

company, for a considerable sum. Now, it seemed to me at the time that there must have been a mistake in weighing that wheat when it was taken from the farmers and put in. I think there is an allowance made for loss of a pound or two per bushel. But after that wheat was deposited by the elevator and account taken of it, and the same amount of wheat weighed out, there was quite a surplus left. Could the government not find out from year to year what that is, and let us know what disposal is made of it, because it would satisfy the farmer if it was only a moderate quantity, but if it was a large quantity, it would create a suspicion that the weighing in of the grain was improperly done.

Mr. FISHER. I do not remember exactly what representations were made in the committee on that point. I think the commission which it is proposed to appoint during the recess will take that matter into consideration, and I have no doubt their report will be dealt with.

Motion agreed to, and Bill read the third time and passed.

#### RAILWAY SUBSIDIES.

Hon. H. R. EMMERSON (Minister of Railways and Canals) moved that the House go into committee to consider the following proposed resolutions:—

Resolved, 1. That it is expedient to authorize the Governor in Council to grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any one case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

(1) To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway:—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section

5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

(2) To the Algoma Central and Hudson Bay Railway Company for a line of railway from Sault St. Marie to a point on the Canadian Pacific Railway between White river and Dalton stations in the district of Algoma, not exceeding 200 miles, and for a line of railway from Michipicoten harbour, Lake Superior, towards the main line of the Canadian Pacific Railway not exceeding 25 miles; in lieu of the subsidies of 40, 50 and 135 miles granted by chapter 7 of 1899, section 2, item 23, chapter 8 of 1900, section 2, item 4, and chapter 7 of 1901, section 2, item 20, respectively.

(3) To the Lotbinière and Megantic Railway Company to extend its railway southerly from a point at or near Lyster in Megantic county to or towards a point at or near Lime Ridge in the township of Dudswell; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 8, not exceeding 50 miles.

(4) For a line of railway from Lake Nominique to La Lièvre, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 44, not exceeding 35 miles.

(5) For a line of railway from a point on the Intercolonial Railway in the county of Halifax to Guysborough in the county of Guysborough, and for a line of railway from a point at or near New Glasgow in the county of Pictou to the deep waters of Country Harbour, not exceeding in the whole 236 miles; in lieu of the subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.

(6) For a line of railway from Wellington to Union bay, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 68, not exceeding 55 miles.

(7) For a line of railway from a point at or near Sharbot lake or Bathurst station, in the province of Ontario, or between those points via Lanark village to Carleton Place, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 17, not exceeding 41 miles.

(8) For a line of railway from Cape Tormentine towards Murray bay, in lieu of the subsidy granted by chapter 5 of 1892, not exceeding 20 miles.

(9) To the Atlantic, Quebec and Western Railway Company for a line of railway from Gaspé to a point at or near Causapsal on the Intercolonial Railway and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspébiac to Gaspé as near the shore as practicable, not exceeding 102 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 51.

(10) To the Nepigon Railway Company for the following lines of railway:

(a) From a point at or near Nepigon station on the line of the Canadian Pacific Railway to Nepigon lake, not exceeding 30 miles.

(b) From a point on Nepigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon railway, not exceeding 3½ miles.

(c) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser river, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding 1½ miles.

(d) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles.

The said subsidies to the said lines being granted in lieu of the subsidies granted by