

the points between which the railway runs. This is a railway in the eastern part of Nova Scotia, extending from the town of Dartmouth eastward to Guysborough, and from a point at or near New Glasgow, in the county of Pictou, to the deep waters of Country Harbour. The line will only be built by co-operation between the Dominion and local government. As the local government has recently passed legislation looking to the completion of this road, I think it very desirable that the wording in both cases should be the same, so as to prevent any misunderstanding. The wording I propose to adopt does not change the points or the distance; it simply conforms to the wording of the provincial legislation on the subject. I propose that the item read this way:

For a line of railway from a point on the Intercolonial at or near Dartmouth in the county of Halifax, to Guysborough in the county of Guysborough, with branch lines to a point on the Intercolonial at or near New Glasgow in the county of Pictou, and also to Country Harbour in the county of Guysborough not exceeding in the whole—

Leaving the rest of the original section to stand as it is. It is merely changing the phraseology to make it conform to the words of the local Act.

Mr. R. L. BORDEN. Might I ask whether any particular company is in view?

Mr. FIELDING. Yes; it is well known that a company headed by Sir Montagu Allan is giving the matter consideration, and is likely to enter into a contract.

Amendment agreed to.

Mr. R. L. BORDEN. Now, the Minister of Railways has not given the information I asked for this morning in regard to these various items. I did not interrupt him as he went along, because it seemed useless to do so. I would ask him to have a memorandum prepared with regard to each of these forty-six items, covering the points I mentioned this morning, so that when we take up this resolution in the Bill we can save a great deal of time. If that information is given in a systematic way, it can be done in about one-fourth of the time that is occupied in asking questions backward and forward across the floor of the House.

Mr. EMMERSON. I will have the information for my hon. friend.

Mr. R. L. BORDEN. Would the minister add one item of information, if he can get it within the time? I would like to know what territory now without railway facilities is to be supplied by any one of these roads, and in what instances, if any, territory mentioned here is covered by any road actually in operation. There is just one other matter that I think would be in-

teresting to the committee—in how many of these cases is the road to which a subsidy is proposed to be granted, in course of construction at the present time? I think I sent to the minister a written memorandum this morning of all the points of information which I desire.

Mr. EMMERSON. Does my hon. friend wish information as to the date of incorporation of each company? Some one suggested that. I do not know whether that information is required.

Mr. SPROULE. I asked the minister for the date of incorporation. Another thing I think we ought to have is the amount of subsidies granted in each of the provinces, so far as can be given; I mean the mileage and the amount of money.

Mr. EMMERSON. You never can tell the amount. Of course, we can give you the mileage.

Mr. R. L. BORDEN. I am not asking for the amount by provinces. But so far as the total is concerned, will the minister be good enough to give us the maximum and minimum amount for which we render ourselves liable by these subsidies? I speak of the maximum, because it is possible it might reach \$6,400 in some cases, perhaps in all cases.

Mr. EMMERSON. The cases are not numerous where it reaches the maximum.

For a line of railway from the station of Lac Bouchette, on the Quebec and Lake St. John Railway to St. André, in lieu of subsidy granted by chapter 57 of 1903, section 2, item 47, not exceeding 13 miles.

Sir WILFRID LAURIER. I would ask the committee to go back to this item. I have just received a telegram stating that this railway is under construction. It is desired to amend this item by adding at the end the following words: 'or from a point about one mile east of the said station.'

Amendment agreed to.

Resolutions reported, read the first and second time, and agreed to.

Mr. EMMERSON moved for leave to introduce Bill (No. 214) to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

Mr. HAGGART. Have you in your Bill the amendments passed in committee?

Mr. EMMERSON. I will insert them.

Motion agreed to, and Bill read the first time.

RAILWAY ACT, 1903, AMENDMENT.

House in committee on Bill (No. 62) to amend the Railway Act, 1903, and also