

the country served by this line of railway is rich in timber and minerals, and well settled. The first time the subsidy was granted was in 1903, which was the last occasion on which any new subsidies were voted by parliament. This is the first renewal. Every assurance is given that this road will be constructed. There are thirty miles of it in operation.

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

Mr. EMMERSON. This subsidy was voted in 1903. It is, therefore, a revote. Under the subsidy of 1903 the work was to be commenced after the 1st of August, 1903, but on account of certain difficulties it has been impossible to begin the work before the present time. The financial institutions to which application has been made by the company to finance the project are hesitating because the subsidy may lapse, and the work could not be finished before 1908 or 1909. Hence this application.

Item allowed to stand.

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.

Mr. EMMERSON. This is an extension of the Esquimalt and Nanaimo Railway on Vancouver island.

Mr. RALPH SMITH. This subsidy was granted to the Esquimalt and Nanaimo Railway in 1903, to assist in the extension of the road from its present terminus at Nanaimo for 55 miles north. Eighteen months after the grant of this subsidy, the Canadian Pacific Company bought that railway, and we have their assurance that in two years, that is, in the lifetime of this subsidy if it is renewed, they will build this 55 miles, to Union Bay. The area served by this railway is a very large and important agricultural district. The people living in it at present have to haul their products to Nanaimo. This subsidy is petitioned for, and I have no doubt the company are bona fide in their intention to make this extension.

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.

Mr. EMMERSON. This line was to start at Sharbot Lake but now it is any point between Sharbot Lake and Bathurst.

Mr. W. F. MACLEAN. What probability is there of the Canadian Pacific Railway taking up this proposition? Toronto is over seven hours from the Capital, and there is no reason why the distance should not be cut down to five hours. This line is a move in that direction. The distance is 255 miles.

Mr. EMMERSON.

and an air line would probably be 220 miles. An effort should be made to get direct communication between the two cities. One ought to be able to leave either city in the morning, do his business and return that evening. Now one cannot get back to either city the same day but has to use a sleeper. This vote was given years ago, and it was supposed that it would secure better service between the two cities, but so far it has not been taken up. Has the minister any assurance, either from a local company or the Canadian Pacific Railway, that this short cut is likely to be constructed in the near future?

Mr. EMMERSON. Only in an informal way. I had some interviews with Mr. Drinkwater at the time of the renewal of the charter, during the present session, and the change in the location was designed to shorten the distance some 10 miles.

Mr. BARR. Was there any survey made?

Mr. EMMERSON. Preliminary surveys.

Mr. SPROULE. Notwithstanding the fact that this goes to the Canadian Pacific Railway, it is one of the subsidies that are not defensible. It is a portion of the Canadian Pacific Railway line between here and Toronto, a well paying line through a section of country moderately well served with railways to-day. It is claimed that this would shorten the line between here and Toronto some 16 miles, but it is shortening it in the interests of a company which is earning more in proportion to its mileage than any company in Canada. I can quite understand our giving subsidies to provide railway accommodation in remote sections of the country where there are none, but to subsidize a railway through a section of country settled years ago—not very thickly settled because it is not good agricultural country—where there are railways within reasonable distance, is not defensible.

Mr. CALDWELL. This was originally intended to be a branch of the Kingston and Pembroke Railway, and that company had a survey made from Sharbot Lake to Carleton Place with the view of building the line. But the Canadian Pacific Railway, seeing a possible competitor, came in and purchased the controlling interest in the Kingston and Pembroke Railway stock. The hon. member for East Grey (Mr. Sproule) said that this road passed through a portion of country not very well settled. Let me tell him that we have a large country there well settled, whose settlement dates back eighty-five years, and where cheese and butter are largely produced. We have a thousand square miles of country without a railway.

Mr. SPROULE. How far do you go north and west to include that thousand miles? What is the average distance of this road from the present road?