

must take into consideration the position of the various railway companies in the North-west. They have lands, and in some instances they may find it to their own interest and benefit to issue free passes to delegates representing prospective purchasers of their lands, and if you restrict them in the issue of these passes, it may interfere very much with their interests.

Hon. Mr. CLORAN—If the amendment proposed is adopted it will simply nullify and destroy clauses 264 and 265 which have been adopted by the House. The board is given under these clauses complete control of passenger and freight rates. The board can dictate what it wants in regard to these two points of passenger and freight rates. This Bill gives the company the right to issue rates as they please, irrespective of the control of the board. This clause 275 is no restriction. Clauses 264 and 265 take all control out of the hands of the company and place it in the hands of the board; 275 takes a part of the control and says to the company: You can issue reduced rates to certain associations; you can issue free passes to certain parties and bodies.' So that 275 is not a restriction. It is giving the company freer action, and when the hon. gentleman from Calgary proposed that sub-clause 3 shall be amended by substituting the word 'company' for the word 'board,' it is a perfidious amendment. It kills the Bill as far as these two clauses are concerned. I do not know whether the hon. gentleman is a lawyer or not, but he is cute and he is clever and ought to be a lawyer.

Hon. Mr. LOUGHEED—I disclaim being a lawyer if my hon. friend is one.

Hon. Mr. CLORAN—If he is not an attorney, he deserves to be one. His amendment certainly kills the Bill, as far as these two clauses are concerned.

The clause was allowed to stand.

On clause 284.

284. The directors may, at any time, make and enter into any agreement or arrangement, not inconsistent with the provisions of this or the Special Act, with any other company, either in Canada or elsewhere, for the regulation and interchange of traffic passing to and from the company's railways, and for the working of the traffic over the said railways respectively, or for either of those objects separately, and for the running of the trains of one company over

the tracks of another company, and for the division and apportionment of tolls in respect of such traffic, and generally in relation to the management and working of the railways, or any of them, or any part thereof, and of any railway or railways in connection therewith, for any term not exceeding twenty-one years, and to provide, either by proxy or otherwise, for the appointment of a joint committee for the better carrying into effect any such agreement or arrangement, with such powers and functions as are considered necessary or expedient,—subject to the like consent of the shareholders, the sanction of the Governor in Council upon the recommendation of the board, application, notices and filing, as provided in section 281 with respect to amalgamation agreements, except that publication of notices in the 'Canada Gazette' shall be sufficient, and that the duplicate original of such agreement or arrangement shall upon being sanctioned be filed with the board provided that the board may, by order or regulation, exempt the company from complying with any of the foregoing conditions with respect to any such agreement or arrangement made or entered into by the company for the transaction of the usual and ordinary business of the company, and where such consent of the shareholders is deemed by the board to be unnecessary. 51 V., c. 29, ss. 238, 239, Am.

2. Neither the making of any such arrangement or agreement, nor anything therein contained, nor any approval thereof, shall restrict, limit, or affect any power by this Act vested in the board, or relieve the companies from complying with the provisions of this Act.

Hon. Mr. SCOTT—I think the amendment submitted was a very proper and reasonable one. The objection was that in making traffic agreements there were two classes; there were agreements that were made for a considerable time, and important ones extending over a year or two, but it was pointed out with very great clearness that the traffic managers were making traffic arrangements from day to day that were running for perhaps only a day or a week, and it was impossible that those arrangements should be submitted to the shareholders for approval, and there was a suggestion which I thought was a very proper one. It drew a distinction between the two classes. One class it extended over a period of one year and required the approval of the shareholders; but for traffic arrangements made from day to day, and only temporary, it was perfectly impossible to get the approval of the shareholders. If any hon. gentleman has the amendment which was submitted at that meeting he should produce it.

Hon. Mr. POWER—I have the amendment. It is to substitute this for 284:

The directors may at any time make and enter into any agreement or arrangement with any other company, either in Canada or elsewhere,