

ports and Liverpool, it will enable us, beyond the shadow of a doubt, to have the terminus of the Canadian Pacific Railway, and of all the railways of Canada—the winter and freight terminus—not at a foreign port to the south of us, but at a port in our own country. The distance from Montreal to Halifax will be shortened by 160 miles by the line I have referred to. Then, a subsidy is provided for an extension of the railway system of Nova Scotia, towards the Island of Cape Breton. A subsidy, composed of fifty miles of completed railway, between Truro and Pictou, was handed over by the late Government to the Government of Nova Scotia, to enable that Government to secure the construction of the line towards the Island of Cape Breton. I hoped, and all of us hoped, when that subsidy was given, that it would accomplish more than it did accomplish; but when the contract came to be made, it was found that the Government were obliged to give an additional subsidy, amounting, I think, to something like \$750,000, to secure the construction of the road from Pictou, or New Glasgow, on to the Strait of Canso. It was hoped that this would carry the line further; but it has not done so, and arrangements have been made by the late and the present Governments of Nova Scotia to acquire that eighty miles of railway, leaving eighty miles to be constructed in the Island of Cape Breton, which everybody knows will be of great importance to this country at no distant day, in forming the most direct and rapid route between this country and the Mother Country; and knowing, as we do, that a great saving of time and distance will be effected for the transfer of mails and passengers by extending this road to the harbor of Louisburg, we believe that Parliament, in carrying out and extending the policy of having the most direct line across this continent from ocean to ocean that it is possible to obtain, and of having the most western portion of our country and the Pacific trade brought as near to the Mother Country and by as rapid and direct line of communication as possible, will be prepared to approve of the small subsidy to the International Company, forming the link on this end of the road, and this subsidy of \$3,200 a mile to secure the construction of that eighty miles, as I trust it will be secured, from Canso to the harbor of Louisburg. I do not think it will be necessary for me to detain the House at this stage of the Session, to speak longer on this question, great and important as it is; but I will say that it would be difficult to overrate the value to Canada of obtaining this great route from ocean to ocean, and it would be difficult to overrate the importance, from every point of view, of opening up the Island of Cape Breton. The Island of Cape Breton is cut off by the Strait of Canso, although there is no ice, and no difficulty of maintaining communication across that strait by means of a boat—and, perhaps, at no distant day, by a bridge or a tunnel, although that is not proposed at present. It is at present cut off by the Strait of Canso from railway communication with the rest of the country, and it will be impossible to overrate the importance of the development of the Island of Cape Breton, of the construction of that eighty miles of railway. Independent of enormous coal fields, independent of the valuable fisheries, it is known that Cape Breton possesses not only a large portion of good soil adapted to cultivation and development, but also mineral resources of various kinds that only await the facilities railroads alone can give in order to cause the Island to spring forward, as I am sure it will, with unwonted rapidity. I will not say more with relation to this particular subject. Then there is the Miramichi Valley Railway Company. This company have projected a line from Fredericton across to the Intercolonial Railway in the Province of New Brunswick, striking the Intercolonial at Miramichi. They have obtained a subsidy of \$3,000 a mile from the New Brunswick Legislature, but I did not feel warranted, under the circumstances, when they applied for a subsidy, in asking

Parliament for a subsidy for that distance; but I believe that the large timber districts that will be opened up and developed by the line, and the opening up of the resources of that section of the country, fully warrants us in asking Parliament to appropriate \$3,200 a mile for a distance not exceeding thirty-two miles, to form a branch of the Intercolonial. I believe that the lumber that will be brought on to the Intercolonial Railway, and from a source of increased traffic for the road will fully warrant us in asking Parliament for this appropriation. The hon. member for Northumberland (Mr. Mitchell) who has given this subject most careful and exhaustive attention, who, as every person knows, is so intensely alive to the development of every section of this country, but more particularly the Province of New Brunswick, and still more particularly the county of Northumberland, will be able to give you more convincing reasons why this small subsidy should be granted. For a branch from Petitcodiac to Havelock Corner, N.B., we ask a subsidy of \$3,200 a mile for twelve miles, or \$38,400. This will open up an important section of country not hitherto opened by railway. In reference to these matters we are only following out the policy entered upon by our predecessors. The House will remember that my hon. predecessor adopted the policy of giving to parties, who would provide the means of constructing branches to the Intercolonial, rails to lay the track. With reference to the Miramichi Valley Railway and this short line to Havelock the same policy is carried out; and I may say that when I was sitting on the other side of the House, that policy, when introduced by my predecessor, had my hearty sanction and co-operation. I believed it was a wise policy, that the Intercolonial having cost the country so much should be made the means of developing the country as fast as possible. No one looked for a return of the money expended in its construction as a national line of communication; but this large sum having been expended, we all felt that every reasonable effort that could be made by giving them comparatively small subsidies to aid in the construction of branches to the Intercolonial was a sound and judicious policy. The Napanee, Tamworth and Quebec Railway Company applied to the Government for a subsidy in providing rails for the twenty-eight miles of their railway that they graded from Napanee to Tamworth. That road will connect the Bay of Quinté, which it taps at Napanee, and the waters of the lakes and the St. Lawrence, where it taps those waters at Napanee, with the interior line of railway now in course of construction, called the Ontario and Quebec Railway. The Government sent an engineer to report on this road, and having found that not only was it going to be an important factor in the development of that section, but that in addition to the railway facilities it would give, it would open up a most valuable water-power, and give a great stimulus to the manufacturing industries of the country, we believe we would be warranted in asking a small subsidy and applying the same principle as had been applied by the late Government on the branches of the Intercolonial Railway, of furnishing the means of laying the twenty-eight miles of track they had graded with steel rails. Then there is the appropriation for the Quebec and Lake St. John Railway, which is substantially the appropriation asked for each year. In submitting to Parliament last year the appropriation for the railway, I made an error of twenty-five miles in the distance. I asked Parliament to give that road an amount that would be necessary to provide \$3,200 a mile from St. Raymond to Lake St. John, and that is all that is asked now. The distance between these points was stated to me correctly by the company, and the error I find was mine. The distance covers twenty-five miles more than that covered by the resolutions of last year, and the \$80,000 is additional to the subsidy provided last year, but the whole subsidy only covers the road between the two points stated. Last year, I explained to the House the importance of that Lake St.