

importance, and as clause 80 provides for the issuing of stock, and different other important matters, we should at once strike out the word 'resolution' in that clause, in order not to give power which are taking from the interpretation clause.

Hon. Mr. ELLIS—Should not there be another meaning altogether? Would not one object be to prevent those companies acting by resolutions when they should have by-laws?

Hon. Mr. BEIQUE—I understand we are not dealing with clause 80 at present.

The amendment was agreed to.

Hon. Mr. SCOTT—I had a memo. opposite clause (f):

The expression 'court' means a superior court of the province or district.

I do not know whether any one wishes to make a change in that?

Hon. Mr. LOUGHEED—That is the law as it is at present. It has never been subject to any objection.

The clause was adopted.

On subclause (r),

The expression 'legislature of any province,' or 'provincial legislature' means and includes any legislative body other than the parliament of Canada.

Hon. Mr. POWER—I suppose there is no doubt about the meaning of this, but the question is whether this expression might not include a town council, for instance.

Hon. Sir MACKENZIE BOWELL—How does that affect the North-west Territories?

Hon. Mr. LOUGHEED—They are a legislative body. They pass laws.

The clause was adopted.

On subclause (cc),

Hon. Mr. POWER—At the end of that paragraph it says:

And generally all such charges, if any, not above otherwise specified, as in all cases of English railway companies, are usually carried to the debit of revenue as distinguished from capital account.

That will involve considerable knowledge of English practice on the part of the commissioners.

Hon. Sir MACKENZIE BOWELL.

Hon. Mr. SCOTT—It is the same as the law is now.

Hon. Mr. LOUGHEED—It is the old law.

Hon. Mr. FERGUSON—It is only where there is no specific provision in the Act, and that will only be for something that cannot be foreseen.

The clause was adopted.

On clause 3,

Hon. Mr. WOOD moved:

That section 3 be amended by striking out the words 'other than' and substituting the word 'including' in lieu thereof, in the second line of the first clause thereof.

The effect of this amendment is to bring the Intercolonial Railway and other government railways under the provisions of this Bill. I have looked through the Bill and also through the Act respecting government railways, and I think that this simple amendment will bring the government railways under the provisions of this law, and will not in any way interfere, as far as I can understand, with the operation of the government railways under the authority of the minister as they are now managed. It will be observed that this change does not interfere with the administration of the affairs of the Intercolonial Railway or other government railways by the Minister of Railways as the affairs of these railways are now administered. There will be no change so far as the engagement of employees or framing the tariff, and the general management of the railway are concerned. From my study of the Act, the Minister of Railways and the chief superintendent will have the same powers and perform the same duties as the president and board of directors of a private railway. From my study of this Bill and of the Act respecting government railways, I do not see that this change will interfere in any respect with the management of the government railways. They still remain under the control of the Minister of Railways as they are at the present time. The Minister of Railways and his officials occupy the same position, so far as government railways are concerned, and perform, I believe, precisely similar duties as a president and directors of an ordinary railway company. They have the administration of all the affairs