

did not get that information with regard to many of these proposals, and my only object is to get whatever information the Minister of Railways has in his possession.

Mr. HAGGART. There is a more serious objection than this to giving this subsidy to private individuals. In the report of the Transcontinental Railway Commission, it is stated that it is essential to the construction of the Transcontinental Railway to have a line built to Lake Superior. Look at the position in which the contractor of that section of the railway will be placed which will be touched by this line if he is not able to get in his supplies without making an arrangement with the company to build the line or perhaps purchasing the charter in order that he may build it himself. We may have to pay a great deal more for the building of the Transcontinental Railway because the line of railway connecting with Lake Superior is in the hands of private individuals, who get a subsidy for what? For the purpose of opening up and serving the people in that section of the country? What people are there and what resources are to be opened up other than the fishing in Lake Nipigon? The only object of this road is to make connection with Lake Superior for the purpose of building the Transcontinental Railway, and this will be a valuable franchise in the hands of certain individuals.

Mr. CONMEE. I must express my surprise at the statement of the hon. gentleman that there are no resources in that country except the fishing in Lake Nipigon. It is true, Lake Nipigon is a large body of water and there are a great many fish in it; but the country is one of great resources. It is well known to contain extensive iron deposits, similar resources and a great deal of fine agricultural land. If my hon. friend had taken any trouble to make himself acquainted with that country, he would not have made the statement he did. It was absolutely unwarranted and unjustifiable.

Mr. HAGGART. I have taken the trouble to go up to Lake Nipigon, and I know the country perhaps as well as the hon. gentleman does. What is the object of a railway for bringing out timber in that section of the country?

Mr. CONMEE. What is the object of a railway for bringing out timber in any section of the country?

Mr. HAGGART. It is not needed at all; you have the River Nipigon to float down timber. It is a farce to tell any one such trash. The only purpose of a railway there is to assist in getting in supplies for the building of the Transcontinental Railway. What people are in that section of the country? What mines are being worked? I know about the Helen mine. The hon. gentleman speaks of iron mines; but iron mines in any section of the country are

Mr. SPROULE.

worth large sums of money to their possessors without railways built to them by the government. People who have possession of valuable mines will find means of getting to the market. My statement is strictly correct. We know the timber resources of that country, the fine fishing there is on Lake Nipigon, and the agricultural character of the country. Except for the purpose mentioned by the commission there is no object at all in building this line of railway.

Mr. SAM. HUGHES. What is the reason for this hiatus in the railway, one line running up to Lake Nipigon on the south and another line running northward? I suppose the intention is to cross the lake in canoes. Why is provision not made for a line running around the lake? It looks as if the government were returning to the prehistoric policy of building a railway by utilizing the water stretches.

Mr. EMMERSON. This is not a new subsidy; it is only a revote.

Mr. SPROULE. I am afraid the whole sum and substance of it is that a certain party has a charter, and if the Transcontinental Railway goes on, the possession of that charter, with the subsidy attached to it, will afford a splendid opportunity for charter broking.

For a line of railway from Quebec towards Seven Islands, including branches to Murray bay and Baie St. Paul, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 48, not exceeding 200 miles.

Sir WILFRID LAURIER. There is at present a company operating large pulp mills at Seven Islands.

Mr. SAM. HUGHES. That is the place where we built a wharf, is it not?

Sir WILFRID LAURIER. Yes. It is a splendid harbour, and the development which has taken place is very great.

Mr. SAM. HUGHES. They shoved a lot of Indians off the property too, I believe.

Sir WILFRID LAURIER. I do not know about that. All I know is that the company are much in earnest and are developing the country very fast, putting up mills and otherwise, and they intend to build a railway. How soon they will begin work I am not prepared to say.

Mr. SAM. HUGHES. For their logging purposes?

Sir WILFRID LAURIER. For logging purposes and general purposes also.

For a line of railway from Roberval westward towards James bay, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 11 and 52, not exceeding 100 miles.

Mr. EMMERSON. This is an extension of the Quebec and Lake St. John Railway.

Mr. SPROULE. Is that railway building just now?