

The regulations which the Board are empowered to make would, I assume, be along the lines of those that governed the operations by the Fuel Controller, and under those regulations he was empowered, in the event of industrial difficulties which interfered with or interrupted the production of coal, to take such steps as in his opinion were necessary to guarantee and continue the coal production, even to the extent of operating the property.

Hon. Mr. FOWLER: It would be assumed that coal operators, that is, the owners of the coal mines, would be anxious to produce as much coal as possible.

Hon. Mr. ROBERTSON: Yes.

Hon. Mr. FOWLER: But they are often prevented from doing that by reason of the action of the miners. What extra powers would the Railway Board have to take hold of the situation and make them produce?

Hon. Mr. ROBERTSON: All that they could do, I assume, if they found it necessary to take control of and operate the mine, would be to take such steps as were necessary in the way of production.

Hon. Mr. FOWLER: What steps could they take? Suppose the labourers refused to work?

Hon. Mr. ROBERTSON: Get labour that would work.

Hon. Mr. BEIQUE: This Bill is open to the same objection as was raised by the honourable member from Middleton (Hon. W. B. Ross) in connection with the Bill which has just been passed by this honourable House. There is no question that the Railway Board, under this Act, may prevent the exportation of coal; that would be within the power of this Parliament; but, as was stated by the honourable member from Middleton, they would not be entitled to interfere with contracts, nor to control the price at which coal was sold at the mines, nor would they be entitled to take possession of the coal, as that would be interfering with the provisions of the British North America Act. Of course, if we were in a state of war that would be another thing, but we understand that we are not. If we are not, then all contracts are within the exclusive jurisdiction of the province.

Section 1 was agreed to.

Hon. Mr. ROBERTSON: It is deemed desirable that there should be an amendment added. It is proposed to insert the following as subsection 3 of section 1, and the

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present subsection 3 will become subsection 4:

All orders and regulations made under this section by the Board shall have the force of law and may be varied, extended or revoked by any subsequent order or regulations; but if any order or regulation is varied, extended or revoked, neither the previous operations thereof nor anything duly done thereunder shall be affected thereby, nor shall any right, privilege, obligation, or liability acquired, accruing or incurred thereunder be affected by such variation, extension or revocation.

Hon. Mr. BOSTOCK: It seems to me that this measure, like the other one dealing with the Wheat Board, will be open to dispute; that in this case the Board of Railway Commissioners will try to enforce the law and some company or person will engage a lawyer and dispute the whole thing, and it will be tied up. It does seem to me that it is foolish for Parliament to pass legislation of this kind. It may be all right for the lawyers, but I do not see that it is wise legislation.

Hon. Sir JAMES LOUGHEED: We would not legislate at all if we adopted that principle.

Hon. Mr. ROBERTSON I would point out to my honourable friend and to the House that these are amendments to the Railway Act. Section 52 of the Railway Act, if I remember correctly, provides for an appeal at any time from the decision of the Board of Railway Commissioners to the Governor in Council. There is therefore a safety valve.

The amendment of Hon. Mr. Robertson was agreed to.

On subsection 3—duration of section:

The Hon. the CHAIRMAN: Subsection 3 now becomes subsection 4.

Subsection 4 was agreed to.

The preamble and the title were agreed to.

The Bill was reported as amended.

THIRD READING.

Hon. Mr. ROBERTSON moved the third reading of the Bill.

The motion was agreed to, and the Bill was read the third time and passed.

SITTINGS OF THE SENATE.

Hon. Sir JAMES LOUGHEED moved:

That beginning to-morrow and for the balance of the session there shall be two distinct sittings of the Senate, the first sitting to be from 11 o'clock, a.m., until 1 o'clock, p.m.,