

propose, you cross these streams about half way and accommodate all these counties. It is for the government to decide what shall be done about this matter of the Quebec Central Railway. The Quebec Central did not ask me to bring this matter before the House; it is my own doing. The government is under no obligation to give me an answer, but if they can give an answer to the Quebec Central, it would be a great accommodation to all.

Sir WILFRID LAURIER. As my hon. friend (Mr. Morin) knows, this motion is simply a revote. He is familiar with the locality from Scott junction to the bridge and from St. Francis to St. George. He is interested in knowing whether or not the Transcontinental Railway is to reach a certain point by the valley of the Etchemin river or by the Abenakis. He says that as soon as that is known the Quebec Central is prepared to put in a new road. I can only say that the government is not in a position to give information on this point at the moment. This matter is in the hands of the commission, and the commission has not yet reported.

Mr. W. F. MACLEAN. Won't you try to get it for the hon. gentleman (Mr. Morin) as soon as you can?

Sir WILFRID LAURIER. Certainly, that is our desire.

To the Western Alberta Railway Company for a line of railway from a point on the United States boundary, west of range 21, northwesterly towards Anthracite, in the province of Alberta, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 11, not exceeding 50 miles.

Mr. HERRON. Is this a revote?

Mr. EMMERSON. Yes.

Mr. HERRON. I would like to know from the minister if there has been any application for a subsidy for other roads running practically over the same ground that this charter covers.

Mr. EMMERSON. I cannot recall from memory any other companies that have applied for a subsidy, that is, any companies that serve this particular region.

Mr. HERRON. I think a company has been making application for a subsidy for a road from Macleod to some point on the boundary line, only about thirty miles distant from this line, but having its terminal point at the south practically the same. I understand they have been making application for a subsidy, and have been refused.

Mr. EMMERSON. I hardly think that any particular company has been refused. All applications are held upon a decision as to whether additional subsidies will be voted. We voted no subsidies at the last session, and we do not propose any new ones this session. Until such time as a determination is reached in that regard,

Mr. MORIN.

these applications are held in abeyance. Therefore I would hardly say that there has been a refusal.

Mr. HERRON. It seems to me this grant by the government gives a great advantage to one company over another. This Western Alberta Company has had a charter for about eight years, and have been getting it extended from year to year. There are local charters extending over identically the same ground. This company has been from time to time getting renewals. The country that would be served by this railway is in very bad need of railway facilities. With reference to another point, I may say that a survey of this road was made last year beginning at the boundary line and passing through a number of towns in that part of the country, and running about a mile and a half from the town of Pincher Creek. Is the government going to take any action in a matter of that kind?

Mr. EMMERSON. That is a matter for the Railway Commission to determine. The general location is established by the Minister of Railways, but any deviation from or modifications of that location would be subject to the Railway Commission.

Mr. R. L. BORDEN. Does not the amendment which you proposed this session leave it in the hands of the Minister of Railways or of the Privy Council?

Mr. EMMERSON. The Railway Commission can make deviation in a line not exceeding one mile, but where it is proposed to go beyond that, the request must be referred back to the Department of Railways and Canals for the minister's consideration.

To the Shediac and Coast Railway Company for a line of railway from Shediac to Shemogue and towards Cape Tormentine in Westmoreland County, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 17, not exceeding 38 miles.

Mr. EMMERSON. This was first voted in 1903. The length of the line covered by the subsidy will be about thirty-eight miles. The company represent that they are making arrangements to proceed with the work. Not later than yesterday a representative of the company called upon me and stated that the financial arrangements were about concluded, and that a contract would soon be let.

For a line of railway from Owen Sound in the province of Ontario to Meaford in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 34, not exceeding 30 miles.

Mr. EMMERSON. This is the line which was referred to this morning by the hon. member for North Grey. It will be noticed that the subsidy is not granted to any particular company. There has been some question as to which company should build this line. I think a dispute arose between what is known as the Soo company and a