

of the National Railways to such an extent that it will vote blindly any amounts that are asked for the building of railways.

Some Hon. SENATORS: Hear, hear.

Hon. Mr. BEIQUÉ: They may be given a reasonably free hand, but surely Parliament is entitled to know whether the demands made and the expenditures suggested are warranted.

Hon. Mr. McMEANS: May I suggest to the honourable gentleman that when he is bringing this matter before Council he might ask them to take into consideration the question of whether it would not be better to remove some of the rails where there are duplicate roads and put them on some of these roads that are in such great need?

Hon. Mr. DANDURAND: And I would ask if our western friends include the Hudson Bay Railway in their condemnation?

Hon. Mr. WATSON: Honourable gentlemen, I trust that the request made by the leader of the Government will appeal to the sense of this House. The invitation was extended by him to any member to express his opinion in regard to the necessity of building any of these branch roads. The Parliament of Canada decided some time ago to enter into the Railway business. They have taken over what is now the Canadian National system, and any person looking at the map which is before us, will observe that all the branches referred to in this Bill are feeders of the Canadian National Railway.

Hon. Mr. FOWLER: No, bleeders.

Hon. Mr. WATSON: I do not want to see the House summarily dispose of this measure in this way. I have a personal knowledge of some of the lines proposed, and of the necessity of building them, and it seems to me that if we went into Committee we could, if necessary, eliminate some of them. As has been stated, a number of them have been graded for some five or six years.

Hon. Sir JAMES LOUGHEED: Is my honourable friend serious in thinking that the Senate will go into Committee and decide to accept one road after rejecting another?

Hon. Mr. WATSON: Why not? That is our business. I know that settlers have been located in the vicinity of some of these proposed lines for 25 years.

Hon. Mr. ROBERTSON: If a man went to the North Pole, that would be no reason for building him a railway.

Hon. Mr. WATSON: When these men went in the roads were promised to them,

and the charters were granted, and in some cases the roads were graded. I think we should not summarily reject the Bill without considering what would be a fair mileage to build this year and what could be put over for the future.

Hon. Mr. ROBERTSON: I wish to call attention to another phase of the matter that would be bound to follow. We all know that a railway once constructed must be operated.

Hon. Mr. BELCOURT: We are finding out that it costs some money too.

Hon. Mr. ROBERTSON: On the 22,000 miles of the Canadian National Railways there are 2,486 locomotives, or approximately 11 to every 100 miles, which means that 110 locomotives would be necessary for these branches. Locomotives cost from \$50,000 apiece upwards. There are 2,600 odd passenger cars in operation on the Canadian National Railways, or 12 to every 100 miles of tracks. Those cars cost from \$10,000 to \$20,000 apiece, according to their class. The system to-day has 130,000 freight cars, or 5.45 to every mile of track, which means 5,450 freight cars of all sorts that would have to be built in order that there might be the same percentage of rolling stock on these branch lines. The cost of that motive power and rolling stock at present prices would be approximately \$20,000,000 more. I suggest that my honourable friend should call that to the attention of the Government when they are taking this matter into consideration.

Hon. Mr. BELCOURT: I move that the debate be now adjourned.

The motion was agreed to, and the debate was adjourned.

## HALIBUT FISHERY TREATY

### RESOLUTION OF APPROVAL

The Senate proceeded to consider a message from the House of Commons requesting the Senate to unite with that House in a resolution that Parliament do approve the Treaty between His Majesty and the United States of America with respect to the preservation of the Halibut Fisheries of the northern Pacific Ocean.

Hon. Mr. DANDURAND: A treaty was signed on March 2nd at Washington by plenipotentiaries representing His Majesty the King and the United States with reference to the preservation of the halibut fishery on the Pacific Coast. Early in March it was laid on this Table. The treaty provides for a close season for halibut in waters contiguous to the Pacific Coast in the United States and Canada. A period of close season is de-