

know what position I occupy here as a member of this House when I am asked to vote for this grant. I do not want to vote for a line that has already been built. I want to vote before the construction is begun.

Hon. Mr. DANDURAND: That is in Ontario?

Hon. Mr. GORDON: Yes.

Hon. Mr. CASGRAIN: It is near Capreol.

Hon. Mr. DANDURAND (reading):

Long Lake Cut-off, Mile 0-29

Proposed in 1923—29 miles grade; 29 miles track, cost \$1,944,000.

It is proposed in 1923 to finish the grading of 29 miles, lay the track on it and move the terminal facilities from Grant and establish them at the junction point near Nakins, at an estimated cost of \$1,944,000.

The purpose of the cut-off is to obtain a more direct routing from Toronto and Montreal and other eastern points to Winnipeg, the prairies and the Pacific Coast, and thus put us on an equal footing with our competitors.

The saving in distance will be—102.6 miles for all freights and from Toronto and Winnipeg;

Hon. Mr. McMEANS: I do not object to that. I think it is proper to build that line, but I want to know why, after the line is built, they come here and ask money for it.

Hon. Mr. DANDURAND: I may be able to explain, if my honourable friend will allow me to finish the statement:

102.6 miles for all freights to and from Montreal and Winnipeg; 211.4 miles for all trains to and from Port Arthur and points on the Transcontinental west of Quebec; a saving of 99.1 miles for all trains to and from Port Arthur and Quebec as against the present shortest route via Joliette. Besides the shortening of distance the grade over the through route would be considerably better and a slight improvement made in the alignment, with considerable less rise and fall on the line.

These savings will mean economies in operation besides improved service. It has been computed that there will be, on present freight business alone, a net annual saving of \$389,000, which would pay over 20 per cent on the cost of construction. For the immediate passenger business it was assumed that until this grew there would not be any material saving in train miles, but with the improved service by the decreased distance, our passenger trains would be filled up which would increase their revenue \$300,000 per year with practically no additional expense. Any increased freight business would make a proportionate saving, so to assume the freight business doubled would mean a saving of about \$800,000 per year. Therefore, when the business increases to double that at present, the saving will not be less than \$1,500,000 per year, or pay 75 per cent on the investment.

Now, if there is any explanation that any honourable gentleman desires to have as to any of those lines, I am ready to give it; but I felt when moving the second reading that it would be more in order in Committee of the Whole; or if the majority of this Chamber felt that it was desirable to refer the Bill

Hon. Mr. McMEANS.

to such a Standing Committee as that on Railways, Telegraphs and Harbours, we might do so, and then every explanation would be forthcoming, not only from this memorandum which I have in my hand, but from the officials of the Department of Railways.

Hon. Mr. McMEANS: I quite realize what the honourable gentleman has said, that the line may have been properly built, but what I do not understand is that, after the line is built, they should come here and ask for the money for it.

Hon. Mr. CASGRAIN: But they say there is no grading done.

Hon. Mr. McMEANS: But the line is there.

Hon. Mr. CASGRAIN: But there is no grading. Look at your Bill.

Hon. Mr. McMEANS: They are building a railroad, and then coming for the grant afterwards.

Hon. Mr. ROBERTSON: I think there is an answer to the question of the honourable gentleman from Winnipeg (Hon. Mr. McMeans), which is very plain and simple. In the Main Estimates of this year there is an amount of \$73,000,000 provided—for what? For the payment of deficits, for the payment of bonded indebtedness, for construction, for betterments, and for all the purposes of the Canadian National Railway Board. There was a vote similar to that last year, and also two years ago, and in the years preceding; and out of that vote the Canadian National Railways have from year to year been making such extensions and improvements as in their judgment were necessary, under the direction and with the approval of the Minister of Railways. This Long Lac cut-off has been constructed and nearly completed out of that vote, and there is no reason why it cannot be entirely completed out of that vote in the Main Estimates this year, just as several other lines which it is proposed to do some work on could be done.

Hon. Mr. CASGRAIN: They say there is no grading done on it.

Hon. Mr. ROBERTSON: But there is; many of us have seen it. I want to call the attention of the House also to the fact that the memorandum to which the honourable the leader of the Government has just referred, specifically states that when the harvest in the West commences the season for railway construction comes to an end. That