

Hon. Mr. MANION: I read the letter from Mr. Fullerton and Mr. Beatty requesting that we put this through; and what I suggested, Mr. Euler, before you came in, was that while the government can do this, the companies really should have done it themselves. But they did not get together soon enough. I am not criticizing them but that is my impression. At the time they put it before me they did not have time. Besides, there were fees amounting to \$11,000 which the House could have ignored or remitted; but if this committee agrees—and I agree that we should—I will introduce these bills with the consent of the House this afternoon, and we can rush them through. They are brief bills, and they are in accordance with the Act of last year. If there are any questions I will be pleased to answer them.

Mr. BOTHWELL: How will the cost be allocated between the two companies?

Mr. FRASER: Is there contemplated any public offering of stock?

Hon. Mr. FULLERTON: No.

Hon. Mr. MANION: Mr. Apps is here for the Canadian Pacific.

Hon. Mr. EULER: Judge Fullerton might be prepared to give us a little more detail regarding the purposes of the Bill.

Hon. Mr. FULLERTON: The real purpose of the Bill, of course, is to effect economy; the Acts are merely enabling Acts. Our idea is that the question of the amalgamation of the express companies and telegraph companies should be studied very carefully by committees.

Hon. Mr. EULER: Is that in prospect?

Hon. Mr. FULLERTON: That is being studied. We cannot say what the result of that study will be, but we want to be in a position if we find we can institute this amalgamation to have the machinery to put it in force without waiting for next session. These are enabling Acts; we are bound in no way; it is simply a case of negotiation, and if we can agree then we have the machinery.

Hon. Mr. EULER: That is what I wanted to know—whether the passing of the Bill was virtually to bring about the amalgamation of the express services.

Mr. PRICE: Mr. Chairman, I would like to speak for a moment upon the subject of the amalgamation of these two systems. First of all, you have a crippling of the service. In the city of Moncton we formerly had the Dominion Express Company which was the property of the C.P.R., and we had the Canadian Express Company, and a few years ago the C.P.R. was forced to discontinue its express service in the city of Moncton and, therefore, Saint John was the nearest point of contact with that service. The service since that time has not been what it was when there was competition, and, personally, I take exception to it. The same thing applies in connection with telegraph lines. We have a service at the present time in the city of Moncton. The C.P.R. stayed open until about 12 o'clock; the Canadian National service, which was formerly the Western Union, is an all night-service; and I can immediately come to the conclusion that when these two telegraph lines are joined together the service will be crippled; there will be one telegraph company and one express company, and there will be no competition. And at that time the people are not going to get the service they are getting at the present time, because it must be admitted that it is the intention all the way through where the two telegraph and express companies are amalgamated to cut down the service and bring them to the cheapest possible account that will give a fairly good service, but not the service we are getting at the present time.

Hon. Mr. MANION: Doctor, is it not true that we passed a Bill last session giving the companies instruction to economize? This is their proposal it is not my proposal. You can see from the letter I read from Mr. Beatty and Mr. Fullerton that they propose that they get an enabling Act which will