

recapitulated to show under grade and track work done each year and total in miles."

I have another statement on a "programme of construction of new lines for the three years, 1923, 1924 and 1925, giving miles and grading, tracklaying and ballasting proposed in each year and on each line, and the estimated cost of same; showing the miles of grade ahead of track at end of each year on active lines only."

Hon. Mr. LYNCH-STAUNTON: Will the honourable gentleman tell me how these estimates are made? Are they made in the office, or are they made from preliminary surveys on the ground?

Hon. Mr. DANDURAND: They must have been surveys made on the ground for lines that have already been graded. There are quite a number.

Hon. Mr. FOWLER: You do not want estimates for those that are graded. They are already done.

Hon. Mr. DANDURAND: I have a statement showing "miles of grade ahead of track on branch lines, divided into Active and Inactive lines." I do not intend to read these long statements. Each road is described, and the reason given for its construction.

I stated yesterday that I knew of one little link which a rather imposing delegation of citizens of Montreal and district had asked the Government to complete. I will give the description of these 12 miles, because it will be clearer than the statement given by myself.

Hon. Mr. FOWLER: The honourable gentleman said the other day it was 14 miles. Now he says it is 12.

Hon. Mr. DANDURAND: I find that my memory—

Hon. Mr. CASGRAIN: No; the honourable gentleman was right. It is 12 miles, but there are 2 miles at the end of the line, at Huberdeau. The station is 12 miles from a certain point. That makes 14 miles.

Hon. Mr. DANDURAND: The 12 miles are already graded and ties are on the ground, and it is affirmed by those gentlemen whom I heard making their request that the line would pay for itself in 24 months by means of the increased traffic. The cost is \$357,000.

It is proposed in 1923 to grade 12 miles and lay track on it at a cost of \$357,000, thus completing this line between Grande Fresniere and Rinfret Junction. The purpose of this line is to shorten the route from the

Huberdeau Branch and St. Jerome into Montreal. The right of way for this line has already been secured, but no further work has been done on it.

The Huberdeau Branch runs into the Laurentian Mountains and gives communication to a district which has become one of the important summer tourist and cottage resorts out of Montreal. On account of our present routes via Rawdon or Joliette being so long, passengers all use the C.P.R. between Montreal and Montford Junction, and undergo the inconvenience of a change of trains at this point, and the consequent delays this always involves. The result of this has been that despite the admitted advantages of the country on our Huberdeau line for summer holidaying over the C.P.R. St. Agathe Branch into the Laurentians, we are unable to develop this business as we should, and we lose a great deal of the haul on business we actually originate and we have to accept the onus of the inconvenience and delays the present route to points on our line entails.

The justification for this line lies in the direct passenger connection it will give and also the shortening of the routes for freight over our existing routes via Joliette or Rawdon, by 34 and 23 miles respectively, which will mean considerable economy in operation on present business, besides attracting further business by the better service it will give.

Hon. Mr. McMEANS: May I ask the honourable gentleman a question? I may be very stupid, but I really do not understand this Bill. It is proposed to build a certain number of railways, and the Government of the country has asked for a certain amount of money for the purpose. Glancing over this list of proposed lines, I find that there is a grant asked for a line from Long Lac to Nakina, Ontario, 29 miles, cost \$1,944,000. That is, I understand, the cut-off, and that line has been under construction for nearly a year past, and will be completed, as I am told, in two or three months. It may be a very desirable line, but whether it is desirable or whether it is not, I understand how the Canadian National Railways can build that line and pay money for it, and then come to the Parliament of Canada and say, "We want this amount of money to build the line." They have built it without our concurrence or consent, and now they come here with the Bill which is before us and say, "We want so much money to build so many lines of railway." The line is already being built, and \$2,000,000 is being spent on it already. I do not object to the line being built, but I would like to