

to me. My observations and suggestions have been given in the spirit of a true Canadian.

The CHAIRMAN: Before the hon. member rises to speak, I must remind the committee of the ruling given when this resolution was called this afternoon. The Chairman suggested that all of these items be taken together by unanimous consent in order that all hon. members could discuss fully all matters pertaining to railways. This suggestion was not accepted. The hon. member who has just taken his seat (Mr. Turgeon) was not in the committee at the time, and for that reason he was not interrupted. I must, however, point out to hon. members that all questions relating to the Grand Trunk Pacific railway, the National Transcontinental railway and the Canadian Government railways are not in order under this item. The motion was made that the items be considered separately, and it becomes the duty of the Chairman to prevent a repetition of the same arguments and to direct that the discussion should be relevant to the item under consideration.

Mr. HALLADAY: In the year 1918, the Canadian Northern started to build a railway from the town of Hanna, on their main line running from Saskatoon to Calgary, to the city of Medicine Hat, a distance of about 130 miles. They laid more or less steel north of the Red Deer river and did a certain amount of grading south of the river. How much grading is there to be completed? Will the steel be laid on this grade this fall and, if so, will the connection be made over the Red Deer river? It is very important that this road be completed as soon as possible, because it connects the Canadian Northern system with one of the best manufacturing cities in Western Canada, and it will add greatly to the revenue of this road when completed.

Hon. Mr. REID: I find that this road is in the list of work to be done in Alberta. A contract was let in 1920 for the steel work on the bridge over the Red Deer river; that bridge is now under construction and, I understand, it will be completed in the near future. The starting point of this branch is from a place called Bonar. When the present contract is completed, the grade will be at mile 135, and, as I understand the matter, that is practically at Medicine Hat. My memorandum states that grading has been done within two or three miles of Medicine Hat, so that the

[Mr. Turgeon.]

grading is ready for rails practically all the way from Red Deer river to Medicine Hat. The track on December 31, 1920, was at mile 58.3. I take it that that is the line from Bonar to Red Deer river. As I understand the matter, the rails have been laid as far as Red Deer river, and the farmers last year had the advantage of the use of that portion of the railway. There are 76.7 miles of rails to be laid from the Red Deer river to Medicine Hat and that is in the list of works to be done. It is expected that this will be completed during the present season. As regards Alberta, this is the work laid out up to the present time:

Acadia Valley branch. The starting point is at Eyre. When the contracts are completed, the grade will be at mile 25. There are no rails laid on that so far, but 13 miles will be laid this year.

There is another branch of the Acadia valley, commencing at Eyre, and when the present contract is completed, the grade will be at mile 43. No rails have been laid. Eighteen miles of rails will be laid this year.

As regards the line from Hanna to Medicine Hat, as I have stated, it commences at Bonar. The total length is 135 miles. 58.3 miles of steel have been laid, and 76.7 miles of steel will be laid this year.

Oliver northeast branch, commencing at Oliver, 120 miles. When the present grading is done, there will be 120 miles graded, 120 miles of rails are there now ready and the line will soon be completed if it is not in operation at the present time.

Red Deer spur starting from the Brazeau Junction branch, 6 miles. The rails are laid on that.

Onoway branch, starting from Peace river junction, 72 miles when the grading is completed; 60 miles of rails are in place, and the rails will be put on the remaining twelve miles this year.

Munson double track, starting from Munson. The total length is 322 miles. 313 miles of rails have been laid, and 9 miles of rails will be laid this year. That makes a total of 128.7 miles of rails to be laid in Alberta this year.

Mr. BUREAU: I understand that the question I am going to raise was discussed this afternoon. This item is asked for the purpose of a—

Loan not exceeding \$50,000,000 repayable on demand with interest at the rate of six per cent per annum, payable half-yearly, to be used (where amounts available from set operating