

has entered on the domain of Provincial legislation, and by a direct process has subsidized the various Provinces instead of leaving them to carry on their own enterprises. Then the basis on which the hon. gentleman subsidizes those roads is very flimsy. If the hon. gentleman, in the course of his arguments, had examined the course adopted by the Province of Ontario, he would find, as I said before, that every railway in Ontario is obliged to show that it has a good financial basis before it can receive one dollar from the public exchequer. I have just had time to look into some of those Orders in Council that were under discussion before the House took Recess. The first one that I came upon was with reference to the demand made by the North Grey Railway Company, for a subsidy from the Local Legislature. They first put in a statement in which they were obliged to show that the line was surveyed and located, how much it would cost per mile, and whether a contract was let, and at what price; also, how much more over and above the local aid and stock would be required to build the road. This was the first representation made by the North Grey Railway Company; but that was not satisfactory to the Government, and they were obliged to supplement it by another, showing the bonuses granted by the various municipalities. That was not satisfactory, and the Government called for a list of the stockholders. They furnished the list, but still that was not satisfactory, and they were obliged to state the amount of money subscribed by each stockholder. Nor was that satisfactory, and further demands were made. The Government required to know the contract price as fixed by a competent railway engineer, and it was not until all this information was given that the Order in Council was passed to aid the North Grey Railway. You see, therefore, how in Ontario the Government guarded itself by every possible means, so as to be sure the money voted would not be lost. Has the hon. gentleman so guarded himself? Is the hon. gentleman satisfied the bonus to the Gatineau Railway will build it, and that when this bonus is spent the company will not call for another bonus? He has no guarantee that it will not. It is the thin end of the wedge, as the hon. gentleman himself stated once in speaking of another subject, that has been inserted, and it is thus that men who are disposed to draw on the Government rather than on their own resources will, when compelled by necessity, feel themselves entitled to ask Parliament for farther aid. And the hon. gentleman will be compelled, in order that the money spent be not lost to the country, to give further aid. The proper way is to help those who help themselves. The proper way is to spend the money on a somewhat similar basis as that on which the Ontario Government spend their money, so as to be assured that every dollar is expended in an investment which will be productive of benefit to the people. The hon. gentleman, in order to find an excuse for those subsidies, said that Mr. Mackenzie's plan was to subsidize local railways. The hon. leader of the Opposition has sufficiently answered that allegation. I remember when we had a discussion as to the loan of iron rails, Mr. Mackenzie declared his policy to be not to subsidize local railways, but to dispose of the unnecessary iron rails of the Intercolonial Railway, in order to assist these roads that might be feeders for the Intercolonial Railway, and not be competing lines. Can the hon. gentleman show a single line assisted by Mr. Mackenzie that was a competing line? As far as I remember they were feeders and not competing lines. I look upon this system of subsidizing local railways—and let it be understood that I am speaking for myself alone—as a dangerous step for this Dominion to take. You will allow me to say so strongly and earnestly. I think the House should pause before we vote any more subsidies, and that the hon. gentleman should at least give us more information than he has given before asking the vote. I

trust he will be able before calling upon us to vote this money to give substantial reasons why we should do so.

Mr. BURNS. I rise for the purpose of correcting the hon. gentleman in some particulars with reference to one railway, that is the Caraquet Railway. I was glad to hear the hon. gentleman say that if the fishermen of that or any other locality in the East were deprived of the means of getting access to the western market, he for one would gladly furnish them with that means. The hon. gentleman asked if the Intercolonial were not equal to the task. The particular point with which I desire to make the hon. gentleman acquainted, is, that in order to reach the Intercolonial Railway it is necessary, in the case of the road on the Baie des Chaleurs, to traverse a distance of 100 or 120 miles, and in the case of the road known as the Caraquet Railway, it is necessary to traverse from forty-five to seventy miles. How can the fishermen living at a distance of seventy miles from the Intercolonial Railway have access to that road unless they are afforded facilities by the construction of other railways. With reference to this project it is no new scheme. It has occupied the attention of the House and country for very many years. As far back as 1865, when the question of the Intercolonial Railway was under discussion, the engineer of the Government at that time, Mr. Sandford Fleming, made a very exhaustive report on the various routes, and in that report he made reference to this scheme in connection with a short route to Europe; and this, I may say, is another short route, but it does not follow that it is a competing line. I cannot do better in informing the House with reference to the merits of this road in that particular character, than by reading an extract or two from the report of Mr. Sandford Fleming:

"Under these circumstances, it is too apparent that the International Railway may find in the United States route, a formidable rival for Canadian passenger traffic, to and from Europe, by way of Halifax.

"Fortunately, with a view to counteract this difficulty, a line by the Bay Chaleurs would offer special advantages, which may here be noticed.

"The chart which accompanies this will show that the entrance to the Bay Chaleurs is so situated, geographically, that while it is about as near Europe as the entrance to Halifax Harbor, it is, at the same time, several hundred miles nearer Montreal and all points west of that city.

"Some of the projected lines of railway touch the Bay Chaleurs at Dalhousie and at Bathurst; the latter place is not admitted to be suitable for the purposes of steam navigation, and the former, although in possession of a fine sheet of water, well sheltered and accessible at all conditions of the tide, is, nevertheless, from its position at the extreme westerly end of the Bay, farther inland than might be wished. In order to reduce the steamship passage to a minimum, it is desirable to have the point of embarkation as far easterly as possible, and therefore the existence of a commodious harbor near the entrance of the Bay is of no little importance. A place named Shippigan, on the southerly side of the entrance of the Bay Chaleurs, appears to have many of the requisites of a good harbor. It is thus spoken of in the reports on the Sea and River Fisheries of New Brunswick, published under the authority of the Legislature of that Province.

#### "GREAT SHIPPIGAN HARBOR.

"This spacious harbor is formed between Shippigan and Pooksoudie Island and the mainland. It comprises three large and commodious harbors: first, the great inlet of Amqui, in Shippigan Island, the depth of water into which is from four to six fathoms; second, the extensive and well-sheltered sheet of water, called St. Simon's Inlet, the channel leading to which, between Pooksoudie Island and the main, is one mile in width, with seven fathoms water from side to side.

"The principal entrance from the Bay Chaleurs has not less than five fathoms on the bar, inside which, within the harbor, there are six and seven fathoms, up to the usual loading place in front of Messrs. Moore and Harding's steam saw mill at the village; from thence to the gully there is about three fathoms of water only. Vessels within the Harbor of Shippigan have good anchorage, are quiet safe with every wind, and can load in the strongest gale. The rise and fall of the tide is about seven feet.

"The noble haven called St. Simon's Inlet, the shores of which are almost wholly unsettled and in a wilderness state, runs several miles into the land, maintaining a good depth of water almost to its western extremity.

"Duncan McNeil, an old pilot, frequently employed on the Government steamers when calling at New Brunswick ports, describes Shippigan as a good harbor, with plenty of water, regular soundings and tough blue clay-holding ground, indeed where vessels would be perfectly secure in any storm. He says that he could take a ship of heavy draught