

LONG DISTANCE LINES—*Con.*

Connection with other lines to the exclusion of company's customers would not be fair.	Aylesworth	781
Construction in Great Britain and Canada, comparison of.	Dagger	16
Construction material in Canada and abroad	Sise	611, 612
Control of lines by business rivals would be inequitable.	Aylesworth	782, 784
Cost of construction in New Brunswick.	Thompson	519
Dominion control, might be brought under.	Dewart	755
Eastern Telephone Co., mileage of pole line	Crowe	646
Government control of, recommended.	Dagger	17
Government ownership of, a big thing to the people.	Demers	235, 236
Government ownership of, advocated.	Andrews	115, 134, 135
Government should own.	MacRae	309
Great Britain and Europe.	(See Webb)	
Great Britain, method of operating in.	Sise	610, 611
Great Britain, open to competitive systems on equal terms.	Willcock	276
Great Britain, price paid by government for National Telephone Co.'s lines in.	Dagger	17
Independent companies want to consolidate in order to give a decent through service.	Pickernell	897
Independent lines from Cleveland to St. Louis and Kansas City not talking commercially.	Pickernell	896, 897, 932
Interchange of service at Sherbrooke, P.Q.	Skinner	170
Interchange of service in U.S. is arranged, not compulsory.	McFarlane	815
Kamouraska Telephone Co., mileage of line.	Frenette	633, 637
Lack of long distance service a disadvantage.	Crawford	65
Local lines under different control would be confusion worse confounded.		778
Local systems, separation of from long distance service.	Aylesworth	771-773, 776-787
Local systems in London and long distance lines, arrangements for connection between.	Webb	906, 907
Long distance service the most paying part of business.	Urquhart	763
'Merchants' Company, Montreal, hampered by not having long distance connection.	Moisan	258, 261, 262
Montreal and Toronto, one circuit between.	Sise	609, 613
Municipalities prefer government ownership of.	Lighthall	757
Municipalities would be satisfied if provisions analogous to Sec. 195 of the Railway Act were adopted.	Dewart	757
New Brunswick, exclusive franchise for.	MacRae	299
North American Telegraph Co.'s lines, mileage of.	Bampffield	249, 251
Nova Scotia Telephone Co., connection with Quebec, Ontario, &c., no benefit to.	Winfield	351
Nova Scotia Telephone Co., memo. of cost, revenue and expense.	Winfield	360
Nova Scotia Telephone Co., proportion of business.	Winfield	350
Operating expenses 7 per cent of revenue.	Sise	612
Operators require months of teaching to handle long distance.	McFarlane	814
Physical connection with other companies, objection to.	Aylesworth	778, 786
Pittsburg, Pa., to Topeka, Kan., possible to connect up circuits forming continuous loop of independent long distance lines from.	Tetu	979
Principles applied to should be similar to those regarding railways.	Dewart	756
Profit on toll lines of Citizens Co. 12 per cent to 22 per cent.	Ware	1010, 1011
Purchase of by British Post Office involved the same principles as are now suggested for Canada.	Dewart	788, 789
Rates in Europe and America.	Dagger	33