

local company. One or the other of these companies will take up this work immediately.

Mr. SPROULE. A subsidy was given to the Clergue line, and they have never availed themselves of it. Last year when they got their charter extended, they promised to commence operations during the year, but so far they have not done so, and I do not think they intend to. Last year a local company got a charter over the same ground. The people wanted the road built there very much, and the proposal to transfer the first charter to the local company is a proper one.

To the Kingston, Smith's Falls and Ottawa Railway Company for a line of railway from Kingston to Ottawa, being a revote of the subsidy granted by chapter 4 of 1897, not exceeding 101 miles.

Mr. W. F. MACLEAN. In connection with this scheme, I would like again to call the attention of the ministers from Ontario to the desirability of a short line between Ottawa and Toronto. This proposed line will probably give a short connection with the Grand Trunk at Kingston, but I think a shorter line could be got by running more in the direction of Napanee and Belleville. At present the Canadian Pacific Railway is 256 miles long between Toronto and Ottawa, and it is proposed by one of the schemes submitted here to-day to reduce that by 16 miles, which would make the line 240 miles long. Then the Smith's Falls and Kingston line would make the distance from Toronto 262 miles. There is no reason why there should not be an air line between Ottawa and Toronto of 220 miles, giving a railway journey of between four and five hours. That would be one of the greatest benefits that could be conferred on Ontario. Between Montreal and Toronto the fastest passenger trains run over the Grand Trunk Railway. The business between Toronto and Ottawa is now over the Canadian Pacific Railway and there ought to be an alternate route by an air line from Ottawa to some point between Kingston and Belleville to connect with these fast express trains on the Grand Trunk Railway. No one can appreciate what the volume of travel between Ottawa and Toronto is except those who have frequent occasion to use the route as we who live in Toronto have. The trains are crowded and the time consumed in the journey is unnecessary. You have to undergo two night journeys to spend one day in Toronto when it ought to be possible to leave Toronto or Ottawa in the morning, spend part of the day in either city and be able to return before midnight of the same day. There has been no improvement in that service for 20 years. I trust the Ontario ministers will endeavour, to induce the Grand Trunk to accept this subsidy if they will, and to build an air line from Ottawa to a point between Kingston and Belleville

which will give a mileage of not more than 230 miles and a five hour service.

To the Lotbinière and Megantic Railway Company, for a line of railway from a point on its line between Lyster and Lime Ridge, to a point at or near the bridge over the St. Lawrence at or near Quebec, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 45, not exceeding 30 miles.

Mr. BERGERON. Where is Lyster?

Sir WILFRID LAURIER. It is a station on the Grand Trunk in the county of Megantic.

Mr. BLAIN. What section of country will this railway serve?

Sir WILFRID LAURIER. It runs through the counties of Megantic and Lévis, I think it will touch at or near Lévis, and it will serve a country which has now no railway communication.

Mr. BLAIN. Is it an agricultural country?

Sir WILFRID LAURIER. Purely agricultural.

Mr. BLAIN. Who comprise the company that proposes to build it?

Sir WILFRID LAURIER. I do not know.

Mr. EMMERSON. It is a continuation of the thirty miles of railway which is now operated by the Lotbinière and Megantic Railway Company.

Mr. BLAIN. Who asked for this subsidy?

Mr. EMMERSON. The Lotbinière and Megantic Railway Company.

Mr. BLAIN. Who came before the government to represent the company?

Mr. EMMERSON. There was just a communication to the department asking for a renewal of the subsidy.

Sir WILFRID LAURIER. There is an existing road from St. Jean de Chaillons to Lyster and this is a continuation of that road to the Quebec bridge.

Mr. BERGERON. Resolution No. 3 gives a subsidy to that company.

Sir WILFRID LAURIER. That is for a line running in the direction of Sherbrooke but this line we are now discussing runs in the direction of the Quebec bridge.

Mr. HENDERSON. Will this railway cross Disraeli bridge which was built as a government wharf?

Mr. EMMERSON. I don't know about that.

To the Brockville, Westport and Sault Ste. Marie Railway Company, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was