

Hon. J. G. TURRIFF: With a great deal of what has been said by my honourable friend the leader of the Opposition I am in hearty accord. I think it is an outrage that such a proposition as this should be brought down at this late day of the Session. Even if it had been brought down in the ordinary way, so that we might deal with each road separately, it would have been bad enough; but to include within one Bill all these branches, turning over the whole responsibility for their construction to a Board that has been newly appointed and that has been constituted for another purpose altogether, is very much out of the way. What has happened under this Board operating the Government Railways may be all right, but we do not know yet, and there are two or three things which to my mind are very suspicious. I refer to the purchase of a site for a building in Toronto, and more especially to the securing of officers in Paris, 12 Americans in the city of New York, having been selected to hold the property, and we having put up \$2,000,000 in connection with this project, about which we know nothing. Now it is proposed practically to hand over to the Canadian National Railways Board the building of Government lines for the future, and under this Bill it is intended to give the Board money to build a thousand miles of railway, Parliament having no control or no responsibility in the matter.

While I agree with all that my honourable friend the leader of the Opposition has said in that respect, my reason for rising was to appeal to him not to insist on the six months hoist. If we cannot agree on this Bill, let it be sent back to the Government and let us see if some arrangement cannot be made. I appeal not only to the honourable leader of the Government and the honourable leader of the Opposition, but to every Senator here, for God's sake do not turn down the project to construct those branch lines in the province of Saskatchewan. I will speak only of them, because I know them best. Other lines may be just as important. I know that at all events some of them are.

I want to confirm what has been stated by my honourable friend from Saskatchewan (Hon. Mr. Gillis) that on the prairies—in Manitoba, Saskatchewan and Alberta—in any of the settled parts of the country, any branch line of railway, that you build, and that does not parallel another line, will not merely pay for itself, but add a great deal of profit to the main line that it feeds. That has been the result in the past, and that will be the result in the future.

Surely two bodies of sensible men, the Commons and the Senate, will not reject a deserving proposal because it has been wrongly submitted, and by rejecting it disappoint those settlers, many of whom I know personally, who have been waiting 15, 20, or 25 years and hoping against hope for the construction of these roads. According to the figures given in the schedule showing the amount of grading done, the total mileage, which I have added up, is about 400 miles. Most of that grading was done when the war began in 1914, that is, 9 years ago, and the people have been heart-sick with waiting. No one here can understand what it has meant to the men, women, and children to live on farms, 15, 20, 25, 30—up to 60 miles from a railroad. And now, when it is proposed to build the line, just because the proposition is submitted in what is undoubtedly to my mind a very wrong way, it is to be rejected and nothing is to be done this year. There cannot be a great deal done this year at the best, but surely to goodness we in this House can confer with the Government to see if we cannot agree upon some arrangement. Let the Government bring down appropriations for separate lines, so that we may judge of them individually and those may be constructed which will be of advantage to the settlers and to the railways. Let me point out, honourable gentlemen, that there are certain parts of the Prairie Provinces which if these roads are not built in the near future, will be depopulated. We shall have a continuation of what has been going on for the past year—people leaving those provinces by the hundreds and by the thousands. We are getting some new settlers in, but I tell you 10 new settlers are not worth an old settler who knows the country and has been on the land there for some time. If the railway construction is much longer delayed, many of these people will be forced to leave their farms. So I make an appeal, not only to my honourable friend opposite, (Hon. Sir James Lougheed), but also to my honourable friend the leader of the Government (Hon. Mr. Dandurand), to see that proper steps are taken to reach some understanding whereby the necessary branch lines may be built.

Hon. R. H. POPE: I am very much interested in the remarks which have just been made by the honourable gentleman from Assiniboia (Hon. Mr. Turriff). Having myself spent many years in the West, I appreciate the difficulties to which he has referred. He tells us that the people there have been waiting for twenty years. Permit me to point out to the honourable leader of this House that in the Province of Quebec, where I was born, there are sec-