

chief city of the Dominion by 230 miles, is of Dominion importance. The hon. gentleman evidently intended in his speech to refer to the county of Cape Breton only, and he mentioned the population and area of the county. This railway through the Island of Cape Breton is of interest, importance and value to the whole of the Island, which is composed of four counties, with a population of nearly 90,000, the length of the Island being nearly 120 miles, and its width 100 miles; and I am sure the hon. gentleman must have known this to be the case, for no hon. member in this House possesses more intelligence than he does. I observe also that the hon. member differed from the leader of the Opposition in regard to this matter. I was very glad to hear the former before six o'clock, say a good word for the railway through the Island of Cape Breton, and I thank him for doing so. The hon. gentleman, however, changed the course of his speech after six o'clock for some cause which I do not know.

Mr. RYKERT. He had got his orders.

Mr. McDONALD (Cape Breton). The hon. gentleman stated that the line through Cape Breton would compete with the Intercolonial. Nothing could be more ridiculous than that statement. The Intercolonial is about 130 miles from the western point of this road on the Island of Cape Breton, at the Strait of Canso; the new line will be 130 miles due east of that portion of the Intercolonial and will run due east to Louisburg a distance of eighty miles. It will, therefore, be impossible for the new railway to compete with the Intercolonial; and the hon. gentleman must have made the statement without consideration or without a knowledge of the facts. It is not necessary that I should say much as to the development and impetus which the building of this road through the Island of Cape Breton will give to that Island. We have large coal areas which will benefit by this road; we have iron ore in abundance, we have copper ore in abundance, and vast deposits of manganese, a mineral of great value which has been developed in that Island within the last year or two; and this proposed line from the Strait of Canso to Louisburg, whatever route it may take through the Island, will pass through vast deposits of this valuable mineral. I must thank the hon. Minister of Railways and the Government on behalf of the people of Cape Breton Island for this valuable resolution to vote a subsidy to this road. I am sure the people will be forever grateful to the Minister of Railways for this aid, and that he will always continue to retain their esteem and confidence.

Mr. CAMERON (Inverness). I have no desire at this late hour to prolong the discussion, but I deem it to be my duty to say a few words in reply to the hon. member for West Middlesex. The hon. member for Cape Breton (Mr. McDonald), who has just resumed his seat, has already referred to some arguments used by that hon. gentleman, and therefore it does not leave me so much ground to traverse as I at first intended to cover. I observed, in the course of the hon. gentleman's remarks, that he opposed all the railway subsidies proposed, except that for a line from Gravenhurst to Callander. He declared that all these other roads were local lines, except the one which happened to be in the great Province of Ontario. I cannot comprehend by what line of reasoning he made out that all the lines proposed to be subsidised were local lines, except the one which is in his own Province, which is subsidised to the extent of \$1,320,000, including that granted by the Act 45 Vic., chap. 14, and the present Statute. It is just possible that if a larger amount had been granted to other railway companies he would conclude that, instead of their being local lines, they would have been lines worthy of the consideration of the Dominion. The hon. member for West Middlesex (Mr. Ross) was under the impression that the county of Cape Breton, one of the four counties composing the Island, was the whole Island, and that it was only the
Mr. McDONALD (Cape Breton).

size of a small parish, of one of the counties of Ontario, and he ridiculed the idea of subsidizing a railway through such a small tract of country. However, there can be no doubt that if he studies more carefully the vast resources of that county of the Island of Cape Breton, he will come to the conclusion that in importance it is second to none, and is not even equalled by any county in the Dominion of Canada. The coal exports during last year were not less than 500,000 tons from the county of Cape Breton alone; and the shipping which entered the ports of Cape Breton was greater than that which entered any harbor outside of it in the Dominion of Canada. These facts alone prove conclusively the vast importance of the county and Island of Cape Breton. In 1876, under the Mackenzie Government, a line of railway, part of the Intercolonial from Truro to Pictou, in Nova Scotia, was given as a subsidy for building a railroad eastward; and it was then supposed that this subsidy would be sufficient, aided by subsidies from the Nova Scotia Government, to build a railroad from New Glasgow to Sydney or Louisburg. Unfortunately, with this subsidy and all the aid the Local Legislature could grant, the eastern extension was only carried as far as the Strait of Canso. At that time I held that the Dominion of Canada should assume the responsibility of building this railway out of the Dominion Exchequer. However, a different policy prevailed; and notwithstanding that the line between Truro and the Strait of Canso is apparently a local line, yet it is one in which the Dominion of Canada has a direct interest. The line between New Glasgow and the Strait of Canso was built by a private company subsidised by a railway from Truro to Pictou, and a cash subsidy from the Local Legislature. Local legislation was enacted in 1879 by which the Government of Nova Scotia might, under certain circumstances, assume the ownership of that road; and it is now the fact that that Government have taken steps to assume the ownership of the road between Truro and the Straits of Canso; and under Dominion legislation in 1879, I believe, in the event of the Nova Scotia Government failing to run the line between Truro and the Strait of Canso satisfactorily, the Dominion Government must assume that responsibility. Under these circumstances, in the near future, it is just possible that the line between Truro and the Strait of Canso, instead of being a local line, will eventually become a part of the Intercolonial Railway; and the extension of this line from the Strait of Canso to Sydney or Louisburg will only be a construction of a road which is a Dominion line. It is, therefore, evident that the Dominion Government has an interest in that extension, as a feeder to a road which may, in the near future, become a road owned by the Government; and whether this will be so or not, it is well known that the eastern extension through Cape Breton to Sydney or Louisburg will be a feeder to the Intercolonial from Truro westward. On these grounds, I hold that it should not be considered a local road. Although the subsidy for Cape Breton is not as large as the people of the Island would possibly desire, and although I have no doubt that they would expect and suggest a larger subsidy, still I hold that this subsidy will be sufficient to ensure the extension of the road from the Strait of Canso to Sydney or Louisburg; and that, as soon as railway enterprise will take a firm footing on the Island, it will no doubt ensure a network of railroads over that Island, developing the resources of this important section of the Dominion; and although my hon. friend from West Middlesex seemed to depreciate the great importance of the great Island of Cape Breton, I have no doubt that when he acquires more knowledge, he will come to the conclusion that instead of being comparatively equal to a parish in one of the great counties of Western Ontario, he will perceive that it is the brightest gem in Her Majesty's dominions.

Mr. FAIRBANK. I have to ask the hon. Minister of Railways, if it is proposed that the bonus to the Great