

with the words "maple syrup" coupled with the word "compound."

Mr. BLONDIN (Translation): My hon. friend was absent and I shall for his information summarize the amendments. The new Act does not modify essentially the old Act; it merely changes the wording so as to facilitate the enforcement of the old Act as it now stands. We have omitted only those words which might make the law more difficult of enforcement.

Mr. LAFORTUNE (Translation): I understand that under the Bill now under consideration, the sale of maple syrup or sugar is prohibited unless it be pure.

Mr. BLONDIN (Translation): Strictly pure.

Mr. LAFORTUNE (Translation): Otherwise by allowing the sale of an adulterated product, would have meant the destruction of the maple industry, which is such a source of profit to our farmers, and I, for one, should have objected.

\*Bill reported.

#### NATIONAL TRANSCONTINENTAL RAILWAY ACT AMENDMENT.

##### PROPOSED GOVERNMENT OPERATION.

On motion of Hon. Frank Cochrane (Minister of Railways and Canals) the House went into committee on the following proposed resolution, Mr. Sevigny in the Chair:

Resolved, that it is expedient to amend the National Transcontinental Railway Act and amendments thereto, and to provide that the Minister of Railways and Canals may, with the approval of the Governor in Council, lease or otherwise acquire that portion of the railway of the Grand Trunk Pacific Railway Company known as the Lake Superior branch, extending from Lake Superior Junction to the city of Fort William, in Ontario, including terminal facilities and accommodation works of the said company, or of any other company, and, for all the purposes of section 9 of the said Act, may provide, by purchase, lease or otherwise, rolling stock and equipment, and the Grand Trunk Pacific Railway Company, and such other company, shall each be authorized on its part to deal accordingly with the said line of railway or terminal facilities and accommodation works as the case may be; that subsections 2, 3, 4, 5 and 6 of section 361 of the Railway Act, and section 29 chapter 122 of the statutes of 1903, shall not apply to any such lease or to anything done under the preceding provisions; that the Government Railways Act shall apply to any line of railway including terminal facilities and accommodation works so leased or acquired; and that the expenditures made under the Act to be founded on this resolution, or under chapter 43 of the statutes of 1914, shall be a charge against the Consolidated Revenue Fund of Canada.

[Mr. Lafortune.]

Mr. COCHRANE: The object of this resolution is to take authority to operate the Transcontinental railway from Moncton to Winnipeg, providing the Grand Trunk Pacific Railway Company do not enter into a lease to do so, and also to authorize some arrangement for a lease, or running rights, from Lake Superior Junction to Fort William. The chief engineer of the Transcontinental railway has given a certificate that the road is complete for operation. The Government have no desire to operate this road, and we are willing and anxious that the Grand Trunk Pacific shall enter into an arrangement for operating it, but providing they do not do so, we want to take authority to pay the expense of operating it out of the consolidated revenue fund. The reason we have taken this matter up by way of resolution, instead of asking for a vote in the Estimates, is that we have made no estimate of what we would require to operate the road this year. We hope that the Grand Trunk Pacific will enter into a lease, but they have not come to a decision yet, and we do not know what amount of traffic we may have to provide for. If business continues as it is to-day on the Intercolonial railway, we could use some of our rolling stock on the National Transcontinental railway.

Mr. GRAHAM: Mr. Chairman, this is quite a far-reaching proposal. I am afraid it goes farther in its wording than the hon. Minister of Railways and Canals thinks or has expressed to the House. Under this proposition the Government could expropriate that branch line and all its elevators and the elevators of any other concern at Fort William without their consent. I do not know whether the Government intends to do that or not. Let me read, in order that the committee may see whether I am correct or not:

Resolved, that it is expedient to amend the National Transcontinental Railway Act and amendments thereto, and to provide that the Minister of Railways and Canals may, with the approval of the Governor in Council, lease or otherwise acquire that portion of the railway of the Grand Trunk Pacific Railway Company known as the Lake Superior branch, extending from Lake Superior Junction to the city of Fort William, in Ontario, including terminal facilities and accommodation works of the said company or of any other company.

Under this resolution the Government is taking the right not only to lease, if the Grand Trunk Pacific is willing to lease, but to expropriate.

Mr. COCHRANE: I do not think the terminals belong to the Grand Trunk Pacific; they belong to another company.