

incomplete and ineffective unless the Commission obtains within the Act the necessary power to control the service.

Mr. W. F. MACLEAN, M.P.—Mr. Lighthall is present and desires to present a memorandum from the Union of Canadian Municipalities.

Mr. W. D. LIGHTHALL.—I have been asked by the Union of Canadian Municipalities, which I represent, to present a brief memorandum, which reads as follows:—

To the Hon. Joint Committee on revision of Railway Act.

The Union of Canadian Municipalities declare that they approve in general of this Bill as drafted, reserving any possible objections that may arise during the discussion and leaving the several municipalities who are members of the union free to make special suggestions should any so desire.

Section 373, subsection 9, ought to contain the words 'or local telephone service' after the word 'electricity.'

The Union of Canadian Municipalities, by

F. C. BLIGH, *Mayor of Halifax,*
President, U.C.M.

W. D. LIGHTHALL,
Hon. Secy. U.C.M.

OTTAWA, May 19, 1914.

Mr. ARMSTRONG (Chairman).—What are your wishes as regards the date to be set for the Toronto Board of Trade?

Senator YOUNG (Chairman).—The Montreal Board has similar views. They have written as follows under dates May 15, and May 18:—

Gentlemen,—I have the honour to say that the Council of this Board, with the assistance of its Transportation Bureau, has given consideration to Bill B2 'An Act to consolidate and amend the Railway Act,' and that it takes strong exception to the provision of the following portion of section 358.

'and the provisions of this Act in respect of tolls, tariffs and joint tariffs shall, so far as deemed applicable by the Board, extend and apply to all freight traffic carried by any carrier by water from any port or place in Canada to any other port or place in Canada.'

The Council is of opinion that it is inadvisable to apply the provisions of the Railway Act in respect of tolls, tariffs, and joint tariffs on freight traffic carried by water between ports in Canada. There are a great many reasons why the Council considers this inadvisable, the chief being a strong belief that the jurisdiction of the Board of Railway Commissioners would tend to limit competition between the water carriers themselves, which in turn would tend to decrease the competition between water carriers and the railways. Montreal is located on a waterway reaching some thousand miles from the Atlantic and some thousand miles further inland to Fort William, and it is essentially to the advantage of Montreal merchants that there should be no restriction to competition between the water carriers themselves or between the water carriers and the railways.

The Council, therefore, earnestly prays your committee to reject the above quoted clause of said Bill.

I have the honour to be,

Gentlemen,

Your obedient servant,

GEO. HADRILL,

Secretary.

Hon. FINLAY M. YOUNG,

J. E. ARMSTRONG, Esq., M.P.

Chairmen of the Joint Committee of the Senate and House of Commons on Bill B2 'An Act to consolidate and amend the Railway Act.'