

## THE ST. JOHN BOARD OF TRADE.

St. John—The Atlantic Gateway of Canada that is never closed.

ST. JOHN, NEW BRUNSWICK, May 26, A.M., 1914.

J. E. ARMSTRONG, Esq.,

Commons Chairman, Joint Committee Railway Act,  
Ottawa, Ontario.

DEAR SIR,—At a meeting of the Council of the Board, I was instructed to advise you that this Board does not consider Bill B2, An Act to consolidate and amend the Railway Act, to be in the best interests of our members in as far as Section 358 is concerned.

This Section, as you know, places transportation companies operating by water between ports and places in Canada to other ports and places in Canada, entirely under the jurisdiction of the Railway Commission.

The members of our Board believe that such an action would tend to prevent any water carriage competition, and would also tend to eliminate competing companies between the same ports and places, as steamship companies that are operating now in competition, would get together and have a rate approved higher than they could hope to secure if competition were continued and allowed as at present.

This City owes its prosperity to a great extent to its geographical position and the distribution of its output by water, and our Council does not feel that the Board of Railway Commissioners, excellent as that body is, should be allowed to disturb conditions through rulings which are now satisfactorily adjusted and controlled by their present mode of operation.

The Council therefore trusts that the clause in the Bill in question may be withdrawn.

PERCY W. THOMPSON,  
*Chairman Traffic Bureau.*

## THE OGILVIE FLOUR MILLS CO., LIMITED.

HEAD OFFICE, MONTREAL, CANADA.

27th May, 1914.

J. E. WALSH, Esq.,

Manager, Transportation Dept.,  
Canadian Manufacturers' Association,  
Room 8, Senate Bldg.  
Ottawa, Ont.

*Re Revised Railway Act.*

DEAR SIR,

We beg to acknowledge receipt of your esteemed favour of May 21, calling our attention to proposed Amendment to the Railway Act, which would place water carriers under the jurisdiction of the Board of Railway Commissioners.

We regret we cannot be represented at the meeting to be held in Ottawa, the 28th inst., but wish to state that we are not in favour of the proposed Amendment for the following reasons:

In the first place, we can see no reason for any Government control so long as there is sufficient competition to ensure equitable and reasonable rates, and this we believe to be the case at the present time.

In any event such control could only extend to registered Canadian lines, whereas our coastwise laws permit the carrying of Canadian merchandise in American bottoms from a Canadian to an American port; in other words, the Canadian lines tied down to certain tariffs, would be opposed to the unhampered competition of the American lines on all export merchandise, and the result would unquestionably be