

sating the province for the amount spent by that province.

Hon. Sir MACKENZIE BOWELL—Carry the principle a little further and go to the municipalities as well, and reimburse the municipalities which have given money in aid of railways.

Hon. Mr. DANDURAND—The municipalities have been directly interested in the building of the railways for their own advantage, but the provinces have advanced money for the building of those railways, substituting themselves for the federal powers and attending to federal duties. It seems to me the federal government should have built all those railways. The provinces felt they should help certain needed railways, and it seems to me when the federal government comes in and declares that provincial work is for the general advantage of Canada, the province should be reimbursed.

Hon. Mr. LOUGHEED—That is entirely contradictory to the position the hon. gentleman and the hon. member for De Salaberry have taken; that is, that the province should reserve to itself the right to build and regulate their own railways and to exercise exclusive jurisdiction over their railways within the boundaries of the province. It seems to me it would be much better that in the Dominion of Canada there should be only one railway governing body.

Hon. Mr. DANDURAND—I am not inviting the federal government to take that stand and to take jurisdiction over all the railways, but when they do so I want to know why the province should not be reimbursed.

Hon. Mr. CASGRAIN (de Lanaudière)—I did not say one word about reimbursing any money, but what I did say was that when the province has subsidized a road very heavily it has certainly a moral lien on that road, and in common justice, that road should not be taken from its jurisdiction without its consent.

Hon. Mr. KERR (Toronto)—There are two classes of cases, it seems to me, to be considered in connection with this matter. One is where the province builds and owns the road; the other is, where they have subsidized a road. Whatever question there may

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be, following on the line of what has been said heretofore, as to taking over the control of roads which have been subsidized, there should be a very clear line of demarcation where the province builds and owns its road through its own territory, where it operates the line itself or leases it. That is certainly a class of cases in which there should be an exception made to this Act.

Hon. Mr. BEIQUE—I did not intend to draw the attention of this House to the amendment of which I have given notice, but as the hon. gentleman from Calgary has brought up the question to some extent, I may explain the object that I have in view in suggesting the amendment to clauses 5, 6 and 7 of the Bill. The question as to whether the whole of the railway system in the Dominion should be made to fall under the jurisdiction of the Dominion parliament is, of course, a very large question and a question of policy for the government which cannot be properly considered by us in dealing with this Bill. In fact, the local legislatures have been incorporating railway company after railway company and nobody has ever attempted to question their right to do so. Therefore, the Dominion government and the local governments have been proceeding under the assumption that when it is exclusively a local road the power belongs to the local parliament, and the jurisdiction of the Dominion parliament extends to that road only when the Dominion parliament declares it although a local work, to be a work for the general advantage of Canada. Now, it seems to me that in discussing this Bill we are not ready to discuss that very broad principle. I repeat it is a question of policy which should be fully considered, if it is to be considered at all, jointly by the Dominion government and by the local governments. Now we have only to apply, as I understand it, the spirit of the constitution in dealing with the present Bill, and it seems to me that would be dealing with it within the spirit of the constitution by amending clauses 5, 6 and 7, as I have submitted, and as I will presently show. We should be ready to admit the powers of the Dominion government and the powers of the local legislatures to the extent that I have mentioned, and therefore if we admit, as has been admitted all along, that the local legis-