

for the whole twenty-two miles, and they took it with that understanding at first. I move in amendment to insert after the word 'railway' in the fourth line, the words 'via Mille Isles post office.'

Mr. EMMERSON. It would be better to strike out the whole subsidy than do that. My hon. friend says the Great Northern would rather build the sixteen miles without subsidy than to build the other twenty-two miles with a subsidy. You cannot force upon the Great Northern the obligation of constructing a line of railway via Mille Isles post office and it would be folly for this committee to amend the resolution in that way. There would be more point in striking out the item altogether.

Mr. SPROULE. Surely the people should have it the way they want it.

Mr. EMMERSON. I understand the company is building over sixteen miles of railroad and they have done so under the authority of this vote. As my hon. friend from Grey suggests I do not think there is any other course open to us than to revoke them this subsidy, unless we refuse to vote it at all.

Amendment (Mr. Perley) negatived.

Mr. PERLEY moved to strike out the words:

'And for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jérôme, not exceeding twenty-two miles.'

Amendment (Mr. Perley) negatived, and resolution agreed to.

For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil passing near lakes St. Joseph and Ste. Marie, in a southerly direction, not exceeding 15 miles; and for a line of railway between a point in the parish of St. Andrews, in the county of Argenteuil and a point in the parish of St. Laurent in the county of Jacques Cartier, passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles; in lieu of the subsidies granted by chapter 34 of 1904, items 8 and 9 of section 2, not exceeding in the whole 53 miles.

Mr. MONK. Under the statute of 1904 this subsidy was granted to the Ottawa River Railway Company. Is the Ottawa River Railway Company still pressing for a revival of that subsidy?

Mr. EMMERSON. That is the railway now known as the Central Railway.

Mr. MONK. Is that the railway company that has correspondence with the department?

Mr. EMMERSON. Yes.

Mr. MONK. Is there a prospect of the road being built.

Mr. EMMERSON. I understand financial arrangements are now being made in

Mr. PERLEY.

London in connection with this projected line.

Mr. MONK. The description of the line given in the resolution should be fuller. The railway described here leaves St. Andrews and coming down the north shore of the Ottawa river it strikes St. Placide at the entrance to the Lake of Two Mountains. It is intended that the road should go from there to St. Eustache and thence cross the river on the south side of Isle Jésus. In my opinion it would be a shorter route to Montreal and St. Laurent to go through Ste. Dorothé. I don't object to its going to St. Placide, St. Eustache, and St. Martin, but in order to get to St. Laurent it would have to come in the immediate vicinity of two parishes that are not served by any railway. It seems to me that we should provide that it should pass through Ste. Dorothé, the parish of Isle Bizard and the parish of Ste. Geneviève. By going through a portion of these parishes it would be the shortest route to the objective point at St. Laurent in the county of Jacques Cartier, where is situated the terminus of the Jacques Cartier Union Railway which goes to Montreal and is operated by the Grand Trunk. Those to whom the subsidy is granted may, for some reason or other, neglect to come through these parishes and in order to take precaution I beg to move that these words be added:

Ste. Dorothée, Isle Bizard and Ste. Geneviève.

Any one familiar with the locality will understand that the precaution should be taken to include these places in the resolution.

Mr. ETHIER. As I understand this company has perfected its plans and if I am well informed these plans have been accepted by the Railway Commission, the engineers having made their report. The company made their arrangements in London with the proper contractors to construct this line, so that even to insert the names of those parishes would not have any practical effect in forcing or obliging the company to pass that way. The line has been accepted, is now in operation I may say, because the contract and the agreements are made. If these words are put in this resolution it would never induce the company to pass through these parishes. I would be inclined to make the same petition and to put the same question on behalf of St. Joseph du Lac, the nearest point to St. Eustache and also to have the name of the parish of St. Benoit inserted, but the plan having been approved of, I do not know of any reason why the resolution should be changed in that way.

Mr. MONK. I have no objection to adding the parishes that my hon. friend mentioned, the parish of St. Joseph and the parish of St. Benoit, although I do not know that going from St. Eustache to St. Andrews the railway could conveniently go through both