

lines should not be built. The Government has got \$73,000,000 already. They have built Long Lac railway.

Hon. Mr. CALDER: My judgment is that every cent of the \$73,000,000 will be required for other purposes.

Hon. Sir JAMES LOUGHEED: It is expressly voted for construction and betterment, and other matters; that is to say, there is no limitation placed upon the construction and betterment in the vote.

Hon. Mr. CALDER: I would take it that that is all covered.

Hon. Mr. McMEANS: Where did they get the money to buy the hotel in Paris and the site in Toronto?

Hon. Mr. CALDER: That is away from the question altogether. I am not discussing that at all. What I fear is this. There are some 8 or 10 lines in the Provinces of Alberta, Saskatchewan and Manitoba proposed under this Bill, and I know those in Saskatchewan and know the necessity for them. I know also that from the moment they are built they will pay. They are all through settled communities, and will assist in the development of the country.

Because we have got into this muddle, so to speak, by reason of the Government having brought down this legislation in a certain way, and because we have certain rules in this House, it is suggested that we should postpone the building of these lines. I am not in favour of that proposal, and I desire, if possible, to get out of this tangle.

Hon. GEORGE LYNCH-STAUTON: I agree with every word uttered by the leader of the Opposition. I think it is a great departure not only to hand over to this Board the administration of our railroads, but to allow them to dictate the policy that Canada should adopt for the development of this country. Even if the objection which the last speaker mentioned was got rid of, in my humble judgement the Senate would not be justified in going on with this Bill, and for this reason. We have the word of the leader of the Government that the Bill is founded on the Report of the Railway Board to the Government, and on the Government's investigation of that Report. How long has this Railway Board been in existence? It has been in existence for some months only, and during most of that time the President has been making speeches throughout Canada.

Hon. Mr. BENNETT: And poor speeches too.

Hon. Mr. LYNCH-STAUTON: And as he has gone through Canada he has promised new railroads right and left. Without consulting Parliament he has told the people that he will do this, that and the other. What time has he had since he has been here to investigate the advisability of building a thousand miles of railway spread over this vast Dominion? How can he give any honest assurance to the Government that these railways are needed? And must the Government take the assurance on his part that "it is a good thing, push it along, it will pay from the day it is built"? Are we here to register the wishes of a Board that has been in existence for only nine months? If they reported on the road, they must have reported within two or three months to give the Government an opportunity of investigating the report. Or are we going it blind as the Government did on the Transcontinental Railway?

Hon. Mr. DANDURAND: Of the 14 roads 440 miles have already been graded during the last 10 years.

Hon. Mr. LYNCH-STAUTON: And I counted and found 14 lines which have not been surveyed, and on which not a dollar has been spent. I have tried to calculate the expenditure, and it is nearly \$3,000,000 for grading and putting the steel on these fourteen miles of railway.

Putting aside all technical practice, my objection to this Bill is that this House is asked without a scrap of information before it to pass the Bill with the same rapidity with which the House of Commons passed it. I think the Senate should not do it. They should say: "No; if you want legislation of this description, you must bring it down in the early part of the Session when we go into the matter before a Committee and satisfy ourselves as to the advisability of it." I am not prepared to cast a vote on a Bill of this kind on information received from anybody else. We are the judges here, and I want the evidence. We must know what the real requirements of the country are. I was told in regard to one of these roads, by a gentleman who made a speech opposing it in 1916, that it is a little cut-off, and that they are going to give 40 per cent of the gross revenue to the Province. Of course, this is information from outside sources; but we have had no real information placed before us at all. We are going to operate this road for 60 per cent, and the Province will get all the profit while we hold the bag. Before I vote for that road, I want to know all about it. My experience of this country is that we have gone it blind in railroads too much. In my opinion, the