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GOVERNMENT TO ASK FOR REGULATING CONNECTIONS AND TOLLS CONTROL OF TELEPHONES

Introduction of Amendment to Railway Act Shows Abandonment of Public Ownership Promises—Further Clauses Will be Added—Bill Given First Reading After Spirited Debate.

Ottawa, March 28.—(Special.)—It was a field day in the house for popular rights. The government in effect today adopted the principle that telephone companies should be subject to the railway commission. The minister of justice gave a grudging consent to the proposition that the express rates should be subject to the control of government. So, member after member declared his adherence to the principle of a maximum two-cent fare, and for regulating express charges, although one excuse after another was found for opposing the bill introduced by W. F. Maclean to amend the Railway Act.

A petition was presented by Mr. Buleau (Three Rivers), in which the Bell Telephone Company asked leave to incorporate its capital stock to \$50,000,000. Another bill on behalf of the Grand Trunk Pacific sought permission to do a telegraph business in connection with its railway line.

Mr. Emmerson's bill was modestly entitled "an act to amend the Railway Act, 1903." There were in it several clauses dealing with the railway commission and with appeals from their decisions, but the essential features were those which concerned the placing of telephone business under the control of the commission. The section to be inserted with regard to allowing the control of telephone companies into railway stations read: "Notwithstanding anything in any act heretofore passed, the regulation, in determining the terms of compensation upon which any such connection shall not be taken into consideration any contract, lease or agreement hereafter in force, by which the company has given, or gives, any exclusive or other privilege to any company or person, other than the applicant, with respect to any such station or premises."

Another important clause is that which gives the railway commission power to regulate tolls. It says: "Not heretofore or hereafter passed by parliament, all telephone lines connected with the company shall be subject to the approval of the board." There are provisions requiring telephone companies to submit their tariffs to the board, and to keep such tariffs posted, and information. A third clause gives the board power to order that a connection be made between trunk telephone lines and the independent lines operated by any province, municipality or body corporate, and to fix the terms of such connection.

Mr. Emmerson's bill, which explains with the declaration that he thought it went as far as it was advisable to go in the public interest.

Promises and Performance.
W. F. Maclean (S. York) did not think that the government could be congratulated on this amendment.

"We were promised," he said, "that the country was then led to believe that he declared, 'that radical and important changes were about to take place and that public ownership of the telephone system was about to be effected.' The organs of the Liberal party were coming, and that the reform was general was to be the postmaster-general movement. The subject was sent to a sub-committee which, at an expense of \$10,000, investigated the subject thoroughly. Witnesses were examined and the services of experts were obtained. Before the session was over the postmaster-general was called to England and has never had time to digest the evidence; but it was not in his place, the committee would be re-organized, and the outcome in all likelihood be public ownership. In the contrary, Sir William Mulock had disappeared from public life.

In the election of the new postmaster-general was made that Mr. Aylesworth predecessor and the public given to understand that legislation of an important character would be forthcoming. Thus, the public was somewhat surprised that the place of Sir William Mulock, an advocate of public ownership, should be taken by a gentleman who had been the champion of the Bell Telephone Company before the sub-committee of the house. But said before the sub-committee was as a lawyer.

"The doctrine has been set forth," said Mr. Maclean, "that man who is in public life is something different from what he is on other occasions. He is a Jekyll and Hyde, and the public ownership to the people and to go before the committee and plead the case of the corporation."

In North York Mr. Aylesworth had led the people to believe that he would be a new Paul; instead, he had turned out to be a Saul, who stoned the prophets of public ownership.

Who Owns the Company?
The present postmaster-general before the committee had declared that corporation once it had created it, and that it was intended for the public to claim jurisdiction over a telephone company that occupied the public highways.

Mr. Aylesworth had denounced the independent companies, and had said that it was audacity for them to ask compensation for the public ownership.

However, he had experienced a

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PUBLIC OWNERSHIP IGNORED.

Any expectation the Canadian people may have had of public ownership of telephones, even of long-distance telephones, was dissipated at Ottawa yesterday, when the government introduced the long-promised telephone legislation as an amendment to the Railway Act.

The keynote of the legislation was voiced in the phrase of Hon. Mr. Fitzpatrick, minister of justice, "private ownership under government regulation." He declared this to be the ideal legislation and this policy met with the silent approval of the opposition. As far as the long distance business is concerned, that was not touched, the Bell monopoly is left in its present possession. It was evident from what happened yesterday that Sir William Mulock went out of the cabinet because of the hostility of Sir Wilfrid Laurier and Hon. Mr. Fitzpatrick to public ownership, and that they brought in as his successor, as postmaster-general, the late chief counsel of the Bell Telephone Company, Hon. A. B. Aylesworth.

However, the bill as introduced yesterday concedes three things long sought for by the member for South York, and just as long scolded at by Sir Wilfrid Laurier and Mr. Fitzpatrick: (1) The right of all telephone companies to get into railway stations and buildings. (2) The regulation of tolls by the railway commissioners. (3) The direct oral interchange of business between all companies using the same equipment. How far these three reforms will be carried out depends on the railway commission and the commission of the statute that is to be framed by the house.

Ever since the question of public ownership first came up in parliament, there has been no great disposition on the part of the opposition to take advantage of the opportunity; they have sat silently viewing two or three months of fight. The government has been forced to move up a step and the opposition has the chance of forcing a march.

TORONTO MAN INJURED.

Charles Greene Seriously Hurt by Falling Down Hotel Stair.

London, March 28.—(Special.)—Chas. Greene of Toronto, a traveler of the Toronto Drug Specialty Co., fell four feet down a staircase at the Teumseh House to-night and landed on a hardwood floor, striking a trunk in the descent. It is thought that he was picked up by his concubine, who was with him at the time, and that he was injured by the fall.

HONOR FOR DR. BELL.

(Canadian Associated Press Cable.)

London, March 28.—The King has signified his approval of the recommendations of the Royal Geographical Society for the award of the royal medal to Dr. Robert Bell, director of the geological survey of Canada, in recognition of his great work of exploration. This medal is bestowed by his majesty, as patron of the society, which was instituted by Queen Victoria in 1839. It is said Dr. Bell has extensive knowledge of the geography of Canada more than any other living man.

Over a Thousand Trials.

Tona-Cola has been tested by over a thousand people, and they all say it is fine. Tona-Cola is a new drink, it is the best brace against fatigue, being decidedly stimulating and refreshing, yet being non-alcoholic and perfectly harmless. If you haven't tried Tona-Cola yet, you are not one of the wise ones. Do it now. Sold at soda fountains and hotels for 5 cents.

For "Better Tailoring," MacLeod, Yonge and College Streets.

Hoskins & Westervelt, Chartered Accountants, 102 Wellington Street, Toronto. David Hoskins, F. C. A.; W. J. Westervelt, C. A.

Opening of Pure Food Show.

The Pure Food Show at Massey Hall will be formally opened this afternoon at 3 o'clock by Hon. Nelson Monteth, minister of agriculture. Mayor Coatsworth, the city council, and a large number of prominent citizens will also be present. A public procession of exhibitors, grocers and other retail merchants will leave Massey Hall at 4.30, and, accompanied by bands, will parade the principal streets. A choice program of musical entertainment will also be given both afternoon and evening.

A few raincoats uncalled for, to clear Thursday and Friday at \$10. Hobbs' 153 Yonge Street.

W. Harper, Customs Broker, 5 Melinda

Cool Tobacco.

No. 71 guaranteed not to bite tongue. Try it once. Alvie Bolland.

Empress Hotel, Yonge and Gould

Sta. E. Disette, Prop. \$1.50 and \$2.00 per day.

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Edwards, Morgan & Company, Chartered Accountants, 28 Wellington-st. East. Phone Main 1163.

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2-CENT RATE ON RAILWAYS MEETS LITTLE FAVOR IN COMMONS

Trivial Excuses Urged Against it and Government Control of Express Companies, The Progression Argument is Strong.

FITZPATRICK IS AFTER ADVICE

Ottawa, March 28.—(Special.)—At the evening session of the house of commons, W. F. Maclean (S. York) introduced his bill to amend the Railway Act.

The first section provides for putting express companies under the jurisdiction of the railway commissioners. The second provides for telephones coming under the same jurisdiction. The third section limits the maximum passenger rate on railroads to two cents a mile.

Mr. Maclean spoke to a crowded house and received close attention. The minister of railways and canals was taken by surprise. His answer was in effect, he was well answered by Dr. Sproule, Barker (Hamilton); Alcorn (Prince Edward); Ingram (Elgin); Lancaster (Lincoln); and Lennox (Simcoe); were among the Conservatives who opposed the bill. Indeed, it found hardly any supporters in its entirety and some of the speakers, notably Mr. Ingram, vented some personal ill-feeling towards member from South York. Others, while protesting their devotion to the principles involved in the measure, held the bill itself up to ridicule as not being drawn in a lawyer-like manner.

Mr. Maclean said that the express company was an integral part of the railway system. These companies are increasing daily and many business are dependent on them for existence and prosperity. Sir Thomas Shaughnessy, president of the C. P. R., had declared that the Canadian railway commission was an excellent thing for the railroads. If for a part of the railroads business, why not for every branch of it? "The fruit growers," said Mr. Maclean, "have their markets fixed by the tolls of the express companies; these markets are widened and circumscribed at the pleasure of these companies."

It was claimed that parliament was powerless because the express companies ship partly by land and partly by water. Speakers in not inclining to treat this as a serious objection. Boards of trade, farmers, fruit growers, all classes were demanding this relief. Hon. Mr. Maclean said that the C. P. R. in its official report announces that it is a passenger measure, and does anyone question the fact that the Canadian Express Company is owned by the G.T.R.? Express companies, then, the speaker said, will sell us said Mr. Maclean, "that the railroads do not own the express companies. The C. P. R. in its official report announces that it is a passenger measure, and does anyone question the fact that the Canadian Express Company is owned by the G.T.R.? Express companies, then, the speaker said, will sell us said Mr. Maclean, "that the railroads do not own the express companies. The C. P. 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