

a number of years, and they were ultimately taken up by responsible people, and the lines were constructed. A time may come when the government of this country will not vote subsidies to railways, and we may adopt the system which obtains in some other countries, but I do not think we have reached that time, and, if the suggestion were adopted now, it would open the door much wider to charter mongers than the present system does, because then we would see numbers of parties filing their papers, and securing prior rights, which they cannot do under the present system.

Hon. Sir MACKENZIE BOWELL—It would be highly interesting to this House and country if the hon. gentleman would point out how many independent roads there are in existence to-day, even in the older provinces, and particularly in the western provinces. I venture the statement that there is not one in Manitoba, Saskatchewan, or Alberta. Charters have been obtained in the way mentioned by the hon. gentleman who spoke first, and they have naturally, by purchase or otherwise, fallen into the possession of the Canadian Pacific railway, the Canadian Northern railway, and shortly will fall into the possession of the Grand Trunk Pacific. The parties come here, and obtain subsidies in the manner that has been described, and, when they get subsidies and land grants, they sell them to some of the larger corporations, and they are all absorbed. If this system did not prevail, there is no question that the larger corporations would initiate the construction of these branch lines. We have illustrations of that. The Canadian Pacific railway of late have obtained power to construct branch lines through the Northwest. The Grand Trunk Pacific have obtained authority from parliament for the construction of about one dozen branches, and have received aid from the local government, or this government, or in the shape of guarantees of interest on the bonds floated, to enable them to construct these lines. Before that was done they did not get possession of these subsidies until they had been levied upon

Hon. Mr. BEIQUE.

for a certain amount of money in order to secure the charters. The sooner that is put an end to the better for the country. We have had this year nearly twenty renewals of charters by men who have never taken the first step towards constructing the chartered lines, and unfortunately, the government are renewing subsidies to such lines to an amount between ten and twenty million dollars, ostensibly to assist in the construction of these roads. Now, just as soon as some of these charter mongers can dispose of their charters to the great corporations, the lines will be built, but not before.

Hon. Mr. BEIQUE—No doubt most of those railways are ultimately absorbed by trunk lines, but I could name a number of subsidiary lines which have been absorbed by the Canadian Pacific railway or the Canadian Northern railway, which never would have been built if the charters had not been granted as they were. Take one of the lines, the St. Gabriel de Brandon, running from Joliet to St. Felix de Valois, which is serving an important section of the country; I say without hesitation that that road would never have been built if it had not been initiated by men who are designated as charter mongers. Take the St. Maurice River Valley railway, which has been absorbed by the Canadian Pacific railway. In that case the trunk line did not take the initiative. Other parties originated the project, and pressed it upon the Canadian Pacific railway company, until that railway company consented to take up the enterprise. Dozens and hundreds of cases of the kind might be cited in various parts of the country.

The motion was agreed to.

THE IMMIGRATION BUREAU AT QUEBEC.

MOTION.

Hon. Mr. LANDRY moved:

That in the opinion of the Senate the interests of immigration demand a reform in the organization and administration of the immigration officers.

He said: In making this motion I just wish to call the attention of the House to