

Requirements for fuel, ties, etc.	8,360,274	
Equipment principal ..	5,750,000	
Contracts payable. . .	321,993	
Subsidiary Co. interest.	1,706,030	
		16,138,297
		<u>50,704,384</u>

We have placed an amount of \$50,000,000 to meet that expenditure.

Mr. ARGUE: How much of that construction has been done in the province of Saskatchewan, and where?

Hon. Mr. REID: I will give that information in a moment.

Mr. DENIS: I should like some information about betterments on the eastern lines of the Canadian National railways, particularly between Montreal and Quebec, passing through Joliette.

Hon. Mr. REID: On the Canadian Northern, eastern line, Bury deviation, \$272,302, and on the Yamachiche river, grade reduction and bridge strengthening, \$102,900. Then we have St. Paulin deviation, \$249,348; St. Ursule deviation, \$236,050; coaling plant, Garneau junction, \$30,000; terminal improvements at Joliette, \$30,000.

Mr. DENIS: I am particularly interested in the bridge at Joliette and St. Elizabeth.

Hon. Mr. REID: The terminal improvements at Joliette amount to \$30,000.

Mr. DENIS: I am referring to the bridge on Assomption river on which work is being done at the present time.

Hon. Mr. REID: The total expenditure for the Quebec district is \$1,426,900.

Mr. DENIS: At the present time Fletcher and Company are building a bridge at Joliette on the Canadian Northern line and another bridge at St. Elizabeth, nine miles below Joliette, on the same line, and that work has been going on for over a year.

Hon. Mr. REID: I think the bridge my hon. friend refers to is on the Transcontinental.

Mr. DENIS: No, on the Canadian Northern, between Montreal and Quebec.

Hon. Mr. REID: I have not any item for that.

Mr. DENIS: Is there not some work going on, on account of the deviation, [Mr. J. D. Reid.]

between Montreal and Quebec? Anybody could see work was being done there last summer and fall.

Hon. Mr. REID: It may be included in the amount of \$272,302, which is for the Bury deviation. There is also the St. Ursule deviation for which there is an amount of \$236,050.

Mr. CANNON: That is a divergence.

Hon. Mr. REID: And there is another for \$249,248. What my hon. friend refers to may be included in one of these large amounts.

Mr. DENIS: There is a bridge being built at Joliette now, and towards the end of March it was partly destroyed. Trains of the Canadian Northern could not move between Montreal and Quebec for two or three days owing to the partial destruction of that bridge. The contractors for the work are W. M. Fletcher and Company, and the minister must know something about it.

Hon. Mr. REID: That is charged to operation, and is not voted by Parliament. It will come under the total results of earnings and expenses of the Canadian National Railways.

Mr. DENIS: This vote of \$50,000,000 is for construction and betterments. Where are we to draw the line? Does not the re-building of a bridge come under the item of construction and betterments? If the minister tells me that the bridge which is now being built in Joliette does not come under this item, I will, of course, take his word.

Hon. Mr. REID: If the work is merely the renewing of the bridge, and putting it in the same condition as it was before, it would be charged to operation. If it is a larger or more costly bridge, it will come under the heading of betterments. Evidently the bridge to which my hon. friend refers comes under operation. Now, I desire to answer a question in regard to Saskatchewan. We are trying to put rails on where any grade has already been constructed or is under contract. In Saskatchewan work is being done at the following places: Peebles-Lampman; Thunder Hill Branch-Melfort northwest; Melfort-Humboldt; Prince Albert northeast-Swift Current.

Mr. CAMPBELL: What is being done on these roads this year?