

the end of its mandate. But whether I am here or not, I am quite certain that the honourable members of the Senate will continue, as in the past, to perform their duties faithfully and well.

CANADIAN NATIONAL RAILWAYS IN PRINCE EDWARD ISLAND

STATEMENT

Hon. Mr. DANDURAND: One of the honourable members from Prince Edward Island asked me if I could not give him a ray of hope that the work started on the railway in Prince Edward Island would be continued. Here is a letter which I have received from Mr. Ruel, one of the Vice-Presidents of the Canadian National Railways:

Re broad gauging in P.E.I.

With reference to your request for information as to the proposals of the Canadian National Railways with regard to broad gauging of lines in Prince Edward Island, I find on inquiry from the operating department that preliminary estimates for widening the gauge on the subdivisions east of Charlottetown are as follows:—

Souris Subdivision, 56 miles.	\$346,500 00
Elmire Subdivision, 9.89 miles.	55,000 00
Georgetown Subdivision, 24.2 miles.	145,500 00
Montague Subdivision, 6.33 miles.	57,000 00
Murray Harbour and Vernon Subdivisions, 52.25 miles.	904,000 00

The operating department pointed out that these improvements could hardly be justified from a purely Railway standpoint but beyond doubt would be of material advantage to the people served, and therefore in their opinion it was entirely a question of Government policy in regard to the development of facilities in the Province concerned.

In the present year, since capital expenditures were very strictly curtailed, the suggestion of the operating department was that a small item, chargeable to capital, should be provided in the supplementary estimates for bridge strengthening or replacement, widening of banks, etc., so that the work would be completed by the end of 1925 and the gauge widening proceed in 1926, if as a matter of Government policy it was then decided to proceed with such work.

Ballasting.—With regard to ballasting between Summerside and Tignish, the operating department advises me that no capital appropriations were made on this account, for reasons similar to those given above in respect of broad gauging.

Truly yours,

The Senate adjourned during pleasure.

After some time the sitting was resumed.

The Senate adjourned until to-morrow at 11 a.m.

THE SENATE

Saturday, July 19, 1924.

The Senate met at 11 a.m., the Speaker in the Chair.

Prayers and proceedings.

PROROGATION OF PARLIAMENT

The Hon. the SPEAKER informed the Senate that he had received a communication from the Governor General's Secretary, announcing that His Excellency would proceed to the Senate Chamber at 3 p.m. this day, for the purpose of proroguing the present Session of Parliament.

BRITISH NORTH AMERICA ACT

PROPOSED AMENDMENT

A message was brought up from the House Commons stating that that House had agreed to the amendment made by the Senate on July 17 in the proposed resolution of the Senate and the House of Commons with reference to a proposed amendment to section 91 of the British North America Act.

Hon. Mr. DANDURAND moved:

That a message be sent to the House of Commons by one of the Clerks at the Table to acquaint that House that the Senate hath filled in the blank space in the said resolution with the words "Senate and."

The motion was agreed to.

APPROPRIATION BILL No. 3

FIRST READING

Bill 266, an Act for granting to His Majesty certain sums of money for the Public Service for the year ending March, 31, 1925.—Hon. Mr. Dandurand.

SECOND READING

Hon. Mr. DANDURAND moved the second reading of the Bill.

He said: Honourable gentlemen, this is a Bill which, by the terms of our Constitution, is largely under the control of the direct representatives of the people. Yet the Senate of Canada expresses its views upon the Budget generally, and this perhaps is a time when we may say a word about the expenditure of the country.

The expenditure may be divided into many classes, but the main divisions are controllable expenditure and uncontrollable expenditure. In the latter division, which unfortunately represents much more than half the total amount, we have nothing to criticise. It represents the accumulation of the borrowings of the country and the obligations assumed.

The controllable expenditure is made up of the expenses incurred in carrying on the administration and management of the immense establishment that is under the control of the Government,—ports, rivers, canals,—and perhaps I should include our railway system. Whatever may be the total of the