

Sir WILFRID LAURIER. It is not building at this moment. In 1903 we subsidized sixty miles; in 1904 we subsidized forty miles more. The subsidy has not yet been availed of, but large deposits of asbestos have been found, and if the mineral turns out to be as valuable as it is expected to be, no doubt the railway will be built immediately. Otherwise I cannot say that it will be built at once, though there is no doubt that it will be built sooner or later. There is considerable development going on at the present time.

To the Quebec Central Railway Company for an extension of its line of railway from St. Francis to St. George not exceeding 9 miles; and for a line of railway from Scott Junction to the Quebec bridge, not exceeding 23 miles; in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 46.

Sir WILFRID LAURIER. At present the Quebec Central starts at Lévis and follows the valley up to Chaudière, on the south side up to St. Joseph. There it crosses the river and goes to Sherbrooke, but at St. Joseph the line is extended to St. Francois some nine or ten miles, and it is proposed to extend it to St. George, in the same valley, through a rich country. The other subsidy is from its present junction directly to the Quebec bridge, and I have reason to believe they will proceed this summer.

At one o'clock, committee took recess.

Committee resumed at three o'clock.

Mr. MORIN. Before recess the question before the House was the granting of a subsidy to build a railway from St. Francis to St. George, in the county of Beauce. Now, ever since I became a member of this House, ten years ago I have worked all my might with the Quebec Central Railway Company, with the officials of the government and with the members who represented the county of Beauce, to have this road built. The road will be a great advantage to the county of Beauce and also to the county of Dorchester. But here is a point to which I would call the special attention of the government. Last year the manager of the Quebec Central, Mr. Frank Grundy was removed from his office on account of old age, and Mr. Walsh took his place. Mr. Walsh went to England and he was appointed by the company to be manager for the road. When he came back from England I had a talk with him in regard to this road from St. Francis to St. George. He told me that while he was in England financial matters were arranged to build a road from Scott junction to the Quebec bridge, and from St. Francis to St. George. Also it was arranged to build a road from St. George to a place called Cabaneau, on the St. John river. He said the men were ready and the money was ready to build this road,

and they would be glad to build it. Probably most of the members of the House do not understand the position of affairs in that section of country. At St. George, in the county of Beauce, there is a river called the Chaudière, and emptying into that is another stream called the Famine river, which rises in Bellechasse and crosses Dorchester and Beauce. Mr. Walsh said he would like to build the road from St. George to Cabaneau to connect with their Temiscouata and Quebec Central. 'Well,' I said, 'why don't you build it?' But he said, 'What can we do? We would like to build that road from St. George to Cabaneau, but we do not know whether the government—that is the Transcontinental Commission—will build the Grand Trunk Pacific from the Quebec bridge to Lake Pohenegamook. There is no use for both to build side by side. We do not know whether the government will build at all or not; and if they build, which route they will take, whether they will go by the Abenakis river or the Etchemin river. We have asked the government which way they intended to go, but we get no answer. If we had a decision from the government, we could build our road in a year.'

No one to-day appears to know which route the government will take. If they build the road from the Quebec bridge through the counties of Dorchester, Bellechasse, Montmagny, L'Islet and Temiscouata, taking the route proposed by the hon. member for Bellechasse (Mr. Talbot), by way of the Abenakis river, it will do the county of Dorchester no good and it will do the eastern counties very little good, because the road will run parallel with the Intercolonial, and will average between twelve and fifteen miles distant from that road. But if you take the road I propose, by the Etchemin river, you will cross all these counties at the south end, at a distance probably of thirty miles from the Intercolonial Railway. The Alleghany mountains start from the Gulf of Mexico and go up to the Gaspé basin, crossing all these counties about the middle—about half way between the St. John's river and the St. Lawrence. If you build by the route proposed, that is by the Abenakis river, you will build on the north side of the Alleghany mountains in Bellechasse, Montmagny and L'Islet. Thus, you will have two roads on the north side of the mountains and none on the south side. But if you will take the route I have proposed, you will have one road on the south and one on the north. As you know, the streams rise in the Alleghanies and flow into the St. John. How can the people there along those rivers float their timber to a railway unless that railway is built on the south? Their only salvation will be to float the timber to the St. John and sell it to whoever will buy it, even if they have to sell at a sacrifice. But if you take the route I