

Mr. W. F. MACLEAN. Are there any instances of the mails having been carried under this arrangement?

Mr. EMMERSON. I know of none.

Mr. W. F. MACLEAN. Does the Postmaster General regard it as part of his duty when he is arranging for the transportation of the mails, to see that he avails himself of this provision?

Mr. FIELDING. I think this clause is coming into operation in recent years and I have no doubt the information could be obtained as to what service has been so rendered.

Mr. W. F. MACLEAN. The Minister of Railways or the Postmaster General should give us some information during the day in respect to that.

Mr. URIAH WILSON. When does the minister expect to be able to give us this information?

Mr. EMMERSON. I will endeavour to get it before the third reading of the Bill.

Mr. SPROULE. How many railways have availed themselves of the provision under which they get an increased subsidy if the cost of the road is over \$15,000 per mile? I would imagine that most of them would make up their accounts so as to show that the road has cost over \$15,000 per mile so as to get the larger subsidy.

Mr. EMMERSON. I know of no railway mentioned in these resolutions which has received anything beyond the \$3,200 per mile. In one or two instances the first contract was entered into under the provisions of section 9.

Mr. SPROULE. I had reference to companies that have earned bonuses in the past and since this new principle of paying an increased subsidy has been adopted. We should have the information as to what extent any railways have claimed a larger subsidy.

Mr. EMMERSON. I will get the information.

(1) To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following lines of railway:—

(a) From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury, not exceeding 64 miles.

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 100 miles; and

(c) From a point at or near Sudbury northerly, not exceeding 30 miles; the said subsidies being granted in lieu of the subsidies of 64 and 130 miles, granted by chapter 8 of 1900, section 2, item 6, as amended by section 5 of chapter 7 of 1901, and chapter 7 of 1901, section 2, item 14, respectively.

Mr. EMMERSON.

Mr. BOYCE. Does this include anything for the bridge?

Mr. EMMERSON. No; this subsidy was first granted in 1900 and 1901. The first section was for a line between Sudbury and Little Current to the junction with the Manitoulin Central, and also a line of railway from its present line at Sudbury thence along the main line of the Canadian Pacific Railway. The whole subsidy applied for was 226 miles at \$3,200 a mile. The subsidy No. 1 here was granted first in 1900 for a distance not exceeding 66 miles. Then (b):

(b) From a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway, not exceeding 10 miles;

In 1901 this grant was amended by providing that the work might begin in two sections, the first beginning at or near Victoria Mills, near Sudbury, and thence to Lake Jesse; the second from Little Current to the Canadian Pacific Railway at or near Sudbury, not exceeding 31 miles.

Mr. R. L. BORDEN. It does not give much information to read the locations. Will the minister state in both of these whether they are in effect the same lines and locations for which subsidies were voted in the first place? Are they essentially and practically the same?

Mr. EMMERSON. Essentially and practically the same. These are in lieu of the subsidies of 1900 or 1901.

Mr. BOYCE. How much of this has been built—the of the Manitoulin and North Shore?

Mr. EMMERSON. Some portion of it has been built—about 12 miles, I think. The reason why the work has not been proceeded with since that period was the financial conditions which prevailed in connection with the Sault industries. I think the fortunes of this railway were so intertwined with the success or want of success on the part of the Sault industries that they have found it difficult to proceed, but I understand that their claim is now that they will be in a position to proceed. Of course, it is difficult to have very much assurances in such cases, beyond the assurance of the company itself, and one's judgment with respect to any representations made. Naturally, those who have to do with the promotion of railways are very sanguine as to the probabilities, and there are no limits, they think, as respects the probabilities.

Mr. R. L. BORDEN. When do they lapse?

Mr. EMMERSON. They lapsed in May of this year. We have not had any railway subsidies since 1904, and they at that time were only revotes.

Mr. URIAH WILSON. Is it the policy of the government not to grant new sub-