

dary of the State of Maine. The forty-nine miles, including these portions, it is proposed to provide with steel rails, so as to put it in the same position as the other roads to which subsidies have been given. As to the resources of the company, I may say that its president is the late member for Sherbrooke, the present Judge Brooks, and the company have been making great efforts to carry this road forward, and, as I said, have done an immense deal of good in opening up that section of the country.

Mr. BLAKE. Then I understand the hon. gentleman to say that twenty-nine miles out of the forty-nine miles are in running order, but with iron rails.

Sir CHARLES TUPPER. That portion has been operated for a long time, but the rails, I understand, are unfit for further use.

Mr. BLAKE. Will the hon. gentleman explain how much is saved by the cut-off of four miles, which is to be built between Lennoxville and Sherbrooke?

Sir CHARLES TUPPER. I am not able to say, but it gives the line a more direct course.

Mr. BLAKE. Can he say anything as to the mileage cost of these twenty miles?

Sir CHARLES TUPPER. I imagine about \$20,000 a mile.

Mr. BLAKE. And as to the financial standing of the company?

Sir CHARLES TUPPER. All I can say is that the company have made great exertions to push this road, and although not very rapidly, have been steadily prosecuting it. I have no doubt whatever that the equipping of the line at this end with steel rails, and the provision made for the other end of the line to Cape Breton, will secure the construction of the intervening link.

Mr. GILLMOR. I understand that this is the same line for which a Bill was introduced into this House by the hon. member for Stanstead (Mr. Colby) some years ago. A delegation composed of the hon. member for Stanstead and the hon. Minister of Agriculture visited my county with the view of laying this matter before my constituents as well as others. They visited St. Andrews and St. Stephens, and we had a public meeting at Calais, to which delegates from St. Andrews and St. George were sent in order to promote the railway, which was then called the Megantic line. We were all pleased to see these gentlemen there, and I was asked to allow my name to go on the charter. Under these circumstances, I cannot offer any opposition to this measure, but give it all the support I can.

To the Miramichi Valley Railway Company for 32 miles of the railway, the Intercolonial Railway at the Miramichi crossing above Wilson's Point, to Moran's near Demphy Village, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$102,400.00

Sir CHARLES TUPPER. In consequence of a telegram I have received, I would like to strike out the words, "crossing above Wilson's Point," so as not to define the starting point on the Intercolonial Railway, and that a point within a short distance of that point may be selected, if it is found to be more available for connecting with the Intercolonial Railway.

Mr. BLAKE. Will the hon. gentleman explain whether, by the resolution as now altered, the line can join the Intercolonial Railway on the north or the south side of the river as the company pleases?

Sir CHARLES TUPPER. That is precisely what I wish to leave open, and that is the effect of this change.

Mr. BLAKE. Perhaps the hon. gentleman will give the same explanation as to the probable cost of this railway, and the financial resources of the company?

Sir CHARLES TUPPER. This railway stands in the same position as the other New Brunswick railways. I presume that the financial standing of the company was considered good by those best able to judge of it, the Government of New Brunswick, who gave the company a subsidy of \$3,000 a mile. I presume the cost of the road will be about \$20,000 a mile.

To the Montreal and Western Railway Company, for the first 50-mile section of their Railway, out of St. Jérôme, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... \$160,000.00

Mr. BLAKE. I would invite the same explanations regarding this road.

Sir CHARLES TUPPER. This road has also been subsidized by the Province of Quebec to the extent of 10,000 acres of land per mile, and it is projected to run from St. Jérôme to a junction of the road from Hull Station to Desert. The road is projected to run from St. Jérôme to the Mattawan, and it is expected to intersect the Gatineau Valley Railway somewhere about 100 miles north of Hull. The country, as I have already stated, is not only admirably adapted for agriculture, but is rich in mineral resources, and a large population is rapidly crowding into and settling it; and I think we may fairly estimate very admirable results to flow from this expenditure of public money.

Mr. BLAKE. What is the estimated cost?

Sir CHARLES TUPPER. I presume about the same.

To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... \$89,600.00

Mr. BLAKE. I would invite the same explanations as to the probable mileage cost of the road, and the resources of the company.

Sir CHARLES TUPPER. The resources of the company have been expended largely in grading the road. I understand that it has already been graded a distance of twenty-eight miles, and this subsidy will enable the company to complete it and open up that section of country.

Mr. BLAKE. With reference to the statement the hon. gentleman made yesterday on this subject:

"No hon. member connected with the Government, so far as I know, was then aware that one dollar would be given to the work. All he could say was that the matter was receiving careful consideration,"

and so on. Since then a paper has been put in my hands, the *Napanee Express* of the 11th May, which says in reference to this matter:

"If this be the case an explanation will be in order from the Government as to what was meant by the letter written by Sir Charles Tupper to Mr. Alex. Henry, President of the Railway Company, the Friday before the Provincial Elections. The following is a copy of the letter as supplied us by a gentleman to whom it was given to read:—

"ALEX HENRY, Esq., Napanee:

"DEAR SIR,—Your report is not in, but we are satisfied it will be favorable. I will lay your case before the Governor with a favorable consideration. This letter is written in concurrence with the Privy Council."

"(Signed) "CHARLES TUPPER."

Sir CHARLES TUPPER. That is hardly correct, except that I think the terms were for favorable consideration. I told Mr. Henry when he came to me about the subsidy that nothing of that kind could be done until finally ascertained; but that, in the meantime, I had discussed the mat-