

Western Railway, to Montfort westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$67,200.

Mr. LAURIER. What is the reason for this change?

Mr. CHAPLEAU. The attempt was first made to have that railway start from St. Jérôme. A petition was sent to the Government to start the railway from St. Jérôme, which is the *chef-lieu* of the County of Terrebonne. It would then run however almost parallel to the Montreal and Western Railway, which will be very soon the property of the Canadian Pacific Railway and would duplicate that railway for a distance of about 10 or 12 miles. The resolution is therefore proposed in this form to make it in conformity with the grant given to the Montfort Colonization Railway Company by the Quebec Government, giving it option to start from any one of those three points.

To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Vic., chap. 24, and 51 Vic., chap. 3, a subsidy of \$15,100.

Mr. SCRIVER. I desire to move an addition to this resolution. This railway, really a branch of the Grand Trunk Railway, passes through the county I have the honour to represent, the county of Huntingdon, and the township bordering on the frontier, through which it passes, the township of Dundee, a populous and fertile township, has never been given a railway station by this company. The railway has been in operation some years, and the people resident in that township are subjected to very great inconvenience for the want of this station. The company have shown themselves exceedingly unreasonable with regard to the whole question. Not long after the railway was built, a proposition was made by the representative of the company to the effect that if the municipality would grant the sum of \$2,000, the company would give them two railway stations, showing plainly that the company at that time recognized the reasonableness of the township having this accommodation. For some reason or other that arrangement was not carried out. I believe the municipality were willing to grant the sum, but the company finally decided that they would only give them one instead of two stations. The matter fell and nothing has been done since. Since that period, the financial condition of the township has been rendered a great deal worse than it was then by the necessity it was under of raising \$50,000 to settle with the Indians. The township being on a reserve, in order to obtain a title to their lands they were obliged to borrow \$50,000 to pay to the Indians, so of course their financial position is a serious one, as they are paying this money by instalments with the interest, so they are not in a financial position to put up the station. I think this company which has already received a subsidy from the Government should be compelled by the Government to give the people of Dundee the accommodation they require. As a matter of fact, they have to cross the line and go to Fort Covington, which is a mile beyond the boundary line, in order to load their produce there and send it to Montreal. The American customs officers have been very kind in allowing them to do it, though it is in violation of the law, but when cattle come into question, it is a different thing. Our law prevents cattle being

imported, and the result is they have to be driven eight miles to White's station in Godmanchester. I beg to move:

That the said unpaid balance of subsidy shall be paid to the said Montreal and Champlain Railway Company only upon their undertaking the building and completion by the 1st July, 1893, at St. Agnes Crossing in the township of Dundee, P.Q., of a railway, passenger and freight station, to cost not less than \$1,200.

Speaking for the people of that township, I think I am very modest in my demands.

Mr. HAGGART. We have made a contract already with the railway company, and I do not see how we can embody any more conditions in that than we have already made. This is only a revote for the purpose of paying them under the contract already entered into. I will promise the hon. gentleman that I will enquire into the facts, and I believe they are true, because I have heard of this from the hon. member for Missisquoi (Mr. Baker). I will remonstrate with the railway in regard to it.

Mr. LAURIER. If the hon. gentleman is asking for a revote, it must be because the original conditions have ceased to exist.

Sir JOHN THOMPSON. No, it is because our power to pay has ceased. I understand the company are entitled to the money under the contract, but we have no authority to pay it. I am sure, if anything can be done, short of breaking faith with the company, to meet the views of the hon. member for Huntingdon (Mr. Scriver) we will do it. It would be much better to do this by agreement between the Government and the company than by coercion. If we stipulate the putting up of the station, we must require that the trains should stop there, and I think it would be better to do both by negotiation.

Mr. SCRIVER. Upon the assurance which the Minister of Justice has been good enough to give me, that the Government will use all its influence with the company to build that station, I will withdraw the amendment.

For a railway from the parish of St. Rémi, in the County of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.

Mr. MONET. (Translation.) I see with pleasure that the Government has had a thought for my county. As I had occasion to say last year, when I had the honour to present a request for a subsidy for this railway, the County of Napierville has never been spoiled by Government favours. This is the first time the county is the object of any favour. I do not think that this can be laid to partiality or party consideration. As to partiality the statement I just made shows that the Government could not be accused of that. It could not be called either a party favour, since I am not a supporter of the Administration. The reason of it is that the grant is just, and that the necessity or desirability of this road has been noticed by one of the members of the Government, I mean the Minister of Customs. At the time of the bye-election which took place in the county in 1890, the Minister of Customs paid us a visit which alarmed me first, not groundlessly, for I was defeated that time; but I feel gratified of it now, since having on that visit, noticed the desirability of this railway, the hon. Minister urged the Government to grant the subsidy