

Bangor and Aroostook railway which runs from the State of Maine into Canadian territory and connects with the Canadian Government railways at St. Leonards. After entering Canadian territory the line crosses the Transcontinental railway and likewise the International railway also owned by the Canadian Government railways. The portion of the railway leased is a stretch about two miles in length between the International and the Transcontinental railways, and our object in leasing is to permit us to discontinue the maintenance and upkeep of two stations at St. Leonards. As it is now, trains operating on the International line run to a station that was built for that railway, whilst Transcontinental trains proceed to the station of that railway. By leasing this small portion of the line, trains on the International railway will run over the two miles into the station of the Transcontinental railway. In this way we discontinue the keeping up of the International Railway station. We have taken a lease until the year 1934. The reason for leasing instead of purchasing the two miles is because of the fact that this portion of the line is bonded and the bonds fall due when the lease expires.

Mr. MICHAUD: The International is operated by the Government?

Mr. REID: Yes.

Mr. MICHAUD: And the International trains used to go to the Canadian Pacific Railway station instead of running to their own? I am very glad indeed that the minister is providing a Union Station for both the Transcontinental and International railways. I believe that \$1,200 will pay the Bangor and Aroostook railway well for the privilege of running over the section leased; it is only a matter of operating a couple of trains a day that we are called upon to pay for.

Mr. MURPHY: I understood the minister to say in his explanation that the expiry of the lease would coincide with the falling due of the bonds.

Mr. REID: Yes.

Mr. MURPHY: Did the hon. gentleman intimate that it was then intended to purchase the line which is now being leased?

Mr. REID: That will depend upon the man who will then be occupying the position of Minister of Railways. The date is too far ahead for me to venture to make a prediction upon. Whoever is Minister of Railways at that time will be free to either

[Mr. J. D. Reid.]

purchase the line or make a new lease. In this instance I might say we are paying a rental which practically amounts to the interest on the cost of building the stretch of two miles.

Mr. MICHAUD: I should explain that International railway freight trains run over the line in question several times a day.

Mr. REID: This will be a portion of our line. The hon. gentleman stated there were only a couple of trains a day, but we will run all our freight over this portion of the system. In the past for any International line freight that went over this piece of railway we had to pay the Bangor and Aroostook railway. Now we control the two miles in question the same as though we had purchased it.

Mr. MICHAUD: The minister should understand that several through freight lines run over this line.

Resolution reported, read a first and second time and concurred in.

Mr. REID thereupon moved for leave to introduce Bill No. 14 to confirm an agreement between His Majesty the King and the Van Buren Bridge Company.

Motion agreed to and Bill read the first time.

MONTREAL HARBOUR ADVANCES ACT, 1914.

On motion of Hon. C. C. Ballantyne (Minister of Marine and Fisheries), the House went into Committee to consider the following resolution. Mr. Boivin in the Chair:

Resolved, That it is expedient to amend Paragraph (a) of Section 2 of The Montreal Harbour Advances Act, 1914, Chapter 41 of the Statutes of 1914, so as to provide that of the sum of nine million dollars which the Governor in Council was authorized by the said Act to advance and pay to the Corporation of the Harbour Commissioners of Montreal, such sums may be advanced as are required to pay off and retire debentures of the Corporation of the par value of three hundred thousand dollars maturing in the year one thousand, nine hundred and eighteen.

Mr. LEMIEUX: Will the minister kindly explain?

Mr. BALLANTYNE: The purpose of the Bill is to amend the Montreal Harbour Advances Act of 1914 to enable the Commissioners to retire, out of moneys to be advanced by the Government, debentures issued to the public and maturing during the year 1918, to the amount of \$300,000. My hon. friend from Maisonneuve will