

C.N.R. Branch Lines

construction of a Canadian National Railway line from St. Paul, in the province of Alberta, southeasterly 21 miles.

Mr. SPENCER: May I ask what the amendment is?

Mr. GRAHAM: The amendment has been included on all these bills. In the original bill there was provision for information to be given to the House at each session. This is merely to add the words: "And all other information as the minister may direct."

Motion agreed to; amendment read the second time and concurred in.

COWICHAN BAY

Mr. GRAHAM moved the second reading of and concurrence in the amendment made by the Senate to Bill No. 34, respecting the construction of a Canadian National Railway line to Cowichan Bay, on Vancouver Island.

Motion agreed to; amendment read the second time and concurred in.

VANCOUVER ISLAND—MILE 100

Mr. GRAHAM moved the second reading of and concurrence in the amendments made by the Senate to Bill No. 35, respecting the construction of a Canadian National Railway line to Mile 100 Vancouver Island.

He said: There are two amendments to this bill, the one just referred to, which was placed in the other bills, and the other one is an amendment to the schedule which I believe shortens the mileage. The mileage previously was to Mile 100. This substitutes for Mile 100 the name Cottonwood Creek.

Sir HENRY DRAYTON: It cuts the mileage in two. The old mileage was 20 miles and the new mileage would be 10 miles. As I read the amendment the railway is given a little more money.

Motion agreed to; amendments read the second time and concurred in.

PINE FALLS

Mr. GRAHAM moved the second reading of and concurrence in the amendments made by the Senate to Bill No. 62, respecting the construction of a Canadian National Railway line to Pine Falls, in the province of Manitoba.

He said: The amendments to this bill are more extensive. They provide that a certain contingency must occur namely, the construction of a pulp mill, before the company will be authorized to build a line. Then the mileage direction, I think is somewhat

[Mr. Graham.]

changed, to make it more direct. I would rather have had the original bill, but if we cannot have it, I prefer accepting the amendment.

Sir HENRY DRAYTON: The more important part of the amendment is to reduce to writing the wishes of the management. The management did not desire to undertake the construction of this line unless this pulp mill was built. There would be no business there unless the pulp mill was constructed, and the Senate made the erection of the pulp mill conditional on the building of the line. By this amendment they are merely giving effect to the representations of the management itself. And the Senate has gone a little further; it provides that if the pulp mill be not built out at the country point where it was thought it would be built, but in Winnipeg or at a point near Winnipeg, the line may nevertheless be built, the idea doubtless being that the line would bring in the raw materials to the pulp mill in Winnipeg. The whole effect of the amendment is to reduce to concrete form the business proposition of the management.

Motion agreed to, amendments read the second time, and concurred in.

LOCKEPORT STATION—TOWN OF LOCKEPORT

Mr. GRAHAM moved the second reading of and concurrence in the amendments made by the Senate to Bill No. 63, respecting the construction of a Canadian National Railway line between Lockeport Station and the town of Lockeport, in the province of Nova Scotia.

He said: There are two amendments to this bill. One of them is stated in all the other bills, and the other is an amendment to the schedule which provides that this line is to be constructed to Lockeport for freight purposes only. I am inclined to ask the House to accept the amendment. If it is found that there is a probability of developing a passenger traffic, it will not be difficult to come back and get an amendment to the bill.

Sir HENRY DRAYTON: In this instance, it is again, as I understand the matter, supplementing the wishes of the management. The situation was that the line stopped short of Lockeport and the management, recognizing that a great deal of teaming had to be done in order to carry goods to and from the station, thought that was an unfair burden upon the business interests of Lockeport. On the other hand, if passenger facilities were to be extended to that point, that would mean another station, another agent and a great