

question in competition with rails from Buffalo, Cleveland, Chicago, etc. we shall be glad to appear when required but must have reasonable time to prepare our case.

STEEL COMPANY OF CANADA.

Mr. ARMSTRONG (Chairman).—I have the following letter from His Honour Judge Snider, of Hamilton, Ontario:—

April 28, 1914.

Dear Mr. Stewart:—

My attention has been called to a provision in the proposed Railway Act which will require the County Court Judge to be the sole arbitrator in all railway arbitrations in his County without any pay for doing it and without any increase in salary. At present as you know when a judge is chosen by the parties to the arbitration he gets paid for his service—arbitrations are not in the County Court and are not included in the duties for which we are paid our salaries. This provision would be most unfair. I write to ask that you will give the matter your consideration and see that the County Court Judges are not treated so unfairly.

Yours very truly,

COLIN G. SNIDER.

T. J. STEWART, Esq., M.P.,
House of Commons, Ottawa.

Mr. ARMSTRONG (Chairman).—I understand the vessel men are here this morning.

Mr. FRANCIS KING.—Counsel for the Dominion Marine Association: We are here, Mr. Chairman.

Mr. ARMSTRONG (Chairman).—Perhaps I had better not take up the time of the Committee with further communications now, as we wish to hear the vessel men this morning, and when they get through we will deal with those matters a little later on.

Mr. FRANCIS KING.—I appear as counsel for the Dominion Marine Association—an association which comprises in its membership practically all the vessel tonnage on the inland waters from Montreal to Fort William, the Great Lakes, the River St. Lawrence and tributary waters, including side lines such as the Muskoka and Huntsville, Lake of Bays, etc., etc. If you will allow me I will give you the names of the gentlemen who are with me to-day, and who propose to address the Committee at greater length than I propose myself, who are all members of the Executive Committee of the Dominion Marine Association:—Mr. Lawrence Henderson, managing director of the Montreal Transportation Co. of Montreal, is president of the Dominion Marine Association, and will present the views of the association as a whole; Mr. A. A. Wright, managing director of the St. Lawrence and Chicago Steam Navigation Co. of Toronto; Mr. H. W. Richardson, of Kingston, whom you all probably know, and who appears in the dual capacity of vessel owner and shipper, and who will perhaps speak from both points of view; Mr. W. E. Burke, and Mr. C. B. Harris, representing Canada Steamship Lines, Limited, the recent large amalgamation; Mr. Denis Murphy, last but not least, of the Ottawa Transportation Co., I want to be very brief myself, and I think perhaps the best thing I can do is to simply call on these gentlemen. Before calling on Mr. Henderson, may we have it understood clearly just what the discussion is about this morning? I am in doubt. There is a section 358 in the Railway Act which appears to amplify the powers of the Board with reference to vessels. They were heretofore confined to jurisdiction over those lines which were in the control of the railways.