

sideration which my hon. friend referred to might well come into the mind of the Minister of Railways at the time of making a contract, and he should only make a contract when he believes that the reasonable probability is that the parties concerned are going to push the railway through. Even then he is sometimes disappointed, because assurances are given by promoters, perhaps in good faith, which they cannot realize. I think it would be an unsound doctrine to say we must never vote a subsidy until we have a company in sight. That would prevent some sections of the country from getting railway accommodation.

Mr. SPROULE. Would the minister state how many people are going to be served by a railway there ?

Mr. EMMERSON. I cannot tell as to this particular section, but I can give instances in other portions of Canada. There are subsidies here being voted to-day to companies that will build the roads. These subsidies have been voted in the past when there were no companies, but the subsidies have helped on the movement and now there are strong companies ; but if we had not made a start years ago the probability is nothing would have been done.

Mr. HAGGART. Is the 3½ miles to Helen Lake built ?

Mr. EMMERSON. No.

Mr. HAGGART. That would be a mining road, I think they might have a tramway there now to get out the ore.

Mr. CONMEE. The 3½ miles is a line down to the harbour. The Canadian Pacific Railway crosses the Nipigon river about two miles from its mouth where it enters into Nipigon bay of Lake Superior. The first section connects with the Canadian Pacific Railway at a high level and runs north to Nipigon Lake. The 3½ miles is from a junction on Lake Helen, which is a part of the river, down to the harbour on Lake Superior. That is the necessity for the particular wording of the section.

Mr. HAGGART. What about the 1½ miles ?

Mr. CONMEE. That is a road running to Lake Jesse, below the Power Company's water-power. I may say for the information of the member for East Grey, that if he will read the report of the Railway Commission he will find the best evidence of the justification of the granting of this subsidy that has perhaps ever been presented to this House.

Mr. SPROULE. What they had in view was the necessity of this for transportation to get in supplies for building the Transcontinental Railway, but if the Transcontinental Railway goes on and is built anywhere inside the time limit it will be built long be-

fore this is started. I do not see any serious objection to that portion from the Canadian Pacific Railway to the bay, because I think it would be valuable for more reasons than one, perhaps for getting in coal ; but I am unable to judge, as I do not know the country in the other direction, whether it is needed or not. As to the reason given by the Minister of Finance that when settlement comes in they require a railway, I may tell him that my information is, there is very little settlement there.

Mr. CONMEE. I take it for granted that my hon. friend (Mr. Sproule) wants to assist the development of this country and that he does not desire to injure any projected lines of railway that are in the public interest, and will help to promote the development of Canada. If the principle was laid down which he announced here we would not have a great many services that we have now. Take the main portions of the Grand Trunk Railway ; it was because local companies advocated them and obtained bonuses that they were built. That is so in his own constituency between Collingwood and Owen Sound. Local companies obtained a charter and aid and bonuses and matured it to that point and then went to the Grand Trunk and said : Take it and build it. If it had not been for that the road would not have been built.

Mr. SPROULE. The only aid they got was from the municipalities.

Mr. CONMEE. It is the same principle with other roads. The promotion of a railway, the maturing of it to the point where it becomes of interest to the big lines is the very process that has brought about the building of many branches. If my hon. friend will take the time to read up the history of these railway charters, he will find that he is entirely mistaken.

Mr. SPROULE. I have taken as much time and trouble as the hon. gentleman to look into these matters and I think I am as well informed regarding it as the hon. gentleman. In the opening up of the new territory I have not the slightest objection to the government subsidizing the line. A principle was enunciated to the House as the principle upon which railway subsidies would be granted in future, and I draw attention to the fact that that principle is not being carried out. If a railway is needed to open up a new district, and there is no other means of supplying it, I think the government would be justified in granting a subsidy. What evidence have the government that a railway will be built if we give this assistance ? The Prime Minister, gave us all the evidence which I think this House should desire. He says an active company is building the railway ; but we