

An Act for the relief of Harriette Wesley Baker.

An Act respecting the James Bay Railway Company.

An Act to incorporate the Buffalo, Niagara and Toronto Railway Company.

An Act to incorporate the Brandon Transfer Railway Company.

An Act to incorporate the Erie, London and Tillsonburg Railway Company.

An Act respecting the Toronto and Hamilton Railway Company, and to change its name to the Toronto, Niagara and Western Railway Company.

An Act respecting Leprosy.

An Act respecting the Citizens' Bank of Canada.

An Act to authorize the exchange of certain school lands for other Dominion lands.

An Act respecting the British America Assurance Company.

An Act respecting the Western Assurance Company.

RAILWAY SUBSIDIES.

House went again into committee on railway subsidies.

To the Great Northern Railway of Canada for a line of railway in extension of its railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line at St. Jérôme, not exceeding 22 miles; in lieu of the subsidies granted to the Montfort and Gatineau Colonization Railway Company by items 6 and 41 of section 2 of chapter 57 of 1903.

Mr. PERLEY. I object to the passing of the second part of this item. This Montfort and Gatineau road was originally an independent line and connected with the Canadian Pacific Railway at Montfort junction. It was afterwards taken over by the Great Northern Railway, and they both belong to the Mann & Mackenzie system. There was a gap of twelve or fifteen miles between these two railways which the Great Northern naturally wished to complete. With that object in view, they approached this government three years ago asking for a subsidy. Among others they went to Mr. Christie, who was the member for Argenteuil at that time, and asked him to use his influence to help them to get this subsidy granted. The subsidy was granted by the government at the time through the help of Mr. Christie, on a certain understanding between Mr. Christie and the representative of the Great Northern Railway. There is a section of the county of Argenteuil that has never had a railway which is known as Mille Isles. When the Great Northern spoke first to Mr. Christie they proposed to run from Piedmont, or Montfort junction, to connect with the main line. He objected to their doing this, on the ground that they were running parallel with the Canadian Pacific Railway and were not serving any new portion of the country. I

Mr. SPEAKER.

have a letter from Mr. Christie in which he says that when he was first approached by the Great Northern Railway he objected to the route they suggested and asked them to run through Mille Isles, a thickly settled portion of the country which had no railway. When this was pointed out to the representatives of the Great Northern they said that he was correct and agreed to his proposition. Therefore, they withdrew their first application which was for a subsidy for fifteen or sixteen miles, and put in one for a subsidy for twenty-two miles and that subsidy was voted in 1903. In other words the arrangement and understanding was made between Mr. Christie and the Great Northern that this company should run their branch by Mille Isles and for that purpose, a subsidy was granted for a railway of twenty-two miles. The distance of the shortest line from St. Jérôme to connect with the Montfort road, is only twelve or fifteen miles. I have a letter here from the engineer of the Great Northern Railway in which he says that the line which they had surveyed by the North river is only some sixteen miles. I mention this to show that it is evident that the subsidy granted, covering a railway twenty-two miles, was not granted for the purpose of building a line up the North river by the shortest route to connect the Great Northern with the Montfort branch. I acknowledge that it was natural for the Great Northern to build their road by the North river as it was the shortest and easiest to build. But, on the other hand, it would not serve any portion of the country that is not already served. The Canadian Pacific Railway runs up the eastern bank of the river and the Great Northern would run up the west bank of the same stream and would not serve any portion of country not already served by a railway. For the purpose of rectifying that it was understood between Mr. Christie and the Great Northern people that they should run a longer route than the one up the North river, and for that purpose, the mileage of the subsidy was increased from sixteen to twenty-two miles. Relying on that promise the people of Mille Isles went to a lot of trouble and arranged to give the Great Northern people practically a free right of way for the whole distance. The original subsidy was for a railway running from Morin Flats to St. Jérôme, but as they are building the road at present, it runs from St. Jérôme to Montfort junction. Morin Flats is on the old part of the Montfort road, and therefore this section can in no sense be said to run from St. Jérôme to Morin Flats. This year, the Great Northern people, I am informed, are building this branch line up the North river, and it will only take some twelve to sixteen miles to connect the main line with the Montfort branch.

I appealed to some people interested in the road, and I was told that it was cheaper