

terested in that. It may benefit the country, perhaps, as far west as Hamilton, but we can reach the great centres by much shorter connections than that. Radicals are supposed to be logical, and if this Government makes a radical change in favor of building local roads they must carry that policy out to its logical conclusion, and reimburse those sections of the country that have built their own roads.

Sir CHARLES TUPPER. I may say to the hon. gentleman that he must not take our policy from a member of the late Government. He must take the policy of the present Government from our statement.

Mr. FAIRBANK. The portion of the railway that is being subsidized lies some 400 miles east of St. Andrews and St. John, and, yesterday, it was spoken of as completing a connection with the western system of railways; and the great advantages of a sea port which would compete with Boston and Portland, were mentioned in support of this claim. I asked, yesterday, whether there was any assurance that, upon the granting of this subsidy, the uncompleted portion of the railway running across the State of Maine would be built, or whether that undertaking would be placed in a better condition to be built?

Sir CHARLES TUPPER. The great object of this American and European Short Line Railway is to obtain a short line of communication between the Old World and the principal centres of commerce in the new. Its promoters believe that by acquiring certain pieces of railway, using certain railways that are constructed, and constructing certain other portions of railway, a much more direct communication could be obtained between the Old and the New World, between Port Moody, Chicago, Toronto, Hamilton, and the Western States and Liverpool by railway, in contradistinction to the longest line by water. The hon. gentleman knows that between Montreal and Liverpool there is a certain amount of railway to be traversed and a certain amount of water to be navigated. We may fairly compute the speed of the railway at forty-five miles an hour. We often do that between Halifax and Chaudiere Junction, including stoppages, on the Intercolonial Railway, as against fifteen miles an hour by water, and that, therefore, just in proportion as you can cover the distance between Montreal and Liverpool by railway instead of by water you diminish the time occupied in making the journey and voyage. Our aim, therefore, has been to secure a short line of communication between Montreal and the eastern-most port in America, and that port is Louisburg; and our object in constructing these eighty miles of railway on the Island of Cape Breton to Sydney or Louisburg, is for the purpose of being able to carry mails and passengers to that point at greater speed than if they took a steamer to Halifax, which is 200 miles further from Liverpool. The hon. gentleman will see the bearing of the construction of this link of this line in Cape Breton to the port of Louisburg, that is, to enable us to open up this communication; and incident to that, the construction of this short line of communication to St. Andrews, this is the only way the Dominion can compete with Portland, and the distance between Montreal and Liverpool will be shorter by this route through the harbors of St. Andrews, St. John and Halifax, than through Portland or Boston. I hope I have made myself intelligible to the hon. gentleman. The other section of the line runs through the State of Maine, and the cost of its construction will require to be provided for entirely independent of any subsidy from this Parliament; but this scheme will be the means of providing a rapid trans-continental line to Louisburg on the one hand, and for freight in winter to the harbors of St. Andrews, St. John and Halifax, all of which will be brought from 100 to 200 miles nearer to Montreal than at present.

Mr. CASEY.

Mr. FAIRBANK. The point I raised was whether the granting of the bonus for that end of the line would so encourage the company as to lead them to build the unconstructed link across the State of Maine?

Sir CHARLES TUPPER. These resolutions provide for the completion of the entire communication between Montreal and Louisburg, excepting 120 miles in the State of Maine, which will have to be provided, and which I believe the parties will be encouraged by this aid to construct.

Mr. BLAKE. What is the estimated cost of the eighty miles to be subsidized?

Sir CHARLES TUPPER. I should say about \$25,000 per mile.

Mr. CASEY. The hon. Minister has not stated whether it is the intention of the Government to make the granting of this subsidy to the short line, conditional upon the construction of the link through the State of Maine, which is necessary to secure the object in view?

Sir CHARLES TUPPER. The resolutions speak for themselves on that point. We do not propose to make any conditions not provided for in these resolutions.

Mr. WOODWORTH. It is unnecessary for me to say anything in regard to the proposition to contribute \$3,200 per mile for eighty miles from the Strait of Canso to Louisburg, as the House has almost unanimously advocated its adoption. I intended to have said something on this question, but the hon. member for Digby (Mr. Vail) has relieved me from saying anything whatever in regard to it. I was gratified beyond measure to find that hon. gentleman advocating this very just measure which solves this crucial question that had baffled the efforts of himself, while he was Provincial Secretary and leader of the Government in Nova Scotia, as it had done other leaders of the Government—the construction of a railway from the Strait of Canso to Louisburg or Sydney through the Island of Cape Breton. This question has been settled through the statesmanlike stand which the Government have taken on it. The hon. member for West Durham has found himself deserted by almost all his supporters, except his *Fidus Achates*, the hon. member for West Elgin, for the majority of the members supporting him seem to be in favor of the proposal now before the House. The Government have done an able, wise, and most generous act, and we congratulate them; and it is a proud moment when we can vote these subsidies and charge them, not to capital but against the surplus that has been accumulated by the wise, economic efforts of the Government. It is a proud thing to be able to give these subsidies without trenching on capital nor running in debt. The Government has done another thing: They have made it almost impossible to distinguish from either those sitting on this side or on the other side of the House, who are their supporters. Hon. members sitting to the right of the Speaker have generally been supposed to constitute the main body of those supporting the Government, but it seems to me that on these resolutions, and on the Government policy, which was attacked by the hon. member for West Durham (Mr. Blake), and the hon. member for West Middlesex (Mr. Ross), hon. gentlemen on the Opposition side of the House have not served their party with allegiance, but have given in their adhesion to the Government scheme. I trust this bomb shell which the hon. Minister of Railways has thrown into the House, will not disintegrate the serried ranks of the Opposition.

Sir CHARLES TUPPER. Did the hon. gentleman say bomb-shell or bon-bon?

Mr. WOODWORTH. I said bomb-shell, but it would have been more appropriate to say bon-bon. It appears that at this, the first Session of this Parliament, a very large number of Government supporters are to be found