

tion was started by the Toronto Harbour Commissioners against the city of Toronto, the Canadian Pacific and the Canadian National Railway Company claiming the specific performance of the 1913 agreement, and certain damages.

In July, 1924, the Chief Engineer of the Department investigated the situation and made a report, and on July 19, 1924, an Act respecting the Terminals Company, being Chapter 70 of the Statutes of that year, was passed, under which a new scheme was provided in lieu of the viaduct and works provided for in the orders of the Board and the agreement of 1913. This Act also declares that the cost involved shall be borne by the Canadian National and the Canadian Pacific and the city of Toronto in such proportions as the parties may agree upon or, in default, as may be determined by the Board, provided that certain compensation to the Canadian Pacific shall be paid by the city of Toronto.

By this Act of 1924, the Act of incorporation of the Terminals Company was amended to provide that both the Canadian Pacific and the Canadian National might each take and hold one-half of the capital stock of the company, and the Canadian Pacific might guarantee principal and interest of one-half of the securities issued by the Terminals Company, and the Canadian National might issue its own securities to an extent not exceeding \$3,577,500 to purchase one-half the securities issued by the Terminals Company.

This latter amount was increased by an amendment, in 1925, to \$7,000,000, to be issued—

(a) to purchase securities of the Terminals Company;

(b) to defray cost of portion of the viaduct and works which will not be included in the works owned by the Terminals Company and will have to be constructed by the Canadian National.

By an amendment in 1928 this sum was increased to \$10,500,000 for the same purposes, and the present Bill is for the purpose of increasing the amount to \$14,150,000 for the same purposes.

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

THIRD READING

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

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

2425-24

CANADIAN COAL BOUNTY BILL

FIRST READING

Bill 312, an Act to place Canadian coal used in the manufacture of iron or steel on a basis of equality with imported coal.—Hon. Mr. Dandurand.

SECOND READING

Hon. Mr. DANDURAND moved the second reading of the Bill.

He said: Honourable senators, by way of explaining this Bill, I think it would be sufficient to read its three clauses:

1. So long as the provisions of tariff item number one thousand and nineteen in schedule B to the Customs Tariff remain in full effect, the Governor in Council may authorize the payment out of the Consolidated Revenue Fund to manufacturers of iron or steel, of forty-nine and one-half cents per ton of bituminous coal mined in Canada and converted into coke by a proprietor of coke ovens at his coke ovens in Canada, and used by such manufacturers in the smelting in Canada of iron from ore or in the manufacture in Canada of steel ingots or steel castings. No such payment shall be made more than once in respect of any coal so used.

2. No payment shall be made to any person or corporation entitled to receive any payment under this Act, or any drawback under the tariff item mentioned in the preceding section, where it is shown to the satisfaction of the Governor in Council that such person or corporation is not complying with laws enacted by the Province, in which the industry concerned is operating, for the purpose of maintaining in the operation of such industry hours of labour and rates of wages consistent with the provisions of any international convention adopted by a labour conference held under the Treaty of Versailles.

3. The Governor in Council may make regulations to carry out the intentions of this Act.

Honourable members are aware of the form of the convention adopted at the conference between employers and employees at the International Labour Bureau, Geneva, which fixed a maximum of working hours on what is called the eight-hour-day basis. Honourable members also realize the inability of the Dominion Government to sign that convention, inasmuch as its subject-matter comes within the jurisdiction of the provinces. The second section of the Bill is so framed that any person or corporation shall not receive a bounty unless such person or corporation complies with laws enacted by the province, in which the industry concerned is operating, for the purpose of maintaining hours of labour and rates of wages consistent with the provisions of any international convention adopted by a labour conference held under the Treaty of Versailles.

Hon. Mr. WILLOUGHBY: Has the honourable gentleman a copy of schedule B to the Customs Tariff?