

On section 23—power to construct and operate railway lines:

Mr. J. D. REID: I beg to amend this clause by inserting after the word "description" in the eighth line the following words:

In respect of the construction whereof respectively Parliament may hereafter authorize the necessary expenditure or the guarantee of an issue of the company's securities.

This ensures that nothing can be done without first coming to Parliament.

Mr. CANNON: I notice that the amendment reads "for the respective construction whereof respectively." I think that one of the "respectively" or "respectively" might be struck out.

The CHAIRMAN: The minister moves to add to section 23, after the word "description," the following words "in respect of the construction whereof respectively Parliament may hereafter authorize the necessary expenditure or the guarantee of an issue of the company's securities."

Mr. McKENZIE: That is very difficult to understand.

Mr. MEIGHEN: It means simply that with the approval of the Governor in Council, upon any location sanctioned by the minister of Railways, the company may construct and operate railway lines, branches and extensions or railway facilities or properties of any description. What is the condition upon which they may do that?—upon the condition that authority was given by this Parliament by statute or if their bonds are guaranteed by this Parliament for that purpose. The full control is still vested in Parliament. They are authorized to go ahead whenever Parliament authorizes them to do so or guarantees their bonds.

Mr. J. H. SINCLAIR: I think the intention of the minister is to authorize it before construction.

Mr. MEIGHEN: It says "hereafter," in fact, I do not think the word is necessary.

Section as amended agreed to.

On section 24—use of name:

Mr. CANNON: Why should you not call the Canadian Railways the Canadian Government Railways instead of calling them the Canadian National Railways, and maintaining the "C.N.R." I think the sooner the "C.N.R." disappears from the public eye the better it will be not only for the public itself but also for the Govern-

ment. I think it is only natural that we should call our railway "The Canadian Government Railways".

Mr. MEIGHEN: The only reason I can think of is that, "Canadian National Railways" is more plebeian, or more cosmopolitan. "Government" suggests authority. We want to suggest that this is the nation's, or the people's, property. The Canadian Northern Railway, of which no Canadian need be ashamed, will in due course be amalgamated with the Canadian National Railways.

Mr. LEMIEUX: A more practical reason was given to me last fall by Mr. Hanna. He said that all the cars bore the three letters "C.N.R." and it would need a lot of painting to change the name.

On Section 25—Change of name:

Mr. BUREAU: Is there any particular reason for this reservation?

Mr. MEIGHEN: There is a very good reason for that. It is not intended to amalgamate some of the subsidiary companies that do not own and operate railways; for instance, the Canadian Northern Telegraph Company. The Governor in Council is given power to change the name of that company. The obvious name would be the Canadian National Telegraph.

Mr. McKENZIE: Have we not made very fine progress? I think we might now be allowed to go home.

Mr. MEIGHEN: The hon. gentleman precipitated the situation and we must go on with it or else it will mean another day lost.

Mr. McKENZIE: I precipitated nothing. The hon. member for Red Deer (Mr. Clark) and the hon. the leader of the House (Sir Thomas White) precipitated everything.

Mr. MEIGHEN: I will retract the word "precipitated." That is rather too expeditious a term.

Mr. M. CLARK: I cannot permit the hon. gentleman's statement to go uncontradicted that I precipitated anything. I made a few remarks extending over a period of about thirteen minutes in perfectly good temper in response to the hon. member for Maisonneuve (Mr. Lemieux) who was the real "precipitator."

On Section 26—Issue of securities:

Mr. BUREAU: Would it be well to limit the amount of securities to be issued per mile of railway constructed in each case?

Mr. MEIGHEN: It is limited in the trust deed.