

NAVAL DEBATE STILL FAR FROM CLOSING

100

May Be Thursday Before Division
The House of Commons today
Advises a Third Chamber, with
Speakers in the Two, Three or
Five Hour Classes, May Blow
Excess Steam

Thursday's Session.

Ottawa, March 3.—There was no business to be transacted today in the naval debate today in the House of Commons. Three speeches, so in French, some in English, were delivered, but there was no time to follow. It may be Thursday or instead of Tuesday, before the division is taken. Mr. Donnelly, South Bruce, presented a short speech in favor of Mr. Borden's amendment by criticizing the amendments which had been made. He proposed that the "air chamber," be created for the next four hours, or thereabouts, to give vent to their feelings with taking up time in the House.

Joseph R. Bennett, the government spokesman, supported the government policy because he thought the people of Canada desired to build a navy. Personally he did not favor a Canadian navy and was inclined to believe the trend of events would ultimately leave Canada to independence or absorption by the United States.

Dr. R. Paquette, a Conservative member, also supported the government's amendment, and again either the government naval policy or Mr. Borden's policy.

Mr. Borden, the Conservative Conciliator,

[illegible]

to Houghton Lennox asked if the Commission had been considered by the Commission on Conservation or by the committee only; Mr. Sifton said that a letter had been sent to Mr. Sifton. J. Turiff said that F. D. Monk and other members of parliament, who were members of the committee, conferred with Mr. Sifton in respect of these matters. Mr. Lennox thought that the members of the committee were not bound to accept the advice of the chairman of the commission. He should settle these questions themselves. The commission should at least send some one to explain its attitude to the committee. Mr. Sifton suggested that H. Braden was not satisfied that the powers would be properly conferred by the bill even as it was proposed.

to amend it. They saw a danger in the proposal to build tramways along the Saskatchewan and Nelson rivers, and to give power rights as well. Railway companies, Mr. Magrath argued, had a defined legitimate sphere of transportation.

A Possible Reason.

Dr. Neilly argued that there was nothing in the powers asked for

authorized by the railway act. It is a noticeable fact that certain members of the committee always oppose granting of these ordinary powers of sale to a specific, Grand Trunk, or Canadian Northern, company.

Dr. Neilly's bill respecting Prince Albert and Hudson Bay railway company, which authorizes the company to construct branch lines from Prince Albert to a city, is from a point on its authorized line to Melfort, or the Canadian North was reported.

To Build to Edmonton.

H. W. Martin's bill to incorporate the Saskatchewan Central Railway company was reported. Mr. Martin explained that company had a provincial charter but now desired a federal one.

territories and Alberta. It was posed to build to Edmonton via Regina and a Bileford and to the Mission. Other lines were also posed.


Jas. Conmee's bill to incorporate the Rainy River Radial company was held over at a previous meeting of the committee. At the next session a motion for the rejection was taken to the clause allowing the company to develop water power on the Long Sault Rapids River and the bill went over.

The banking bill, introduced by Senator tonight made a final report of the insurance bill and decided to report it to the senate on Tuesday next. The measure has received the most careful consideration by the committee.

While a good many amendments were made to the bill comes back only minor amendments.

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