

binding." Yet while a ferryman has the right of being protected by arbitration the Postmaster General is not willing that electric railways should have such a right, but wishes to have them accept whatever he may determine.

One of the most important objections to this bill I have left to the last. A large majority of the electric railway companies throughout Canada were chartered by provincial legislatures, not by the Dominion Parliament. I submit that this Parliament cannot enact laws to govern the provincially chartered companies.

When this bill was under discussion in the Commons, the honorable member for Moose Jaw said: "Take the Moose Jaw or Toronto street railway companies, incorporated by provincial legislatures. Their rates are subject to whatever bodies the legislature may create in the shape of a provincial railway commission. I very much question if this house has power to say to a provincially created company, 'You will carry people at a certain price,' we might as well say we have power to compel a 3 cent rate in Toronto."

And in the Senate on May 19, the Hon. Mr. Casgrain said: "I want to draw the attention of the Government to the fact that the ipse dixit of the Postmaster General would regulate the fares to be charged on electric railways, which are not under the jurisdiction of this Parliament—for instance, provincial railways. Now, we have utilities commissions in some Provinces to regulate that very point. There should be some sort of appeal, so that if there was no agreement between the companies and the Postmaster General, surely it would be right to amend this clause by letting it go to the Railway Board or other body."

The Postmaster General says the Department of Justice has given an opinion that the bill is *intra vires*. But the Department of Justice is not incapable of erring. Some opinions that it has given have failed to be upheld by the courts. On the other side, we have the opinions of several counsel, including Mr. H. A. Lovett, K.C., who is recognized as one of the ablest authorities in Canada. In a lengthy opinion which he has given, he says: "In my opinion a statute of Canada attempting to compel a provincial railway to transport letter carriers free of charge, or for an arbitrary sum to be fixed by the Parliament of Canada, or by some official appointed under the act, would be *ultra vires* of the legislative jurisdiction of that Parliament."

Should sections 8 and 9 pass, and any Postmaster General attempt to act under them, the provincially chartered companies, at least, would undoubtedly test the validity of the act, and another struggle for provincial rights would be precipitated.

In conclusion, we respectfully ask you not to approve of sections 8 and 9, because:

1. There is no necessity for their enactment.
2. Such arbitrary powers should not be given to any one man.
3. Their enactment would practically establish a bureaucracy, with the Postmaster General of the day as the chief bureaucrat.
4. They are altogether of too arbitrary a nature for enactment in a democratic country.
5. They are *ultra vires* in regard to provincially chartered electric railways.

Walter Carey, of the Canadian Northern Ontario Ry. engineering staff, Pembroke, Ont., writes: "I have read your circular with regard to the increase in Canadian Railway and Marine World subscription rates and may say that I have wondered how you could sell such a strictly first class publication for so small a price."

Personal Paragraphs.

Mrs. McLean, wife of H. H. McLEAN, K.C., M.P., President, St. John Ry., died at St. John, N.B., June 11.

R. M. HANNAFORD, Assistant Chief Engineer, Montreal Tramways Co., has been



George Kidd,
General Manager, British Columbia Electric
Railway.



D. W. Houston,
Superintendent, Regina Municipal Railway.
elected Second Vice President, Canadian
Railway Club.

T. AHEARN, President, Ottawa Electric Ry., was one of the stewards at the spring meeting of the Connaught Park Jockey Club, during June.

C. JOHNS, electrician, St. Thomas St. Ry., has resigned, as the committee desired to remove him from the street railway department to the hydro electric department.

Miss Todd, only daughter of MARTIN N. TODD, President, Galt, Preston and Hespeler Street Railway, was married to A. H. T. Basett, of Edmonton, Alta., at Galt, recently.

W. T. WOODROOFE, who recently resigned as Superintendent, Edmonton Radial Ry., Edmonton, Alta., and who was formerly in British Columbia Electric Ry. service, is preparing a report on electrolysis conditions in Vancouver for the city.

In Canadian Railway and Marine World for June, under "Birthdays of Transportation Men," the date of birth of ALLAN PURVIS, Manager Interurban Lines, British Columbia Electric Ry., New Westminster, B.C., was given as June 29, 1864, instead of June 29, 1878.

GEORGE KIDD, whose appointment as General Manager, British Columbia Electric Ry., Vancouver, was announced in our last issue, and whose portrait appears in this issue, entered B. C. Electric Ry. service in Jan., 1908, since when he has been, to Mar., 1911, Secretary of the company, London, Eng.; Mar. 1911, to May 6, 1914, Comptroller and assistant to General Manager, Vancouver.

DAVID W. HOUSTON, whose appointment as Superintendent, Regina Municipal Ry., Regina, Sask., was mentioned in a previous issue, and whose portrait appears in this issue, was born at Bathurst, N.B., Jan. 3, 1879, and entered transportation service in July, 1899, since when he has been, to 1902, clerk, Chicago, Burlington and Quincy Ry., Omaha, Neb.; 1902 to 1907, student, School of Mining, Queen's University, Kingston, Ont., graduating therefrom with the degree of B.Sc.; during the vacations he occupied various mining and engineering positions; May to Oct., 1907, Inspector of Mining Claims, Ontario Government, Montreal River District; 1908 to 1913, Auditor and acting Manager, Tabor and Northern Ry., Tabor, Ia.; July 13, 1913, to Mar. 12, 1914, Assistant Superintendent, Regina Municipal Ry., Regina, Sask.; Mar. 12, to Apr. 30, acting Superintendent in charge of operation, same railway; May 1 to May 12, 1914, acting Superintendent, same railway.

Increase of Fares on Edmonton Radial Railway.

It became necessary recently to advance fares on the Edmonton Radial Ry., which is owned by the city of Edmonton, Alberta, in connection with which we have been furnished with the following information:—The city council has authorized the adoption of a 5c. cash fare for adults, with unlimited tickets for adults at 5 for 25c. Limited tickets for adults are sold at 8 for 25c., good only between 5 and 8 a.m. on week days. Children's tickets are sold at 12 for 25c., good at all times. In adopting the 5c. cash fare it was felt that it would be an advantage to continue selling tickets, and this has already been proved correct by the fact that large numbers of tickets are being sold at 5 for 25c. Selling tickets assists the conductors, as if none were sold they would have to carry a large amount of change and it would take up a good deal of their time making change for passengers. Good financial results are being expected from the increase in fares and the change will be watched with much interest.

The first p.a.y.e. cars were put into service on the Winnipeg Electric Ry., May 27.