

ment of the Canadian National railways the necessity of making some arrangement with the Canadian Pacific Railway for running rights between St. John and Westfield. Assurance had been given by the officials of the Canadian National railways that such arrangements had been made and that there would be no difficulty or delay. When the road was completed, however, it was found that the Canadian Pacific Railway Company would not allow Valley railway trains to run over their tracks until an agreement in writing had been made.

I took this matter up in the Budget debate, and I was very sorry the minister was not in the House. I meant to call his attention to this privately, but it slipped my mind. I now take this opportunity of asking the minister to clear the matter up by telling us who secured these running rights, what they cost, and who is paying for them. I take the statement of the Premier of New Brunswick very seriously. I might say that there is no such thing as the St. John and Quebec Railway Company. That is merely a figure of speech. Our provincial government built the road, and the Dominion Government is operating it under an agreement with our province whereby the province receives 40 per cent of the gross earnings of the road. Now the gross earnings have never amounted to more than \$75,000 a year—if I am mistaken, the minister will put me right. Some years ago—it has been in operation five years—it was only earning in the neighbourhood of \$50,000 a year. I understand that there is no agreement signed with anybody for running rights, but that under a tentative agreement the Canadian National Railway system, or whoever is to pay, is to pay the Canadian Pacific \$100,000 a year for running rights over ten miles of their road to carry into St. John the traffic of a railroad that only earns \$75,000 a year. A return was also made to an order of the House, dated May 12, 1920, that I had moved for asking for a copy of all letters, telegrams, documents or other papers exchanged between the Dominion Government or any official thereof, and the Government of New Brunswick with reference to this matter. The papers have been brought down, and all they consist of is a letter from the president of the St. John and Quebec Railway Company dated the 3rd of June and an acknowledgment. Now the order for return was passed on the 12th of May, and trains have been running over this portion of the road since September 1, 1919. Yet, after an order being passed that all the papers in connection with this matter should be brought down, all that is actually brought down is a letter from the president of the Quebec and St.

John railway protesting that they have nothing to do with the procuring of these running rights and a short acknowledgment from the Department of Railways that they had received his letter. If this is a return of "all the letters, telegrams and correspondence in connection with these running rights," it is not much wonder the minister does not know who secured the running rights. I would ask the minister to clear that point up now.

Mr. J. D. REID: As other hon. members are going to speak I will deal with my hon. friend's question when I take up the others.

Mr. CAMPBELL: At this late hour of the night and at this the final stage of the session, I certainly do not intend to make any extended remarks on the subject of railways, but I think that if I ask a few questions of the minister it may serve my purpose this evening. I understood him to say a few moments ago that the item which we have under consideration, No. 114, included the Hudson Bay railway. Does that also include construction of branch lines in Northern Manitoba and Saskatchewan?

Mr. J. D. REID: No; that item does not. I can give my hon. friend any information at my disposal if he will indicate what lines he has reference to.

Mr. CAMPBELL: Would the construction of any of the lines in the West come under this item?

Mr. J. D. REID: There is an item on the next page of \$48,000,000.

Mr. CAMPBELL: That is item 127; it covers all the items in connection with the construction of the Canadian Northern and any extension of that line. Is that right?

Mr. J. D. REID: Yes.

Mr. CAMPBELL: I take it that this item 114, construction and betterments, is sufficient to include any work which the Government may undertake in connection with the Hudson Bay railway, either in the way of betterments or construction, during the coming year. I might say that the subject in regard to which I intended to speak was not only the Hudson Bay railway but certain branch lines in Northern Manitoba and Saskatchewan which would eventually become part of the same system and be connected up with Hudson Bay. If the minister would now give a statement as to these branch lines I should be very much obliged. The branch lines I have particularly in mind are those of Northern Sas-