

ALBERTA AND MONCTON RAILWAY CO.  
—Con.

*Emmerson, Hon. H. R.* (Westmoreland)—9350.  
Unless it is passed it will materially retard the shale interests of Albert county, 9350. The private Bills ahead of this will prevent its being considered to-morrow, 9351.

*Guthrie, Hugh* (Wellington)—9350.  
Moves to put Bill 220 on the Orders of the Day, 9350. Moves the House go into Committee of the Whole, 9351.

*Monk, F. D.* (Jacques Cartier)—9350.  
Does not see why they should not get rid of this Bill, 9350.

*Perley, G. H.* (Argenteuil)—9350.  
Why was the Bill so late in coming before the House? 9350.

*Sproule, T. S.* (East Grey)—9350.  
There is too much of this kind of procedure of late and very little time for consideration, 9350. Let it take its natural order and come up to-morrow, 9351.

ALBERTA ELECTRIC RAILWAY COMPANY.

House in Committee on Bill 93—Mr. McCarthy, 5079.

*Bradbury, G. H.* (Selkirk)—5083.  
Believes that the railway companies have monopolized too much of the coal lines, 5083. It would be hard to create a new precedent, 5084.

*Douglas, J. M.* (Strathcona)—5080.  
Moves an amendment to section 13, 5080.

*Graham, Hon. Geo. P.* (Minister of Railways)—5079.  
The only way to protect the highway was through the Lieutenant Governor, 5079. Suggests that the Bill stand for third reading, 5080. It was explained in Committee very fully, 5081.

*Haggart, A.* (Winnipeg)—5080.  
Moves a new section 14, 5080.

*Haggart, Hon. J. G.* (South Lanark)—5086.  
Asks if Mr. Oliver agrees with Mr. Graham as to the objects of building the Hudson Bay railway, 5086.

*Herron, John* (Macleod)—5087.  
Until new arrangements are made this company should have the same privileges as others are enjoying, 5087.

*McKenzie, D. D.* (Cape Breton North)—5081.  
Dangerous to allow these coal mines to be operated without any regulations, 5081. Would like to know that the right to operate is subject to the laws of the province, 5082.

*Nesbitt, E. W.* (North Oxford)—5081.  
Is opposed to the clause on principle, 5081. Is not opposing it now as it is part of an agreement, but has always opposed the principle in committee, 5087-8.

ALBERTA ELECTRIC RAILWAY COMPANY—Con.

*Northrup, W. B.* (East Hastings)—5080.  
The member for Calgary is in accord with this amendment, 5080. How the mines should be operated is a matter of local jurisdiction, 5081. If the day has come when the railway companies control the coal, we cannot move too soon, 5084. If you allow them to operate the mines they will certainly provide more cars, 5085.

*Oliver, Hon. Frank* (Minister of the Interior)—5083.  
The undesirability in the public interest of a railway company being also owner of coal mines, 5083. If the two enterprises are worked separately each will be more amenable to law, 5085. What is done with Pennsylvania coal, may be done with Nova Scotia coal, 5086.

*Sharpe, S.* (Ontario)—5079.  
Asks if the consent of the Lieutenant Governor is provided for in the case of incorporated villages, 5079.

*Sproule, T. S.* (East Grey)—5080.  
Thinks the clause suggested as No. 14 objectionable, 5080. That argument was seriously presented to the House this afternoon, 5086. When he was in Winnipeg men were buying Pennsylvania coal at \$12 a ton, 5087.

*Turriff, J. G.* (Assiniboia)—5082.  
These big railway companies have bought out practically all the coal mines in British Columbia, 5082. They cannot compete with the mines owned by the same people who own railways, 5083. The great trouble experienced by the coal mines in that part of the country is the lack of cars, 5084. Crows' Nest Pass coal higher in heating qualities than United States, 5087.

ALBERTA ELECTRIC RAILWAY.

Bill 93 again in Committee—Mr. McCarthy, 5568.

*Barker, S.* (Hamilton East)—5572.  
Does not understand the agreement, 5572. In Committee of the whole House the Bill was agreed to as it stands, 5573.

*Carvell, F. B.* (Carleton, N.B.)—5571.  
In committee the telephone clause was left in and the coal clause struck out, 5571. As to the coal matter on general principles he would be opposed to it, 5572. It was simply for the purpose of producing coal and distributing it, 5576. The railway mentioned was an electric road and the cases are not at all analogous, 5575. Sharpe is not quoting the section that passed the committee and he knows it, 5580. It is only the difference between buying coal and dealing in coal, 5581.

*Herron, John* (Macleod)—5570.  
It would be a great accommodation to the people if this right was conferred on