

called my attention the other day to the unsafe condition of the road, as it was represented to him, or as it was known to him and I immediately gave instructions and an engineer is now on the spot. In regard to what the hon. member for Montmorency (Mr. Casgrain) has said I would say that it is not by any means an easy matter to legislate practically in the direction which he suggests. In 1899 we had the subject up and threshed out and I think the very best experience and knowledge in the House was brought to bear on the question. In view of the difficulties which have occurred and which the hon. member for Montmorency has mentioned, the judgment of the Superior Court of Quebec was found to be such as to leave the law in quite an ineffective condition. The subject was brought up here, a Bill was introduced and it was amended, altered and changed so that it was then thought that possibly it would cover the particular case which has been mentioned. I understand now that it has been found the case was not sufficiently covered. I will be very glad to co-operate with my hon. friend to any extent in my power to remedy the existing law but I fear that owing to the conflict of legislative authority he will find it a somewhat difficult question to handle.

Motion agreed to.

SOUTH-EASTERN VALLEY AND UNITED COUNTIES RAILWAYS.

Hon. J. I. TARTE (Montreal, St. Mary's) moved for :

Copies of all correspondence received by the government, and of all answers made thereto, concerning the South Eastern Valley Railway, and the United Counties Railway. Also, copies of all reports that may have been made regarding the actual condition of such railways.

He said : The South-eastern Valley Railway which runs from Iberville to Sorel is at the present time closed up and is not being operated. It goes through a very important section of our country and it is a great pity indeed that such a thing can happen as the closing of this railway. This road has been heavily subsidized both by this parliament and by the provincial parliament, and it would now appear that neither parliament has any remedy at its command or can interfere in the matter. The road is closed. Perhaps there is a lesson to be learned from the existing state of affairs on that railway. We are bonussing railways right and left, but when there is an emergency we have no control over that. I repeat that this road is closed to the great detriment of the trade of that part of the country and to the great detriment of the farming community. I am not aware whether the Minister of Railways has tried to do anything in the matter. The South-eastern Valley Railway is in the same

Hon. Mr. BLAIR.

hands as the South Shore Railway. These people have no money and no backing, but still they find ways and means to hold properties of that magnitude, and apparently we are powerless to interfere with them. It seems to me that such a state of affairs calls for the serious attention of this House, and it is to achieve that end that I have made this motion.

Mr. VICTOR GEOFFRION (Chambly and Vercheres). I am glad that my hon. friend (Hon. Mr. Tarte) has come to my support in the motion which I made a few days ago. I do not know whether the hon. member was in the House when I spoke of the question, but at any rate he has practically repeated what I said.

Hon. Mr. TARTE. I want the papers.

Mr. GEOFFRION. Yes, I say that I am glad that you have arrived at the same conclusion as I have on the question. I stated to the House, that especially the South Shore Railway was in very bad shape. The hon. member (Hon. Mr. Tarte), says we have no remedy. I think we have. I think the railway law is quite clear on the subject. If the Minister of Railways is at any time informed that the road is not properly managed, or that it is dangerous to travel over the road, it is his duty to send one of his officers to inspect the road and make a report, and on that report the minister has the right either to force them to put the road in order or to close up the road. When the road is closed, then any creditor, or any person interested can ask to have the road put into the hands of a sequestrator and administered in the public interest and in the interest of the creditors. So far as that part of the road which traverses my county is concerned, I have already taken steps to see that if it is not put in proper condition it shall be closed, and I shall then apply to the courts for the appointment of a sequestrator to administer the road in the public interest and for the benefit of the creditors. I am informed by the Minister of Railways that already there is an officer of the department on the road making that inspection. When the report is made we will take means to have the road properly managed if the company itself does not want to take action. I cannot speak from personal knowledge of the other roads mentioned by my hon. friend (Hon. Mr. Tarte) because I have not made a study of them as he has, but I repeat again, that in reference to the South Shore Railway we have already taken action, and as soon as I am informed that there is danger on the road, I will take the proper means, and the only means to have the remedy applied.

THE MINISTER OF RAILWAYS AND CANALS (Hon. A. G. Blair). I may say to my hon. friend (Hon. Mr. Tarte), that as a matter of fact there is no correspondence whatever in the department of at all recent