

shortest. But the object of this subsidy is to build a railway to the village of Lanark. That is a laudable ambition on the part of the hon. member for North Lanark. He has striven for a number of years to get a road to that village. The people of that section are as much entitled to a subsidy to a road as are those of any other part of the Dominion. Bonuses have been granted to many parts of the country, why should not the people of Lanark, a thriving and industrious village, have as much right to this assistance as any one else? I have no objection to the grant on that score. My objection is that it makes the route from Carleton Place westward much longer than it ought to be. Another objection is that, though this is a subsidy to the Kingston and Pembroke, you allow the road to start from a point twenty miles away from that line or any branch of it.

Mr. W. F. MACLEAN. Not necessarily Kingston and Pembroke. It says 'for a line of railway.'

Mr. HAGGART. You allow them to make a start at Bathurst station. The line from Bathurst station via Lanark to Carleton Place does not shorten the distance between Carleton Place and Toronto. If it does effect any saving of distance at all, that saving is very little. This is a transfer of a subsidy from the Kingston and Pembroke to another. I do not know whether the hon. member from North Lanark or the government will be able to induce any company to build a road over the line indicated in this section. I hope they may succeed, as I am anxious that Lanark village should have railway accommodation.

Mr. W. F. MACLEAN. We have the assurance of the hon. member for North Lanark (Mr. Caldwell) that this would save sixteen miles in the journey between Ottawa and Toronto and the Minister of Railways (Mr. Emmerson) gave us the same assurance.

Mr. EMMERSON. I said it was so represented.

Mr. W. F. MACLEAN. It is desirable that Toronto should have more direct communication with the capital than it has to-day. I also take this occasion to point out that the two great railways which now cover the province of Ontario, the Grand Trunk and the Canadian Pacific Railway, are very lax in the service they give to the people of Ontario. I draw the attention of the ministers from Ontario to this fact—especially the Minister of Customs (Mr. Paterson), the Minister of Justice (Mr. Aylesworth), and the Minister of Public Works (Mr. Hyman). The government, as a government, is constantly dealing with these great railways, and these ministers if they were alert to the interests of their province could cause these railways to give a much better service than they do. The passenger train mileage in

Mr. HAGGART.

Ontario to-day is no greater than it was twenty years ago. It ought to be greatly increased, and it would be increased if the ministers representing Ontario did their duty. You will find that the ministers from the maritime provinces have been pushing year after year to improve the service between the capital and their local capitals. The same is true of the west. A great improvement could be made in the service between Toronto and Montreal if the Ontario representatives in the cabinet would look after it. Probably the greatest improvement in the interests of Ontario in this respect would be for the Grand Trunk to come into Ottawa from the west.

Why is not the Grand Trunk in Ottawa to-day, connecting this city in some way with its main line, say at Kingston or Belleville? We would then get a five hour service between Toronto and Ottawa, and would get connection with all the through express trains that now run over the main line of the Grand Trunk. The ministers from Ontario ought to try and get that for their province. Apparently the energy of these two great railways in the province of Ontario is directed to putting all their money in the west, and the improved service that ought to be given to Ontario is still lacking. The entire energy of these two great railways is spent in the west, whereas a portion of it ought to be spent in the east. We have not enough passenger trains in Ontario, we have not got enough mail service, and it largely rests with the ministers representing that province here to see that we get an improved service between Toronto and Ottawa, whether by the Grand Trunk or by the Canadian Pacific Railway, and to see that train mileage on these two great systems is improved.

For a line of railway from Cape Tourmente towards Murray Bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.

Mr. SPROULE. Will the minister give us information with regard to this railway?

Mr. EMMERSON. That is to connect Murray Bay with Cape Tourmente. Every one knows that that section of country is practically cut off from railway communication.

Mr. SPROULE. How often has it been renewed since 1892?

Mr. EMMERSON. On two or three occasions since then, but it was not renewed in 1903 or in 1904. The residents there feel that there is at present an opportunity for going on with the work. There are some men living in Murray Bay who are desirous of having this railway completed, among them I believe Senator Forget.

Mr. MORIN. Is this to be a steam railway or an electric railway?