

Sir ROBERT BORDEN: That is always understood.

Resolution reported, read the first and second times, and concurred in.

WAYS AND MEANS.

On motion of Mr. A. K. Maclean, Acting Minister of Finance, the House went into Committee of Ways and Means, Mr. Boivin in the Chair.

Mr. A. K. MACLEAN moved:

Resolved, that towards making good the Supply granted to His Majesty on account of certain expenses of the public service for the financial year ending 31st March, 1919, the sum of \$26,282,144.31 be granted out of the consolidated revenue fund of Canada.

Resolution reported, read the first and second times, and concurred in.

SUPPLY BILL—INTERIM VOTE.

Mr. A. K. MACLEAN thereupon moved for leave to introduce Bill No. 18, granting to His Majesty certain sums of money for the public services for the financial year ending March 31, 1919.

Motion agreed to, and Bill read the first and second times, considered in Committee, and read the third time, and passed.

DOMINION FOREST RESERVES AND PARKS ACT.

On motion of Hon. Arthur Meighen (Minister of the Interior), Bill No. 17, to amend the Dominion Forest Reserves and Parks Act, was read the second time, and the House went into Committee of the Whole thereon, Mr. Boivin in the Chair.

On section 1—To authorize granting road sites to provinces upon surrender of certain road allowances.

Mr. MEIGHEN: I move that this clause be amended by inserting after the word "may," in line eleven, the words "by order of the Governor in Council."

Sir WILFRID LAURIER: Would the hon. minister explain the reason of the legislation?

Mr. MEIGHEN: There are several sections of an entirely different character all relating to different portions of the Act. This first clause is to amend section 9 of the Forest Reserves Act. That section provides that the Dominion may lay out roads in forest reserves. The previous section had provided that any roads that were already laid out were the property of the province and should remain the property

of the province although embraced within a forest reserve. Now it transpires that certain of the roads which were the property of the province are unsuitable and that the provincial authorities desire permission to make new roads. But there is no provision in the Act whereby any new road within a forest reserve can be given to a province, and this provides that if the province surrenders the old road the Governor in Council may grant title to the new road that is given in lieu thereof.

Sir WILFRID LAURIER: I imagine that this legislation has been suggested by some case which has arisen in some of the western provinces?

Mr. MEIGHEN: In British Columbia.

Sir WILFRID LAURIER: At the present time the reserve which will be immediately affected by this provision will be in British Columbia? Is it in contemplation that it will be applied immediately in any other province than British Columbia?

Mr. MEIGHEN: The Act applies equally to all forest reserves but, from memory, the case that is now under review is in British Columbia. It is clear that the Act must be general in terms and in all likelihood it will be availed of in any province wherever a road is to be altered. There is no way of altering it now under the law.

Sir WILFRID LAURIER: I do not ask the question in any captious spirit. I believe that conditions may change in these reserves and that such legislation as this may be commendable. I am only asking for information if it is intended to apply this provision anywhere else than in British Columbia.

Mr. MEIGHEN: I am not even certain that British Columbia is the province where the immediate case arises but, from memory, I think it is, and I do not know of any more than one case.

Sir SAM HUGHES: The section reads:

Provided, however, that where, for topographical or other reasons, it is not expedient to use for public road purposes the existing road allowances.

Why not put it the other way and say:

Where it is more expedient to use new routes.

This would make provision for using the old road allowances as well as new routes. There are many places in the Northwest where it is of great advantage to the travelling public to have wagon roads laid out immediately adjacent to the railroads. If