

roads; and I think it was distinctly understood at that time, that this policy, this admirable policy, as I think it was, which was then initiated, and with regard to the effects of which I so entirely differ from my respected friend who has spoken, should be continued. I remember distinctly the address of the hon. Minister of Railways to the House then, and I pointed out the importance of constructing roads in the county in which I was interested. I pointed out that this county contributed an immense sum to the revenue and received nothing in return; and hoped that some aid would be granted in that direction, and I am pleased to find a favorable response in the resolution of the hon. gentleman. I think that the arrangement is exceedingly wise, exceedingly judicious, and exceedingly proper; and certainly it meets with the approval of the great body of the members of this House. Then, again, there was another difficulty which, perhaps, did not strike my hon. friend who has just spoken, and that was the unfortunate position which is occupied by my hon. friend the Minister of Finance. Under the National Policy system, his surpluses have increased to such a marvellous extent that it was a difficult question to solve how they could be diminished; and I think that in this way, perhaps, the money can be better utilized for the good of the country than in any other. I think the policy of the Government is an exceedingly wise and judicious one. I was asked a question in regard to the road in my own county, which I will now take the liberty of answering. This fifty miles to which the subsidy is given will take us to Kazabazua, in the township of Aylmer. It is an Indian name—the name of an old Indian tribe of that vicinity. This place is within twelve miles of the township of Wright. Then twenty miles on we come to Desert. I heartily join in the statements made by the hon. member for Digby (Mr. Vail) that he hoped that the Government would continue this wise policy. I believe, with my French friend, that *l'appetel vient en mangeant*, and I am sure that this policy is one which will produce admirable results in developing the resources of the country. It is a wise policy to build the main lines and to subsidize the branches; and I may say in regard to this particular road, that it will not only be a feeder to the Occidental, but will connect with that most important and valuable road the Waddington road, which I am assured affords by all means the shortest line to New York. In addition to the opening of the Occidental and affording an outlet to the Intercolonial, this road will also find us a short cut across that country. I think, therefore, the hon. gentleman is mistaken in his views, and I believe the excellent ideas promulgated by the hon. member for Digby will meet with the approval of almost every hon. member in this House.

Mr. VAIL. I thought I understood party obligations as well as hon. gentlemen opposite, and I fail to see, because any hon. member of this House feels disposed to differ from other hon. gentlemen on a question of this kind, that he is to be charged with deserting his party. Hon. gentlemen on this side have not gone to that extent, but some of the Opposition have rather hinted that I favored the Government railway policy, and that that was an unusual course for me to pursue. I believe in every hon. gentleman acting intelligently in matters of this kind, and when he finds a measure coming from either side to which he feels he can honestly give his support he should do it in a manly way. I have never been charged with favoring gentlemen on that side of the House, and I think it is pretty conclusive evidence that this is a good measure for it is about the only measure they have introduced for which I have given them any credit. I am not disposed to recall back a word I said in regard to this policy. I believe it is better for the Government to spend the surplus in this way than in the way we have been asked to approve in the
Mr. WRIGHT.

last few days. I referred to the grant on the Island of Cape Breton as being too small; and notwithstanding what my hon. friend from Cumberland (Sir Charles Tupper) has said, I do not believe any company can build a line through that difficult portion of Nova Scotia without a subsidy of at least \$6,000 per mile; and I hope if it is not built, and another company should ask for \$6,000 per mile, the Government will feel bound to increase the subsidy to that amount.

Sir CHARLES TUPPER. I do not often have to differ from my friend from Ottawa County (Mr. Wright), but I cannot allow the impression to go abroad that I agree with his view that this is a mode of assisting my hon. friend the Minister of Finance. I entirely dissent from that view of the case, and for this reason, I gave the hon. gentleman an illustration last night. We expended \$6,000,000 or \$7,000,000 in the construction of a road in Nova Scotia under much less favorable auspices than apply to many of these roads, and instead of diminishing the revenue we had enough to pay 6 per cent. on all the money we expended, and our revenue was larger than before. So far from affording relief to the hon. Finance Minister by diminishing his surplus, I am afraid we will be more likely to increase it.

Mr. PICKARD. I wish to add a few words to the remarks I made last night. Up to the present time there has been expended in the Province of New Brunswick, or the people have made themselves liable for it, no less than \$3,500,000, the whole of which is paid, but the bonds that were issued on the Grand Southern railroad within two years. They failed to carry out what they believed to be a great commercial road, owing to the want of money. That was at the time the Province was entering into Confederation, when they thought the Intercolonial would go by the valley of the St. John. They subsidized a road which to-day is within seventy-six miles of Rivière du Loup; they gave \$2,000,000 to this road and \$2,936,000 to the Baie Verte scheme. The Province of Nova Scotia has been rather handicapped in aiding local railways, from the fact that it had no money to give them, as they have devoted it to through main lines which would bring the Maritime Provinces near to the wheat fields of Ontario, and unite us together by a commercial bond, which is far stronger than the political bonds of the Confederation. Last year, my hon. friend from Carleton (Mr. Irvine) supported the Government, and asked for a subsidy for a New Brunswick railway from the Province line to Rivière du Loup or Rivière Ouelle. That was a through line, and the only through line on Canadian territory they will ever have.

To the International Railway Company, for forty-nine miles of their Railway from Sherbrooke in the Province of Quebec, to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$156,800.00

Mr. BLAKE. I did not apprehend from what the hon. gentleman stated, what the mileage is which has been completed, and on which steel rails are to replace iron ones, nor how much remains to be constructed. I should also like similar information as to the probable resources of the company, &c., to that which I have asked for in the other cases.

Sir CHARLES TUPPER. The International Railway Company have been pushing on their work steadily for some years, and opening up a very valuable section of country between Sherbrooke and the boundary of the State of Maine. I believe there have been very few local works carried on in this country which have had greater success than this has had in developing the resources of the districts through which it passes. There are four miles to be constructed between Sherbrooke and Lennoxville in order to shorten the distance, and sixteen miles to be partially constructed at the other end of the line, near to the bound-