

hot night like this, read these clauses in full, because I think the committee thoroughly understand them.

Mr. McCRAANEY: On a previous occasion we had before this House a Bill to which we had to add the standard clauses. I would submit that before promoters come before the Railway Committee they should prepare their Bills in accord with the precedents of this House. I assume that this Bill came from the Senate. I am only mentioning the fact because promoters ought to take notice of these things and, if this is the practice of the House, they might as well follow it when they introduce their Bills into the Senate and possibly save a good deal of time.

Mr. COCHRANE: These clauses will be in the Consolidation Act and then they will have to comply with them.

Bill reported, read the third time, and passed.

MONCTON AND NORTHUMBERLAND STRAIT RAILWAY COMPANY.

House in Committee on Bill No. 149, respecting the Buctouche Railway and Transportation Company, and to change its name to the Moncton and Northumberland Strait Railway Company.—Mr. Robidoux.

On section 1—corporation name changed:

Mr. LANCASTER: Clause 1 is amended. As the Bill was passed by the Senate, it did not contain the model clause for this purpose and we have taken the responsibility in the Railway Committee of amending the Bill by striking out clause 1 as passed by the Senate and inserting the model clause for exactly the same purpose.

On section 2—line of railway authorized:

Mr. LANCASTER: The amendment in clause 2 is simply to make it apply properly in view of the amendment to clause 1.

On section 3—issue of securities increased:

Mr. McCRAANEY: I would ask the chairman of the Railway Committee with regard to the increase in the amount of the securities authorized to be issued. I have not the original Bill, but I assume they are permitted to issue securities up to \$30,000 a mile instead of \$20,000.

Mr. LANCASTER: The Senate increased it from \$20,000 to \$30,000 a mile, and we did not see any reason for disagreeing with the Senate on that point.

Mr. McCRAANEY: You had no evidence before you that \$20,000 was not sufficient?

Mr. LANCASTER: We had the explanation which evidently satisfied the Senate, and we thought it would be going a long way to say that it did not satisfy us.

272

Bill reported, read the third time, and passed.

ALBERTA INTER-URBAN RAILWAY COMPANY.

House in Committee on Bill No. 158, respecting the Alberta Inter-Urban Railway Company.—Mr. Aikins.

Mr. OLIVER: I cannot lay my hands on a copy of this Bill, but I fancy it is rather important to the people of Alberta. Would the chairman of the Railway Committee kindly give an explanation of the Bill?

Mr. AIKINS: The reason for the introduction of the Bill is mentioned in the recital. The purpose of the Bill is to correct a little technical error. Notice was sent out of the meeting to organize the company. All the subscriptions had been fully made but ten per cent had not been fully paid in. This ten per cent was paid in before the meeting. The statute requires that ten per cent shall have been paid in before the notice. Regulations were passed, bonds were issued and contracts made and a question arose as to the validity of the meeting. The Bill is to correct that.

Mr. OLIVER: That is all, the only purpose of the Bill?

Mr. AIKINS: That is the chief purpose of the Bill. The second clause is a clause that has been put into a number of Bills that have been passed where the expenditure of fifteen per cent did not occur within two years. A portion was expended and the second clause is simply to extend the time.

Mr. OLIVER: What proportion had been expended?

Mr. AIKINS: I could not give my hon. friend that.

Mr. OLIVER: Was it any considerable proportion?

Mr. AIKINS: A very considerable proportion, so it was stated at the committee.

Mr. OLIVER: Where is this railway?

Mr. AIKINS: I am sorry to say that I cannot give the hon. gentleman the details.

Mr. LANCASTER: Perhaps I might be pardoned if I called this a radial railway. As I understand it, Calgary seems to be the hub of a wheel with the spokes running out from that city. The railway runs from Calgary to Lethbridge, Medicine Hat, Macleod and Pincher Creek, all these spokes centering in Calgary.

Mr. OLIVER: It gets two years extension of time?

Mr. LANCASTER: Yes, the capital is put at \$10,000,000 and they are allowed