

American and European Short Line Railway, is to be conditional on the construction of the unfinished portion of the road from Montreal to Houlton? My reason for this enquiry is this: We have not, I think, too much information before us, and a considerable part of what we have is drawn from the map placed on our desks, showing that the distance from Montreal by the proposed line to Houlton is 293 miles, and from Houlton to Canso, 391 miles. The hon. Minister, in urging the claim for this grant, drew our attention to the great advantages which this scheme afforded for providing an outlet to the Pacific Railway, at a Canadian port. He spoke of his regard for the great Republic alongside of us, but said that he loved Canada more—a sentiment in which, I fancy, we will all join. If that is not the condition of this grant—that the unconstructed portion across the State of Maine is to be built—I fail to see how we can be sure that either St. Andrews or St. John is to become the Canadian port as an outlet for our western road. If the hon. gentlemen who come from the sea suppose that we in the West take no interest in matters in the East, they are mistaken; and I can assure those gentlemen that whenever any Western man looks at the plan and sees the line dotted down upon it, by which it is proposed to bring St. Andrews within 385 miles—if the figures are correct—of Montreal, and St. John within 443 miles of Montreal, it is a pleasing prospect, because I believe the most of us know that the closer the commercial relations are between the Provinces, the firmer will be our political bonds. One word with reference to the proposed bonus to the railway from Gravenhurst to Callander Station. The former grant, I understand, added to the proposed one, amounts to \$12,000 per mile; and speaking only for myself I certainly hope that in making this grant the Government will endeavor to retain the actual and practical control of that railway. The control which would please me most would be the absolute ownership of the road by the Dominion, and the working of the road by the Dominion. I believe the time is not far distant when the people will again claim the right which they always possessed until the present generation, of owning these public highways. I do not know whether the hon. Minister of Railways is informed as to what would be the cost of grading that road, but I do know that there are many sections in the West in which \$12,000 per mile will not only grade a road but will tie it and iron it to-day. Some portions of the route I believe are rocky, and in these it may cost more, but there are many people who would prefer that even a larger grant should be made, if that were necessary, to retain control of the railway. With regard to the 80 miles from Canso to Louisburg, I see by the papers which have been laid on our desks that the total amount which has been asked for is \$1,200,000 to complete the road from Montreal to Louisburg; and I am sure that if we can for the small sum of \$256,000 accomplish what is proposed to be accomplished by a grant of \$1,200,000 we will all be delighted. I fail to see how the granting of a subsidy to the portion of the railway 390 miles east of St. Andrews is going to give St. John and St. Andrews connection with Montreal, unless the building of the wanting links between these places and Montreal is a condition of the grant.

Mr. PICKARD. I wish to make a few remarks with regard to the matter which is now before the House. I am prepared to support the Government in the resolutions respecting certain roads, but I shall not be as selfish as the hon. member for Charlotte (Mr. Gillmor), whose views were purely local. I regret that the Government could not see their way clear to subsidizing the Great European and American Short Line, from Louisburg to the international line, but I am not going to oppose the resolutions because we have not got all we asked for when we signed the memorial to the Government. I think the hon. member for Middlesex (Mr.

Ross) took a sectional view of the case when he said that the line from the Gut of Canso to Louisburg was a purely local road. It was the connecting road from Canso to New Glasgow. We have a river from New Glasgow to Truro, but this Short Line Railway Company are building a line from Oxford to New Glasgow, and an extension of that line was to go by Baie Verte to Memramcook, the junction of the Intercolonial, to utilize a portion of the road as far west as Salisbury, and from Salisbury on to the west. I believe St. Andrews and St. John would have been as well accommodated by the Short Line road had it gone direct to Fredericton, and thence on to the west. But we cannot expect everything we want all at one time; but the commerce and trade of this country seek a port on the Atlantic sea-board, and will not be covered by any sectional roads. The King of the Gatineau, the hon. member for Ottawa county (Mr. Wright), wants me to pitch in because his road has been called a local road. I am satisfied, if the country through which it is to pass is what it has been portrayed by the hon. Minister of Railways, it is one of the best lines in the whole Dominion.

Mr. TASSÉ. (Translation). Mr. Speaker: I desire to offer a few remarks on the resolutions which are now submitted to the House. These resolutions have reference to enterprises which are destined to develop the resources and increase the revenues of the entire country. For ten years our statesmen, our Parliaments, have devoted their attention, their energies to create new Provinces. For ten years we have expended millions to construct this portion of the road which will develop the country from one end to the other, and especially that vast region situate west of Lake Superior. I congratulate myself on the sacrifices and efforts that have been made to construct the great Pacific link. No person more than myself appreciates the importance for these new Provinces and new territories of the great route which we have constructed. Moreover, I know that the old Provinces will find in that new country the best outlet for their products, their manufactures. We can judge of that by the fact that in one single year, in this very year, the commerce carried on between Manitoba and the Eastern Provinces has amounted to \$12,000,000. Now, that we are certain that the Pacific railway is to be built without costing the country a cent; now that we know that the whole Pacific railway is the most profitable speculation that Canada has ever made since the surplus arising from the sale of our lands will not only enable us to pay every cent of the cost of its construction, but will also leave a surplus in the Treasury; now that we are about to crown this great work, which will be forever the glory of Conservative Governments, which since 1881 have been at the head of the affairs of this country—I say that our duty is to think a little about the welfare of the old Provinces, which until now have borne the burden of the construction of the great Pacific road, and of the creation of the new Provinces. I say that our duty is to consecrate a part of our energy, of our studies, of our capital, to do for the East of Canada what we have done in preceding years for the west. That is what the Government meant last year in asking us to vote \$1,500,000 to assist the construction of railroads in the old Provinces, and that is what is understood in asking us to vote \$2,000,000 for the same object. Whether this policy be a new departure, as the hon. leader of the Opposition contends is of no consequence, the question simply is whether it is an advantageous one. In reality what is the duty of the Government? What is the duty of the statesmen who conduct the affairs of the country, if not to develop the resources not only of western but of all Canada, whether they be in the east, the west, the north, or the south? I am not in a position to say that I am entirely familiar with all the roads mentioned in the