

line. I think this great inter-provincial railway is entitled to aid, and I think the Government are consulting public interest most by not aiding this line as laid down in this plan. It has been remarked by the hon. leader of the Opposition that we have four ocean termini. I think the Government are doing well when they give this company opportunity to use any or all of them. I think, therefore, if they give public aid at all, they should give it to a line that would best serve the public interests, and one by which they could avail themselves of the four ocean termini mentioned by the hon. Minister. The first and best one is the town of St. Andrews; there is no doubt about that; and there is no cost to the public in allowing this company to use that line if it suits the public interest. I think the Government have adopted a wise policy, and I may say that this is about the first measure they have ever introduced that I could endorse. I regret very much that circumstances over which the Government have no control, prevent them from giving very much aid to the International Line. They cannot go farther than the first 49 miles from Sherbrooke to the boundary line. I expected the resolutions would correspond with the plan I have in this pamphlet. I find the hon. Minister of Railways went as far as he could; he indicated that this aid was granted with a view to strike the European and North American Line not further north than Vanceborough, but it may go as far south as possible. In his speech to-day, I discovered that he had the true idea of the public interest. Of course, I do not know that he will be able to control this company when they build across this territory and strike the European and North American Line. Perhaps the company would not be disposed to go further than that, because when they strike that line they are on the European and Western Extension, and they have railway communication then provided already to the port of St. John. But I believe, the company will see that it will be for their interest when they strike the European and North American Line at Passidumkeig. If they cross that line they will only have fifty miles further to build through to St. Stephens. The leader of the Opposition said that the hon. Minister of Railways and the hon. Minister of Finance had invested in property in St. Andrews. Why did they invest there? Because it is one of the most inviting spots in the Maritime Provinces. The town of St. Andrews is very inviting, and as for the bay of St. Andrews even the bay of Naples cannot approach it for beauty. The fishing facilities of this bay are unsurpassed. I have seen more than 200 vessels fishing there at once, not in the spring or summer, but in mid-winter; and the only fish I have eaten since I came to Ottawa, that were fit to eat, came from St. Andrews and were taken out of St. Andrews Bay. Of course, I do not want to speak about the agricultural facilities. Perhaps the district has not got quite so many facilities as the Gatineau district, but I think those who have driven along the shore and seen the tens of thousands of bushels of turnips that are exported to Boston every year, and the comfortable farm houses, would form a high opinion of the agricultural value of that country. My hon. friend, the Minister of Railways, I believe, has a very good farm there himself, and he knows how fertile it is, and what income it has brought him. I may say that the pioneer of railways in Canada resided in St. Andrews, and nearly forty years ago he projected a railway from the town of St. Andrews to Quebec, on the shortest and most direct line; but on account of difficulties connected with the Ashburton Tract and the boundary line, the scheme did not proceed very rapidly, but it got up as far as Aroostook County with some Provincial aid. I am glad the Minister of Railways has taken the course he has; I am not glad that any of my friends on this side are disappointed; but I do not see how he could, consistently with the public interest, have gone in any other direction. It is true it may be a little shorter to Louisburg and Halifax, to

take the line projected here, but it serves the public interest most when he gives an opportunity to select the most commodious port on the Atlantic, and he does the greatest amount of justice to the people of the Lower Provinces; and if it is eighty miles longer, I think he has done his duty faithfully with regard to this matter. I am satisfied that if the Minister of Railways had it in his power to establish a line across the territory of Maine, he would endeavor to let it go direct down to Passidumkeig, then across the European and North American Line down direct to St. Stephen, using both ports of St. Stephen and St. Andrews, and then on to Halifax and Louisburg. These resolutions look like a new departure with regard to aid to railways. I am not going to express an opinion about that further than to say that if the people have got to have an enormous taxation from the National Policy, and if it produces a great surplus of revenue I do not know any better mode of dealing with it in the public interest, and if they have got to spend it I would rather see it spent on railways in the older Provinces of the Dominion than to see it all going west. I think it can hardly be said that these resolutions proposed to aid local railways. The fact is, you can hardly aid one railway without aiding another. The history of railways has altogether changed. When we had but few railways in Canada it was quite different, they have become so common that they are all more or less connected with each other, and they all aid each other to some extent. I think the Government have gone much further than their predecessors; I do not think that putting some old iron rails on lines of railway that were supposed to be feeders of the Intercolonial Railway, was going anything like as far as these resolutions are going. With regard to the Intercolonial Railway, I think they are taking the right view with regard to that matter, because that railway was projected years ago under certain circumstances. Is the commerce of the country and the advantage of the people got to be subservient to that road because it was built in a wrong place? The commerce and growing business of the country must be considered first, and the paying capacities of the Intercolonial Railway must be second to the public interest. Whether they obtain Government aid or not, these roads will be built by private enterprise. That shows the folly of building great lines of railway by the longest possible route. They might as well say that we shall have to use the Intercolonial Railway, and go by the longest and most tedious route, and follow all the old practices of former years. Of course we have got to pay for that railway. I do not regret, however, that it was built, because, if we had not got the Intercolonial Railway then, we would never have obtained it under any circumstances. I do not desire to trouble the House further, although I should have liked to have said something in praise of the town of St. Andrews, the shire town of the county which I have had the honor to represent for many years. The Finance Minister and Minister of Railways are among my constituents; they have never supported me; I trust they may cease their opposition.

Mr. McDONALD (Cape Breton). I wish to correct some of the remarks made by the hon. member for West Middlesex (Mr. Ross), and I regret he is not now in his seat. The hon. gentleman stated that the proposed railway through the Island of Cape Breton was not of national importance and was merely a local line. If that hon. gentleman had looked into the matter more closely, I am sure he would have come to a different conclusion. This railway to Louisburg will bring Montreal 230 miles nearer to that port than at the present time. The distance from Montreal to Louisburg by the proposed line is 764 miles, while by the Intercolonial it is 994 miles, the proposed new road thereby shortening the distance by 230 miles. I think the people of Canada must see that a line of railway which shortens the distance from one end of the country to the