

John district. I showed that all the explorations had shown there was a very fertile district lying around Lake St. John which this road would open up, and that this road might be regarded to a large extent as an extension of the Intercolonial up to Lake St. John, because you had only to cross the river at Quebec to enable you to make connection with the Lake St. John Railway, and carry it up to that vast, fertile, wheat-bearing district around Lake St. John which it is most desirable should be opened up. Then, Sir, I come last to the railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole \$660,000; and this, as the notice paper shows, is in addition to the subsidy granted by the Act 45 Vic, chap. 14, the subsidy taken last year. Those hon. gentlemen who were here a year ago will remember that on that occasion I stated that this was really implementing a pledge given by the leader of the late Government when he became leader of the Government. It will be remembered that that hon. gentleman, before going to the country, issued, as he was bound to do, a manifesto, stating what the policy of the Government, was and how they proposed to deal with the great question of the Canadian Pacific Railway, and in their manifesto he stated that a part of the policy of the Government was to subsidize lines of railway connecting with the Quebec and Ontario systems. Hon. members will remember that when that hon. gentleman, at a later stage in the Session of 1874, brought down his Canadian Pacific Railway policy for the construction of the Canadian Pacific Railway, and when he spoke of the subsidies that he proposed to grant to these lines of railway to connect the Canadian Pacific at Callander with the Ontario and Quebec systems of railway, I interrupted the hon. gentleman, and asked him, as will be seen by reference to the report of his speech at the time: "Do you men to subsidize one line or two lines? Is it to be a line to connect with the Quebec system?"—for he was explaining that, and the hon. gentleman's answer was: "Two lines." Now, this subsidy provides for the Gravenhurst and Callander section, 110 miles of railway, and is intended to fulfil the pledge that hon. gentleman made previous to the Elections, and in Parliament after the Elections, that not only was there to be a direct line of railway communication by the subsidy to the Canada Central Railway, but there was also to be a line of communication from Callander to connect with the Ontario system of railways. If the hon. gentleman had not said that, if he had made no reference to the subject, I do not believe there is a gentleman on either side of this House who will say that not only is it fair and just to make this provision to connect with the Ontario system, as the Canada Central subsidy, which was given by the late Government, enabled us to connect the Quebec system with the Canadian Pacific Railway, but that, apart altogether from any question of pledges, apart altogether from any question of even-handed justice, I do not believe there is a gentleman on either side of this House who will not say that, looking at this great question in the light of the importance of the development of the North-West, it is essential, to the completion of our system, that we should have the most direct, the most rapid, and the most independent line of communication between the great Canadian Pacific Railway at Callander, and the great commercial centres at Toronto, Hamilton, and all those towns on the lakes. Looking, Sir, to the importance of the advantage in competition in prices in the development of that great North-West country where for many long years to come you will have a great agricultural population making enormous demands upon the manufacturing industries of these old Provinces, where, for many long years to come, from the very nature of the country and the manufacturing advantages that are enjoyed in these old Provinces, an immense trade will grow up. I say it is of the most vital consequence, in my judgment, to the develop-

Sir CHARLES TUPPER.

ment of the great North-West, that you should have the great commercial centres in Ontario and Quebec connected with the North-West by the most rapid, easy and cheap line of communication you can obtain. I may be told that we had an offer to construct this line of railway by the Grand Trunk Railway Company practically for a subsidy of \$6,000 a mile last year. Sir, I frankly admit that this is the case. I believe that to-day the subsidy voted by this Parliament last year would enable the Grand Trunk Railway Company to connect their system of railway with Callander; but after looking at this question in all its bearings, after looking at it in the light of the great importance to the country of having the connecting link between the commercial centres of Ontario and the North-West at the Callander Junction, we came to the conclusion that we would come here and ask for that which would be necessary to secure the construction of this line of railway as an independent line of communication, that we would ask for this additional subsidy, satisfied that Parliament, in its wisdom, would feel that it was infinitely better that we should, by this increased appropriation of \$660,000 more, secure that as an independent link and line of communication between the railway system of Ontario and the Canadian Pacific Railway. That is the reason of placing this subsidy in the resolutions that will, I say it advisedly, secure the immediate construction of this important link of railway communication, completing and implementing the promise that was held out to Ontario, that the Ontario lines of railway should be connected with the Canadian Pacific Railway as the Quebec lines of railway were. This subsidy will not only secure that, but it will secure it in a way that will enable us to maintain it for the Government. We shall not give a dollar of that subsidy except on terms and conditions that will secure one of two things. I may be told that it is impossible to secure that by a line of railway, that any property held by any great corporation shall not be altered in its character and lose its independence; I may be told that, and I have no answer to give, except to say that the history of the past shows that it is all but impossible to prevent those things taking place; but I say this: We will secure one of two things—that either this line of railway shall be maintained for all time to come as independent of the two great railway systems of this country, the Canadian Pacific Railway on the one hand, and the Grand Trunk Railway system on the other, or we will take care to secure that, before a single dollar of this money is obtained by any company, such security shall be given; that when it ceases to be an independent line of communication, the company who obtains the subsidy and expends it in constructing the road, the moment that occurs this subsidy shall be chargeable, and that we shall have the first lien upon this road, and that we shall have, in addition to that, an additional lien upon the best security that can be given upon the road of any company with which it becomes incorporated or connected; so that if at any time it loses its independence, the Government will be in a position to return back to the Treasury of the country the money that has thus been appropriated, the two sums of \$660,000 each, the amount voted last year and the amount voted this year. I submit these resolutions to the House with every confidence that they will be regarded by the House as they are regarded by the Government, as justified in the best interests of the country, as calculated to develop the various sections of this country at a smaller cost and greater advantage to the country than any similar expenditure of public money would develop them; and that one and all of these subsidies will be found to make the most valuable return to the Treasury by the development of trade and the increase of commerce—I say to a greater extent than any other appropriation of public money to the same amount that could be provided in any other way.