

Of that much of it there can be no question. Then the section proceeds :

And each and every branch line of railway now or hereafter connecting with, or crossing the said lines of railway, or any of them, is a work for the general advantage of Canada.

The tendency of the policy to-day is to say that a railway shall not be deemed to be a work for the general advantage of Canada simply because it crosses one of these railways, and the House ought to know that in passing this clause it is ratifying that provision. A road which is chartered by a province, which runs from one point to another in a province and has no other connection with one of these roads except that of crossing it, is under this provision a work for the general advantage of Canada. I think that is an important question.

Hon. Mr. BEIQUE—The whole of this clause should be reserved, because we can pass upon it only after we have finally passed the previous clauses.

Hon. Mr. DANDURAND—The hon. gentleman from De Salaberry has a notice of amendment which would cover the case mentioned by his honour the Speaker.

Hon. Mr. LOUGHEED—We are repealing the whole Railway Act, a law many times amended, and we are letting this one section stand; why should you not embody that clause in the present Bill and wipe it out of the statute-book, particularly as we are consolidating the statutes, and the other one also which deals with resolutions, by-laws &c. ?

Hon. Mr. CASGRAIN (de Lanaudière)—While we are discussing railways declared to be for the general advantage of Canada, it has been suggested to me by some one in the legislature that railways which have received subsidies, and in some cases large subsidies, from the legislature should not be declared railways for the general advantage of Canada without the consent of the legislature which has subsidized them. Take the road that is being built from North Bay by the Ontario government northward at an expense of three million dollars, by a stroke of the pen that road might be declared for the general advantage of Canada, and thereby the Ontario government would lose all control over that road which

it has built with moneys coming from the Ontario treasury, and it would be advisable for some legal gentleman who takes an interest in the consolidation of this Railway Act to draft a clause by which roads would only be declared for the general advantage of Canada with the consent of the legislature which has subsidized these same railways.

Hon. Mr. LOUGHEED—The difficulty I see in amending the law as it at present stands is this: How will the board have jurisdiction over railway crossings and over traffic rates where you have, for instance, a continuous line of railway, a provincial road joining a federal road? We have made provision in this Bill for traffic rates along that continuous line. Clearly there would have to be some understanding between the provinces and the federal government by which the province would abdicate a certain amount of its functions so as to permit the federal authority to exercise jurisdiction in that direction. The same would apply to crossings, but would you make a crossing of a provincial road over a Dominion road without the intervention of the federal authority?

Hon. Mr. DAVID—All these questions will be discussed with clause 6. Amendments have been prepared to that effect.

Hon. Mr. BEIQUE—I have given notice of an amendment which covers it.

Hon. Mr. DANDURAND—I thought the suggestion of the hon. gentleman who raised this question would be that the federal government should not declare that a provincial railway will henceforth become a federal railway without previously reimbursing the provinces the amount of the subsidies they have voted those railways.

Hon. Mr. LOUGHEED—Why should you do that? The province gets the advantage of the railway.

Hon. Mr. DANDURAND—I know; the hon. gentleman did not state that. This is a question of public policy which cannot be incorporated into this Act, but the question is now before us. It has always been a quandary to me to see that the federal parliament could lay its supreme hand upon a work that has been subsidized and built by provincial money without compen-