you; the for in the law of the land rand now you have to pay for the freight. The tage the public days are you quot-ing?

there was no third-class service given to the public, tho it is expressly pro-vided for in the law of the land-fand not only made part of the law; but made a condition of the voting of an immense guarantee to that railroad. And Mr. Hays, or those representing the siding, and they taxed him \$1 a and him, said in the police court in Today for demurrage charges, pretending never had been a third-class service on the Grand Trunk Railway or any other will made in this country. A sentleman they did not use it for ten days. How he wishes, the people want is the cheapest possible ticket, available at all times, without limitation and in any direction on the system. Mr. Emmerson: Does the hon, gentle-of the grand in this country. A gentleman came into my office a few days ago and said to me: "Mr. Maclean, I have been watching what took place in the police Mr. Emmerson: Does the hon, gentle-of the wat what the at Ottawa about the two-cent rate;

value man (Mr. W. F. Maclean) say that the at Ottawa about the two-cent rate: men. but whether he would carry of rate between Toronto and Ottawa is and when the Grand Trunk Railway his intention depended altogether of rate between Toronto and Ottawa is and when the Grand Trunk Railway his intention depended altogether of his intention depended altogether on three to three and one-third cents a says that there never was a third-class mile? Mr. W. F. Maclean: Yes, on the Grand Truthe Railway never conceded Mr. W. F. Maclean: Yes, on the Grand Truthe Railway never conceded the three to the build a factory I go to our expensive departments of justice and the tender mercles the said to me, I works out. We make a Railway picked out a likely place where I and leave it to the tender mercle could get labor and material, but be-the public to enforce, notwithstan-tor the tender mercles the fore I start to build a factory I go to our expensive departments of just fore I start to build a factory I go to our expensive departments of justice Grand Trunk Rallway. Mr. Emmerson: But by the Canadian of history, for here is one of the thirdthat point, he is ignorant of the facts the railway and get their terms. The

That man may change his mind, he may wish to travel in another way or he does not wish to go quite so far he desires to go partly by another road, either for pleasure or the advance- ment of his business. If he desires to go the rate posted up in the Grand Trunk in the grime minister (Sir Wilfrid Laurier) drain their land and improve it. How prosecution shall be paid out of the ap- the whole resources of the United

car over another line they would have new Railway Act of the United States, charged him four local rates. The and I want to show the right hon gen-

law?

United States.

Mr. Tisdale: No.

and probably it is very excellent drafts-

Mr. W. F. Maclean: I am quoting the

act to regulate commerce as amended

Mr. W. F. Maclean: It is the inter-

state law, but it is the act that does the

trick, that regulates the railways in the

Mr. W. F. Maclean: I will show the

hon. gentleman where it does. When we

speak about draftsmanship and about

works out. We make a Railway Act

the public to enforce, notwithstanding

and railways, the courts and laws for

enforcing the law, 1 will show

Mr. Tisdale: That is the interstate

and acts supplemental thereto.

train a day, and it came about because an able railroad manager in the ser-vice of the Midland Railway said a good many years ago, I will cut out the second-class cars. I will improve such proceedings, and the proceeding provided for by this act shall not pre-clude the bringing of suit for the re-covery of damages by any party injurthe third-class, I will put a third-class rates to competitive points has been coach on every train and close it in. building up a few favored places at the in England, as at Lachine in the early expense of the other portions of the ed, or any other action provided by said

act approved Feb. 4. It shall be the duty of the several district attorneys under the authority. of the attorney-general of the United States to institute proceedings. Do you see the magnificent provision for the enforcement of the law in that? They not only make the law, they. for make provision solute enforcement. That is a charac-teristic of the interstate commerce law discriminate in this country every day. They should not be allowed to impose which they have in the United States, and it is doing marvelous things there these double tolls as they are imposfor the people. Then, they had to deal with the tele

graph companies. I dealt with that question the other day, and showed why the telegraph companies should be put under the control of the rallway commission. Let me read two or three short extracts in regard to that matter

Whenever any telegraph company which shall have accepted the pro visions of title 65. of the revise statutes shall extend its line to any station or office of a telegraph belonging to any one of said rail-road or telegraph companies, re-ferred to in the first section of this extending its line to company so extending its line to connect with the telegraph line of said road or telegraph company to which " is extended at the place where their lines may meet, for the prompt and convenient interchange of telegraph business between said com-HOW TELEGRAPHS CONTROLED.

Here is the way they deal with tele-graph connections in the United States. The law reads:

For the prompt and convenient interchange of telegraph business between said companies, the said railroad and telegraph companies referred to in the first section of this act shall operate their respec-tive telegraph lines so as to afford equal facilities to all without discrimination in favor of or against any company or corporation what. ever, and shall receive, deliver and send business with connecting tele graph lines on equal terms and af-fording equal facilities and without discrimination for or against one of such connecting lines. and such exchange of busines shall be on terms just and equitable.

to-day in Canada we allow the Grand Trunk and the Canadian Pa-cific, who own telegraph lines of their own, to deliberately refuse to connect with the Ontario government railway telegraph line at North Bay, compsipower.

ling the message to be taken out of one office and into another, and re-Root become attorney-general of the peated at double local tolls, delaying and impeding the great interests we have at Cobalt. If telegraph compan! dared to do such a thing in the Unit- attorney-general for a while. ed States, but they would not dare to do it, they would be hauled before the Mr. Emmerson: He never was at-

court by the law officers in the 'ame of the attorney-general of the States and justly punished. Let me read a little more from this Railway Law of the United States: eral

It is hereby made the duty of the attorney-general of the United States-Was there ever such mandator

draftsmanship in any Canadian law? It is hereby made the duty of the attorney-general of the United States by proper proceedings to prevent any unlawful interference with the rights and equities of the United States under this act, and under all acts of congress re-lating to all such railroad and telegraph lines, and to have legally ascertained and finally adjudicated, etc.

I wish the attorney-general of Canada was present in the house to hear what I am about to read now. I wish he were present to hear what the atorney-general of the United States has said.

The managers of many great cor-porations, not satisfied with the na-tural increase of successful business, talization beyond either their investment or the value of their property fairly used in business. Much of the watered stocek has been sold to in-nocent investors, much of it has been secured by the managers themselves thru various devices for insufficient consideration. These greatly excessive capitals and the necessity of the payng of interest upon them have as barriers against the reduction of transportation on rates or the prices. of products to a point which would secure a fair business return. Against these battlements of wrong the president has charged with all the energy and sincere conviction of his nature; he has waged and is waging open warfare, not against wealth, but

against ill-gotten wealth; not against corporations, but against the abuse of corporate power; not against enter prise and prosperity, but against the unfair and fraudulent devices of selfish greed.

And then:

For the accomplishment of this due measure of control which from time immemorial our laws have recognized as necessary, the government of the United States has taken up the task where the several states have failed and is performing and purpo ses to

perform its duty, not beyond, but to the full limits of its constitutional Mr. R. L. Borden: When did Mr.

United States? I think he is secretary of state. Mr. W. F. Maclean: Yes, he is secretary of state. I think he was

hauled before the torney-general. Mr. W. F. Maclean: At all events he is certainly one of the ablest law-yers in the United States. His col-league, Mr. Mcody, is attorney-gen-

Mr. R. L. Borden: Oh. yes, he is a very able man. OTHER PEOPLE'S LAURELS.

Mr. W. F. Maclean: What he is claiming credit for is what the attorney-general of the United States, backed by the president, is doing to enforce this act. Now, I will show what the attorney-general is doing: After the Eikins anti-rebate law was passed by congress in 1903 it was supposed, and the interstate commerce commission reported, that the rail-commission reported, that the rail-roads had substantially abandoned giving rebates. Their good resolutions do not seem, however, to have lasted. The struggle for business enabled the shippers soon to secure a renewal of

Continued on Page P.

trict attorneys Mr. W. F. this. They have compelling fair ment of the pe tion and enforc is in the hands ties, while here Toronto police have the law ister of railwa tention or the ment to enfor the passenger on the Grand general of the enforcing the the hon. gentle that question, people into 1 s not in a po the prime mi whether he i Grand Trunk service to the ed to give, n and Montreal The Montrea compliment | and straight interests of 1 try, and does railways behin for the farmer the Grand Tr peal of that a on a par wi this country. The way to p way on a par is to enforce the Canadian follow and gi a mile, and oads of thi responsibility his governme to effect a passenger t notify the Gr

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