

quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

Mr. LOGAN. Should not we add to this a condition that the equipment of the road as well as the steel rails, shall be procured in Canada?

Mr. HAGGART. None of the subsidy goes towards the equipment.

Mr. CONMEE. But it helps the building of the road.

Mr. EMMERSON. In estimating the cost of the road you do not take into consideration the cost of equipment. So you pay no subsidy on the equipment, but only on the road bed.

Mr. LOGAN. But you do not give the subsidy merely for laying the rails upon the roadbed, but in order to provide a railway to accommodate the public.

Mr. BOYCE. Does not the hon. gentleman (Mr. Logan) think it would be a reasonable condition in granting a subsidy?

Mr. LOGAN. I think it is just as reasonable, or nearly as reasonable, to make the subsidy conditional upon buying their rolling stock in Canada as upon buying their steel rails in Canada. It will not be a very serious burden to make this conditional upon the subsidy.

Mr. EMMERSON. What amendment would the hon. gentleman (Mr. Logan) suggest?

Mr. LOGAN. I would incorporate the words of the Grand Trunk Pacific charter, or after the words 'steel rails made in Canada' I would add—

Mr. W. F. MACLEAN. How about the renewal of rails and equipment?

Mr. CONMEE. This condition should apply to structural material used in the road. That is the condition of national railways in the United States, and I do not see why it should not be the same here.

Mr. GALLIHER. This brings up another question to which I would like an answer from the minister. The section provides that the 'Governor in Council may make it a provision,' and so on. I take it that that would not preclude the Governor in Council from granting a road the right to lay second-hand rails, if of proper quality as approved by the government. It might well be that railways built in the mountains would not require very heavy rails and could procure 56 pound rails which would suit the traffic quite as well as any other.

Mr. EMMERSON. The matter referred to by my hon. friend from Cumberland (Mr. Logan) is a matter of some moment. It is not possible to draw an amendment off-hand that will be certain to cover the case and yet avoid all difficulties. I would suggest that, after these resolutions are passed

Mr. EMMERSON.

and the Bill based upon them is in Committee of the Whole, the desired amendment can then be inserted. In the meantime it can be drafted and considered.

Mr. W. F. MACLEAN. I would suggest that there may be some question as to renewal, equipment and rails. If it is not the intention to cover these the resolution should be drawn with that view. A railway, of course, is renewing its equipment all the time.

Mr. EMMERSON. The hon. gentleman (Mr. W. F. Maclean) would not object to that?

Mr. W. F. MACLEAN. No, but the point ought to be made clear, and it may be found a little difficult to do that.

Mr. LOGAN. I agree with the Minister of Railways that this is a point that cannot be settled in a moment. The point raised by the hon. member from South York (Mr. W. F. Maclean) might be considered. But in carrying out our Canadian policy I think some such amendment as this is desirable. I accept the suggestion of the Minister of Railways that the amendment should stand until the Bill based upon these resolutions is before the committee.

Mr. D. ROSS. I would suggest that in drafting the amendment the idea put forward by the hon. member for Thunder Bay and Rainy River (Mr. Conmee) should be taken into consideration. There is no reason why subsidized Canadian railways should go to Georgia for their structural material.

Mr. CONMEE. There is less reason for them going abroad for structural material than for equipment.

Mr. GALLIHER. The minister has not answered my question, and I would like to be clear on the subject.

Mr. EMMERSON. The Governor in Council has power now to make the arrangement that the hon. gentleman speaks of, and contracts have been entered into on that basis. I will bear the matter in mind.

Mr. E. M. MACDONALD. Fastenings as well as structural material should be provided for in the amendment to be prepared in accordance with the suggestion of the hon. member for Cumberland (Mr. Logan).

For a line of railway from a point on the Intercolonial Railway in the county of Halifax to Guysborough in the county of Guysborough, and for a line of railway from a point at or near New Glasgow in the county of Pictou to the deep waters of Country Harbour, not exceeding in the whole 236 miles; in lieu of the subsidies of 116 and 120 miles granted by chapter 57 of 1903, section 2, items 19 and 63 respectively.

Mr. FIELDING. I would ask the Minister of Railways to recast the wording of this item, without changing the subsidy or