

for them to build this line along the North river without a subsidy than it would be to build it through Mille Isles with a subsidy. I submit that this read should not get a subsidy for building this connecting link. It serves no section of country that is not already served by a railway, as only a small stream separates it from the present Labelle branch of the Canadian Pacific Railway. Now, no one admires more than I do the great things that Messrs. Mackenzie and Mann have done, and the way they have carried out their undertakings and built railways in this country. As a rule, I should be inclined to vote to give them a subsidy to build their railway; but in this particular instance they are building a railway which does not serve people not already served by a railway, and they have not carried out their understanding with my predecessor, Mr. Christie, who was the member for Argenteuil at that time, when they promised to run through the county of Argenteuil. No doubt it was greatly due to his efforts that this subsidy was granted. Now they are building their branch line, and it is not in the county of Argenteuil at all, and does not run through any part of the county. Therefore I submit that this part of the section should be struck out, and that the subsidy should not be granted for the line they are building along the North river. I have looked at the plan on the table, and the line as shown there runs where we want it to run, it does not run along the North river where, I am informed, they are building it this year.

Mr. EMMERSON. My attention was called to the situation by a delegation which waited on me some months ago, of which delegation my hon. friend who has just taken his seat (Mr. Perley) was a member. They represented that when the subsidy was first voted it was distinctly understood by the residents of Mille Isles that the line would go around through their district a distance of about twenty-two miles; but that after the road was acquired by the Great Northern system, it was made to follow a more direct route by running over a distance of about sixteen miles, but to the great inconvenience of the people of Mille Isles. It is represented by this company that it would be practically impossible for them to build the road via the Mille Isle route. If the road should pass, as it is claimed it should by the inhabitants of the village of Mille Isles, from St. Jérôme to Mille Isles and thence to Morin Flats, the distance would certainly be greater. The company now controlling this railway has projected their line from St. Jérôme by the shortest road to St. Sauveur. The objections raised by the railway company are three in number. First, that the company has found it impossible to secure a line with suitable grades by the Mille Isle route, as the country is very rough and almost mountainous. At the request of the inhabi-

tants of Mille Isles they have sent engineers to thoroughly investigate the route, and found that the only way in which a suitable line could be secured was to follow the course of the Rivière du Nord, as is usual in a country of that character. The second objection is that the construction of a line from St. Jérôme to Morin Flats would leave that portion of the Montfort and Gatineau from Morin Flats to St. Sauveur as a dead end, and it would be very difficult, if not impossible, to give a service to the people on the one end of the railway east of Morin Flats. Third, the object of the company in constructing the line is to connect the Montfort and Gatineau with the main line of the Great Northern Railway, and therefore it is very important that a short line and well constructed roadbed should be secured. Of course, as is usual in such cases, there is a controversy between the company and the inhabitants as to the promise that was made at the time the subsidy was secured. I understand that the Montfort and Gatineau is or has been a non-paying venture, recognized as a sort of colonization road, and the financial results have certainly not been very satisfactory, because it runs through a sparsely settled territory in the counties of Terrebonne and Argenteuil, and has no connection with the Great Northern. Obviously it is very desirable in order to have traffic that it should be connected with the Great Northern system. If we followed the course suggested by the inhabitants of Mille Isles, it is doubtful whether this road would continue, it would probably be disused and become waste property. Does my hon. friend move to strike this out?

Mr. PERLEY. I quite acknowledge that there should be a connection with this road. The Montfort road is a very useful road. Originally the Great Northern wanted to go by the North river. As a matter of fact Mr. Christie writes me in this way:

I cannot understand how these gentlemen can say there was no understanding as to the route, because there was a distinct understanding.

It was on that ground that Mr. Christie used his influence to help them get this subsidy, because it was going through the county of Argenteuil. If it had gone by the North river, Mr. Christie would have had no particular interest in it. But he took a lot of trouble to get this subsidy granted. The time for the Great Northern to have said that they could not build the road that way was when they were asking for a subsidy, and not afterwards when they had got the subsidy. Of course the road should be connected with the main line, but they should have carried out their understanding and built this connection the way they promised to do, although it was through a rougher country and was a longer route. They were getting a subsidy