

is here to do. That is what parliament is here for. I have not had time yet to look the matter up, but my recollection is—and the minister's ought to be better than mine, because he was in the House earlier—that in the case of his own Transcontinental and Grand Trunk Pacific, though the construction was contemplated in the first place over a long term of years, the money was voted every year. I ask the minister if I am not right. What in the world is there to hinder building a little branch line here or a branch line there in the same way, when they built a railway the whole way across Canada, and through northern Canada at that? Was the money not voted every year for those two railways?

Mr. GRAHAM: There are two very distinct differences, one being that the Transcontinental was constructed under a statute making it a continuous work. It was authorized by a statute in 1903, if I remember correctly.

Mr. MEIGHEN: I am quite prepared that that be done now. Let the minister come down each year for his money as he did in the Transcontinental case.

Mr. GRAHAM: Will my right hon. friend allow me to continue? In a work like the Transcontinental, when the labour was largely brought in for the purpose and continued in operation, not interfering at all or being interfered with as labour is at the present time by farming operations, conditions were altogether different from what they are at present. Under present conditions, as I have been told time and again by some of our agricultural friends, the moment farming operations begin, a good deal of the labour leaves the railway and goes to the farm. That was not the case at all with the Transcontinental. The work was continuous year by year, a great work, with men brought in for that distinct purpose. I do not think it is a proper comparison to place, side by side, a large number of short lines, with small contractors dodging from one to another, with a great work 1,800 miles long that had to be continuous and with plenty of labour that could be had at all times on the line.

Mr. MEIGHEN: I only rise to say that for the life of me I do not see the point.

Mr. GRAHAM: I am sorry.

Mr. MEIGHEN: I suppose the government, in introducing the bills for the Transcontinental and the Grand Trunk Pacific, decided that they would have to vote the

money each year in the Estimates, and the reason they did that was because the labouring men would not be available for farming in the summer, presumably on account of the railway being so far to the north. I cannot express the point very well, because there is not a clear point to express.

Mr. GRAHAM: I appreciate that.

Mr. MEIGHEN: I appreciate it too, and to be honest about the matter, the whole committee does. There is no point in what the minister says. What is the use of telling this committee that he has to have a bill for fear the railway men will leave the road to go on the farm? I do not object to his bill. I did not do so last year. All we asked the minister was to subjoin a clause providing that the money should be voted each year in the estimates just as it has been done for all railway construction work, and as it has been invariably done in connection with the Canadian National Railways. The government is on the wrong track in the matter, and it would have been far better to get right when it had the opportunity.

Resolution reported, read the second time and concurred in. Mr. Graham thereupon moved for leave to introduce Bill No. 32, respecting the construction of a Canadian National railway line between Sunnybrae and Guysborough in the province of Nova Scotia.

Motion agreed to and bill read the first time.

DUCKS-ARMSTRONG

Hon. GEORGE P. GRAHAM (Minister of Railways) moved that the House go into committee to consider the following proposed resolution:

Resolved, that it is expedient to bring in a measure to provide for the construction of a Canadian National Railway line from near Duck's, a point about 12.5 miles east of Kamloops, to Armstrong, and from Vernon to Kelowna, with a branch from near Vernon to Lumby, in the province of British Columbia; mileage already graded, 101 miles; estimated mileage including existing grading, 105 miles; estimated cost \$2,236,000.

Motion agreed to and the House went into committee, Mr. Gordon in the chair.

Mr. GRAHAM: Before I read the memorandum in reference to this resolution I might explain that this is one of the lines in connection with which about \$5,000,000 has been expended in grading. The following is the memorandum:

Kelowna and Lumby Branches—	Cost
Grade now ahead of track—101 miles—	
Proposed in 1924—4 miles grade; 57 miles track and ballast..	\$1,246,000
Proposed in 1925—48 miles track and ballast..	990,000
	<hr/>
	\$2,236,000