

katchewan and partly Northern Manitoba. They are the Melfort extension north-easterly, the Humboldt-Melfort branch, the Thunder Hill line westerly, the extension northeasterly of the line from Vonda, and also the line connecting up Sturgis with Hudson Bay Junction.

Mr. J. D. REID: I can give a list of the lines I have here. The Humboldt-Melfort has a grade of 5.4 and a 32 track.

Mr. CAMPBELL: Will that complete the line between Humboldt and Melfort entirely?

Mr. J. D. REID: I understand it will.

Mr. CAHILL: I think that if the minister would give us the details of the whole of these lines it would be more instructive to hon. members. The statement could appear on Hansard.

Mr. J. D. REID: Perhaps I can give the list.

Line	Work to be Done	
	Grade.	Track.
1920.		
Line now under Construction.	Grade.	Track.
Alsask S. E.	16.0	16.0
Acadia Valley Branch.	5.7	....
Amaranth Extension.	6.2	....
Eston, S. E.	9.9	25.0
Humboldt-Melfort	5.4	32.0
Luck Lake Branch.	5.3	14.1
Hanna—Medicine Hat	15.4	8.0
Melfort, N. E.	13.3	32.0
Oliver, N.E. . . . .	....	22. . . .
Peace River Branch . . . . .	....	32.5
Peebles—Lampman.	2.0	20.0
Red Deer Spur. . . . .	....	6.1
Swift Current Extension	2.4	18.5
St. Rose Extension.	8.3	....
Thunder Hill Extension . . . . .	....	*100.0
“ “ “	20.0	....
Jackfish Lake Branch.	9.1	....
Winnipeg Cuf Off . . . . .	....	....
Munson Double Track.	6.0	6.0
Moosejaw terminals.	6.0	6.0
Total prairie lines	109.0	242.2
*Ballast, etc.		
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Vancouver Island, first 100 miles.	48.0
Kamloops, Kelowna.	40.4	106.4
Vancouver terminal.
New Westminster terminals.	1.0
Total British Columbia lines.	41.4	154.4
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New lines.		
Acadia Valley.	18.0
Maryfield extension (from Bengough).	15.8	15.8
Prince Albert, N.E.	20.
Turtleford East.	22.0	....
Total New Lines	75.8	15.8
Total All Western Lines.	226.2	412.4
[Mr. Campbell.]		

Mr. CAMPBELL: How many miles of the Thunder Hill line were constructed last year?

Mr. J. D. REID: The statement shows a twenty-mile grade, and I think the rails are laid.

Mr. CAMPBELL: The rails are to be laid to Kelvington?

Mr. J. D. REID: Between the end of the present steel and Kelvington is about fifteen miles. About nine miles have been graded, there being six miles yet to grade. I wrote a letter to the contractor, whom I know personally. He came down from Glengarry and I asked him if he could not hurry up that work, and I had a letter from him stating that within two weeks he would have his men there to complete the work on that six miles. President Hanna informed me that if they could get the men and the steel they would have the road steeled into Kelvington this fall, but that it would depend entirely on the men and steel available. The contractor told me that it was almost impossible to get men to do the work there at the present time.

Mr. REID (Mackenzie): Do I understand that there is twenty miles of steel on the Thunder Hill extension?

Mr. J. D. REID: I have on the list for Thunder Hill extension twenty miles, which they were to do this year, but I understood from Mr. Hanna that between Kelvington and this point there was a distance of fifteen or twenty miles to be graded. He said they would complete the grading, and the last information I had was that there was about eight miles yet to be done. They intend to lay the steel if they can get the labour and the steel.

Mr. REID (Mackenzie): I drove over that grade last summer. Part of it is all right but the gaps will have to be filled in.

Mr. J. D. REID: There is no doubt that they are making every effort to connect Kelvington with the end of the steel as at present laid.

Mr. REID (Mackenzie): The end of the steel now is seventeen miles from Kelvington. Has the extension made last fall been ballasted?

Mr. J. D. REID: It is possible the grading is complete on the twenty miles.

Mr. REID (Mackenzie): Perhaps the 20 miles includes the extension beyond Sturgis. Would the minister give me the information as soon as possible in regard to that 20 miles of grading?