

Hon. Mr. REID: Grading has been done and it is the intention to put rails on as many as we can. On Prince Albert-Swift Current, there is a stretch of 10.07 miles of rails to be laid to a place called Neidpath. Then there is Luck Lake, and Alsask southeast.

Mr. CAMPBELL: Perhaps the minister could save time if he would give the details of the work that is to be done on these roads?

Hon. Mr. REID: On the Thunder Hill branch there are thirty miles yet to be done; Melford to Humboldt, fifty-four miles yet to be done; Swift Current, to finish to mile 109, thirty-five miles to be done; Luck Lake, twenty-eight miles to finish.

Mr. KNOX: There is some mistake about the line to Humboldt. That is already finished except the ballasting.

Hon. Mr. REID: Yes, fifty-four miles to ballast. I have here another statement, with respect to Saskatchewan which I think is the correct one:

From Peebles to Lammman when present contracts complete grade will be to mile twenty. No track has been laid on this twenty miles.

Thunder Hill Branch—

Mr. DAVIS: Is it not the intention to lay the rails on that?

Hon. Mr. REID: I will give that information when I mention each line:

Thunder Hill Branch. Starting point of branch mileage Thunder Hill Junction. When present contracts complete, grade will be to mile 118. The track as of December 31, 1920 was at mile 100. That will leave 17 miles yet to put rails on and to complete it to Thunder Hill Junction.

Melford northeast. When present contracts complete grade will be to mile 30. There are no rails laid.

Melford to Humboldt. Starting point Melford. When present contracts complete grade will be to mile 54. There is no track on that.

Prince Albert north east. When present tracks complete grade will be to mile 20. No track on that.

Swift Current Extension. When present contracts complete grade will be to mile 120. Track as on December 31, 1920 was at mile 109. When present contracts complete there will be 10 miles and 4-10 of a mile to lay on that.

Luck Lake Line to Dunblane 35 miles. When present contracts complete grade will be to mile 35. The track on this laid to 19.7. There are still 15 miles to grade.

Alsask, south east, starting at Elrose Junction 148 miles when the grade contracts are completed. There are 148 miles of track on that road.

Eston south east, starting at Eston. When the contracts for grade are completed there will be 35 miles graded. No track has been laid on it.

Turtleford to Meeting Lake, starting at Turtleford, 23 miles of grading when the present

1931

contracts are complete. No rail has been laid on that.

Jack Fish Lake starting at North Battleford, 83 miles. When the present contracts for grade complete grade will be to mile 83. There have been 64 miles of rail laid on that road leaving 18.3 to be constructed.

Acadia Valley starting at Eyre. When the present grade contracts are complete 12 miles will be ready for track. No rails have been laid on that.

I may say that we made a contract for some new rails a week ago, and it is our intention to place these new rails on the main lines. The rails we take up will be placed on the branch lines such as I have mentioned, as far as those rails will go, and to the extent we are able to lay during the present year.

Mr. CAMPBELL: What kind of rails are these and what price was paid for them?

Hon. Mr. REID: The new rails that we purchased are 85 pound rails and we paid \$55 per gross ton for them—that is the contract we have made for rails. I am sorry that we were not able to make such a price much earlier. Had we done so we would doubtless have been able to lay many more rails than we will probably be able to do on account of the delay.

Mr. TURGEON: Before this amount of \$50,000,000 is voted I should like, if I may, to make a few remarks on the general railway situation which confronts us today. The statements and reports which we have received in regard to our railways, have certainly aroused a feeling of disquiet in the minds of the people, and from one end of Canada to the other every one is asking himself what is going to be the outcome of the present situation. To many persons that situation seems appalling, and the dictum that the railways are the safeguard of the nation has, in the minds of a great many people, been changed to a fear that they may become the nation's ruin. To-day the people of Canada as a whole are interested in what is to be done, not in order to immediately remedy the situation, for that is scarcely possible, but by judicious measures to put an end to the present waste of money which every one deplures and, I am sure, none more heartily than the Minister of Railways himself.

An hon. MEMBER: He bears it cheerfully.

Mr. TURGEON: I do not claim to be an authority on railway matters; I am merely accepting the sincere and generous