

Mr. GRAHAM: I think it is right we should have it.

Sir HENRY DRAYTON: Not only should we have the information as to class of traffic and the receipts from the line, but we should also have information as to the points between which it moves in each direction, so that we can properly consider the whole question.

Mr. GRAHAM: Yes.

Mr. MEIGHEN: Has the minister copies of an individual agreement as to each line?

Mr. GRAHAM: I put it on Hansard as we go along.

Mr. MEIGHEN: We do not get that for analysis until the next day. It is the memoranda that count.

Mr. GRAHAM: They are the explanation.

Mr. MEIGHEN: They are the only thing which can give us a basis for our individual judgment. This letter is virtually a Canadian Club speech; it does not furnish any matter upon which one can give an independent judgment.

Mr. GRAHAM: It is written to Canadians.

Resolution reported, read the second time and concurred in. Mr. Graham thereupon moved for leave to introduce Bill No. 30, respecting the construction of a Canadian National railway line between Rousseau and Laurent, in the province of Quebec.

Motion agreed to and bill read the first time.

#### GRANDE FRESNIERE-RINFRET

Mr. GRAHAM 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 line from Grande Fresniere to Rinfret Junction, in the province of Quebec; estimated mileage including existing grading, 12 miles; estimated cost, \$357,000.

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

Mr. MEIGHEN: This is the line referred to in the foot-note of Sir Henry Thornton's letter?

Mr. GRAHAM: I think I was in error in making that explanation a moment ago. I did not have the letter in my hand, and I was wrong in applying it to the resolution just passed. I think it applies to this one.

Mr. MEIGHEN: It refers to this one. As I understand it, this is a road that runs out and connects with a line of the Canadian National; then it runs out still further, and it is that further part which it is contemplated to sell to the Canadian Pacific, in which event the construction of this line would be an economic waste. Of course the amount, relative to the rest, is not very large. I see that the name of the hon. member for St. James (Mr. Rinfret) is to be immortalized; I would not object to that.

Mr. ETHIER: I understand from the memorandum from Sir Henry Thornton, which was read to the committee, that there have been negotiations between the Canadian Pacific and the Canadian National in regard to that branch line. What was the nature and the result of those negotiations?

Mr. GRAHAM: I do not know what the nature of the negotiations is; of course they have not been made public. But Sir Henry Thornton says that negotiations have taken place for the acquisition by the Canadian Pacific of a certain mileage, which, if it takes place will render the construction of this mileage unnecessary.

Sir HENRY DRAYTON: What are the minister's views as to the disposition of railway properties? Is that in the hands of the board, or does this parliament have something to say about it?

Mr. GRAHAM: My hon. friend has asked quite a large question. I think that up to the present the company has been disposing of properties—possibly the old Grand Trunk, not the Canadian National. I know that the old Grand Trunk since I became minister sold a number of properties, concerning which the government was not consulted. I say that subject to correction, because the question has been rather sprung on me.

Sir HENRY DRAYTON: I think my hon. friend is quite right.

Mr. HANSON: What about surplus lands, for instance, in connection with Canadian Government Railways? Does this company dispose of these lands without consulting the government?

Mr. GRAHAM: Oh, no; that could not be done. Those are government railways; the railways making up the Canadian National system, or part of it, are still company railways.

Mr. MEIGHEN: The government railway is only committed for management to the Canadian National Board; it does not belong