

On clause 241,

Hon. Mr. POWER—The hon. gentleman from De Salaberry called attention to the fact that there should be some time limit in the appointment of a constable—that the constable should not be appointed indefinitely—that he should be appointed for some fixed period. I bring the matter to the notice of the committee. It seems a reasonable proposition.

Hon. Mr. LOUGHEED—Then at the expiration of his time, when possibly some very serious difficulty may arise necessitating the presence of a constable, they may forget to reappoint him. I think he should continue to act until dismissed.

Hon. Mr. FERGUSON—There is provision in the fourth subsection of this clause for his dismissal.

Hon. Mr. ELLIS—I notice there are to be two jurisdictions in New Brunswick in making these appointments. I think it should be confined to the justice of the peace.

The clause was adopted.

On clause 8,

Hon. Mr. McMULLEN—I am sorry I was not in the House when this clause was passed. I was south some two years ago, and I found that in the state of Texas they have a railway commission board. J. H. Regan, who was Postmaster General in Jeff Davis' cabinet during the rebellion, is chairman of that board. He is a very aged man, and Texas being strongly democratic has always elected him to that position. I was inquiring into the rates there, and found that it cost 34 cents to carry 100 pounds of agricultural implements 200 miles in that state, when it only cost 18 cents to carry the same quantity 200 miles in Georgia. I inquired why there was such a discrepancy in the rates charged in Georgia when compared with the rates charged in Texas, and I learned that J. H. Regan, who was chairman of the board, had no less than seven relations of his own in the employment of different railways at very high salaries, and the result was that he gave the railways, in the matter of rates, what they wanted, and they gave him in return the appointments that he wanted for his friends. I do earnestly hope that nothing of this kind will

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occur here. I am sure the Governor in Council, in appointing commissioners, will take care that men of good reputation and high standing will be appointed to the board. But if the public are to reap any benefit under this Act, it should contain a provision that any member of the board that applied to a railway company for any favour on behalf of himself or any relation, should forfeit his office. I merely give you the experience of what they do south. I do not say that it will come to be the experience of people here; but we are justified in guarding against such abuses in our country. It is deplorable to think that by the influence which railways exercise over such men, the public have to pay whatever rates they may think fit to charge.

Hon. Mr. DANDURAND—Some of my colleagues with whom I discussed the clause from time to time feel very much as if we should amend it, and when it comes to a later stage, very likely I shall move an amendment.

Hon. Mr. SCOTT—The clause was allowed to stand when it came before us.

Hon. Mr. DANDURAND—I propose to disqualify a commissioner from sitting on questions where he is interested.

Hon. Sir MACKENZIE BOWELL—The suggestion was adopted before the clause was allowed to stand over, that no commissioner should directly or indirectly be interested.

On clause 255,

Hon. Mr. DANDURAND—The companies ask that this clause be allowed to stand. There was an addition made in the other Chamber to subclause 3, and the companies ask that the three last lines be struck out, and I understand that the clause is to be allowed to stand.

The clause was allowed to stand.

On clause 258,

In all cases a fraction of a mile in the distance over which traffic is carried on the railway shall be considered as a whole mile. In estimating the weight of any goods in any one single shipment on which the toll amounts to more than the minimum, or 'smalls' toll, any fraction of five pounds shall be waived by the company, and any fraction above five and up to ten pounds shall be deemed ten pounds by the company; and in estimating the tolls to be charged in passenger tariffs, any fraction of