

2. How much of that freight did the National Railways of Canada receive as their share?

3. How many pounds of freight from that station were shipped f.o.b. Ste. Florence, and what share thereof did the National Railways receive?

4. What was the quantity in pounds of freight shipped, and paid on delivery?

5. How many cars were shipped and received at Ste. Florence in each of said years?

6. What was the revenue from sale of passenger tickets in same period?

MINERS AND STEEL WORKERS

On the Orders of the Day:

Mr. J. S. WOODSWORTH (Centre Winnipeg): Mr. Speaker, can the government give us any information with regard to this Canadian Press despatch from Glace Bay:

Glace Bay, N.S., June 11.—After a pitched battle lasting upwards of fifteen minutes, striking United Mine Workers of America miners recaptured the New Waterford power house station, shortly after noon to-day, and early this afternoon were in complete charge of the plant. One man, William Davis, was killed and another, Gilbert Watson, was shot in the stomach and severely injured. A number of the company's police were injured.

Does not this constitute a state of civil war? And how far must it go before the government will intervene?

Hon. JAMES MURDOCK (Minister of Labour): Mr. Speaker, we have telegraphic advice indicating that the facts are about as stated by my hon. friend. I assume that the provincial government is closely in touch with the situation, and will indicate, as is its right, if the situation is such that it desires any assistance of this government.

Mr. JOS. T. SHAW (West Calgary): Mr. Speaker, I am sure that a number of hon. members are very much worried about the situation in Nova Scotia. I would ask the Minister of Labour, if he proposes to keep in close touch with the situation so that in the event of the failure of the provincial government to preserve the interests of all concerned, he will then be in a position to take appropriate action?

Mr. MURDOCK: Mr. Speaker, we have been keeping in close touch with the situation, but I think we have a right to assume that the provincial government, having direct authority and control and being immediately interested, is entirely competent to deal therewith. I could not suggest to my hon. friend that in certain eventualities we might change our attitude.

ROUYN RAILWAY

On the Orders of the Day:

Mr. E. A. LAPIERRE (Nipissing): Mr. Speaker, I wish to direct the attention of the Minister of Railways (Mr. Graham) to this article in the Globe of Saturday, June 6:

Hon. G. H. Ferguson's announcement that the Dominion government was not disposed to give approval for the Nipissing Central railway extension into Rouyn came as somewhat of a surprise after the supposedly well-informed buying of Noranda shares on Thursday had carried that stock up to a new high record price.

Has the minister any further information on this subject?

Hon. GEORGE P. GRAHAM (Minister of Railways): Mr. Speaker, the situation, I think, has been fairly well stated before. The Nipissing Central Railway Company, owned by the Ontario government, asks the federal government to pass an order in council giving them the right to proceed upon crown lands belonging to the province of Quebec, through which they may build a railway. The province of Quebec takes very strong exception to the right of the federal government to pass any such order in council. The government has decided to refer the matter to the Supreme court to decide what are the rights of the respective parties.

Mr. MEIGHEN: Has the government not frequently, and indeed as a matter of course, passed those orders at other times?

Mr. GRAHAM: Not under similar circumstances. I am told that on one occasion they did pass an order in council allowing the Canadian Pacific to enter upon crown lands. But the province of Quebec takes the stand very strongly that the cases are not similar.

Mr. MEIGHEN: What is the difference?

Hon. ERNEST LAPOINTE (Minister of Justice): There was no opposition in the first case. Also, it was many years ago. I associate myself with what my colleague the Minister of Railways has said. The two provinces are taking absolutely opposite positions in the matter. The law authorities of the province of Quebec claim that this government has no right to confer authority on the railway company to take possession of provincial crown lands. On the other hand, the law officers of the province of Ontario claim that not only has this government power to do so, but it has no discretion in the matter, it has no right to withhold consent. In view of these two important provinces taking such different attitudes on a question of law, I