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Railroad Regulation in Canada and the United States.

THE new railway map issued by the Department of the Interior gives in graphic form a complete summing up of the Dominion's steam transportation system. The eye at a glance obtains information as to extent and route of all trunk lines and their feeders. Sections that are under construction, others that are surveyed, as well as those that are as yet only contemplated—all are indicated by distinctive coloring or markings. No country in the world has so great a railway mileage per capita as Canada. Altogether there are 23,706 miles shown as being now in operation; of which the Canadian Pacific has 9,306, the Grand Trunk 3,708, the Canadian Northern 3,946, the Dominion Government 1,719, and the Great Northern 470. The Grand Trunk Pacific will be in all, from Moncton to Prince Rupert, 3,506 miles, of which 1,128 are now under construction, while tenders for an additional 457 miles have been called for.

The respective conditions of government regulation under which railway operations are carried on in Canada and the United States form the subject of an informing article contributed recently by William Whyte to The Saturday Evening Post of Philadelphia.

The author explains to his readers that Canadian railroads are subject to a Railway Commission "endowed with powers that would make a citizen of the United States accustomed to the weak and ineffectual efforts of the Interstate Commerce Commission, gasp with astonishment." But that the railways themselves, as well as the public, fare better under Canadian methods, Mr. Whyte has no doubts whatever. In part he attributes this to what he approvingly terms the Canadian characteristic respect for law in general. That the railroads for the most part realized the wisdom

of a rational Government regulation is evident from the fact that the Dominion Railway Act was passed with their general approval. It is considered especially worthy of remark that whenever railway regulation, considered necessary for the public good in Canada, is adopted, there is no cry of "confiscation" on the part of the railway companies; no much-mooted abstract questions as to the constitutionality of the act are raised, and no protracted and expensive legislation ensues. It is explained that the authority of the board's members is plenary within its jurisdiction, and its decisions and orders may be made rules of any Superior Court. There is no appeal from their decision, unless the board itself grants an appeal, except on questions of jurisdiction, or to the Governor-in-Council.

The jurisdiction of the Canadian Railway Commission is much more clear-cut than that of the Interstate Commerce Commission, and the more important powers which the former possesses and the latter lacks are summed up as follows:

It possesses jurisdiction over telegraph or telephone lines operated by railway companies.

It can order the abolition of unduly dangerous grade crossings and can order the railways to construct subways or overhead crossings, or the installation of safety appliances at level crossings.

It has the power to regulate the running and operation of trains, and can order changes in schedules or operation of additional trains to give better service for the accommodation of business.

Railway companies must report to the board all cases of fatal or serious injury.

All agreements for the sale, lease or amalgamation of railways must be approved by the board.

The board may order the allotment or distribution of cars, where there may be question of discrimination.

Railway companies must submit to the board