

was prepared to pledge that a subsidy would be given, provided that they would, at the coming election, elect a supporter to his Government in the Local Legislature. I do not say that is true, but if we are to deal with rumors I give that rumor on the one side to meet the rumor on the other side. If the hon. gentleman heard the rumor mentioned by him it was an unfounded rumor. Those gentlemen came to me a year ago, and I told them the question would be investigated. They came again, and I said I would send down an engineer to report as to whether this line could be brought into the category which would entitle it to Dominion aid. I sent an engineer of standing and character to make the exploration and investigation, and he made a report in which he stated that it was shown not only that this aid was needed in order to complete the road—because I take exception to the policy of the hon. member for West Middlesex that the first thing to do is to find out whether the company has a financial basis, so as to enable it to carry out the work itself—and also to make available great water-power. With respect to that declaration of the hon. member, I have to say that the very reason why aid is granted in some cases is because the companies are unable to do the work themselves. Where there is a financial basis, and the promoters of the enterprise can go into the open market and raise money, there is no necessity for subsidies; it is in cases where we believe general advantage will accrue to the country by constructing the work, that the Government are warranted in coming to Parliament and proposing grants in aid. Not only in this case was it desirable to have this line in order to connect the waters on the Bay of Quinté with the Ontario and Quebec Railway, but most valuable water-powers would be opened up by the construction of the road, which otherwise would be useless, but which now will be converted into a source of profit and national wealth. Under these circumstances I consider a case has been made out; but down to within three days ago no man living could have stated that a dollar would be given. No hon. member connected with the Government, so far as I know, was then aware that one dollar would be given to the work. All he could say was that the matter was receiving careful consideration; and I can say this, in the presence of the House, that I, myself, three days ago, or a week ago at outside, could not have said that one dollar would be proposed, because down to that time it had never been determined to grant aid. It was only on a careful review of the whole circumstances that I considered a case had been made out to warrant the Government in asking Parliament to grant this small amount of aid. The hon. member for West Middlesex said he was afraid the Gatineau Railway was a political railway. The Gatineau Railway a political railway? Is there a man in this House, is there an intelligent man in the country, who does not know the hold which the hon. member, the king of the Gatineau, has upon his subjects, so as to render it utterly unnecessary whether a railway subsidy or not is obtained for the constituents who have so long enjoyed the distinguished honor and great advantage of having his services in this House, and are too proud of that position to make it necessary that a railway subsidy, or anything else, should be given, in order to prove that he has their confidence, that he has a warm place in the affections of the great mass of his constituents, the strongest and most enduring bond that can exist between a member and his constituency? If the hon. member for West Middlesex had wished to show how utterly unnecessary it was to bring in political allusions, he could not have chosen a better illustration than he did in regard to this matter. The hon. member got widely astray in his geography. He took up a hostile position to these resolutions on an entire misconception of what they were. It is true he had not had the

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advantage of having had the resolutions very long in his hands, but he had had them long enough to have prevented him making such serious blunders. He had doubtless under his hand Colonel Snow's plan for an air line from Louisburg to Port Moody, and he should have learned two things: (1) that the Island of Cape Breton had more than 31,000 inhabitants, and (2) that a line of railway running, not alongside, but at one end of the Intercolonial, could no more be a competitor with the Intercolonial than the line from Ottawa to Montreal is a competitor with that from Montreal to Quebec. But I suppose that when the hon. member for Inverness (Mr. Cameron) informed the hon. gentleman that the Island of Cape Breton was not a little county with 31,000 inhabitants, which was the ground on which the hon. member based his hostility, and the impression that it was a parallel line to the Intercolonial, I thought the hon. gentleman would have taken it all back and would have told us, as the hon. leader of the Opposition did, how delighted he would be to obtain, for a subsidy of \$3,200 per mile, a line to the harbors of Sydney and Louisburg. But no; the hon. gentleman, when he found he was all wrong, that this was not a parallel line, but one that must develop a vast amount of traffic, that instead of the Island of Cape Breton being the size of a county with 31,000 inhabitants, it proved to be a great Island with enormous resources, sending five representatives to Parliament—he was still just as much an opponent as before. The basis of his opposition had broken down, but he was still an opponent. He reminded me of a witness in court who was examined with respect to the height of a horse. He said it was fourteen feet high. The Judge asked him whether he did not mean hands. The witness said: "Have you got me down as saying fourteen feet?" The Judge replied, "yes;" thereupon the witness said: "Then, by Jove, I will stick to it." The bottom has fallen out of the hon. gentleman's argument, and the whole basis of his opposition has proved to be wrong, and yet the hon. gentleman still sticks to it. The hon. member for Sunbury (Mr. Burpee) is, no doubt, disappointed, and I am sorry for it. He naturally felt a very great interest in a subsidy being given to the direct line from Fredericton to Salisbury, and there is no doubt that so far as making the very shortest line of communication is concerned, there is a great deal to sustain that view of the case; but there were two considerations—first, that this line will carry us through the great commercial centre of New Brunswick, St. John, a matter of no small importance. It takes us by the most direct route to that fine harbor, and places it in the position of competing with Portland just as well, or on about the same terms and footing as the line which the hon. gentleman himself favored; and with this addition, that we run on the Intercolonial the whole distance from St. John to Halifax instead of over the portion only from Salisbury to Halifax; so that, all things being considered, this selection was made. My hon. friend knows that the Legislature of New Brunswick have subsidized the section of road in which he takes special interest; and I have no doubt that this subsidy will result in the construction of this road at no distant date. Then I may say, I cannot agree with the hon. gentleman in saying that the Province of New Brunswick has been neglected. Where has he found evidence of this? On what does he found the statement to this House that the Province of New Brunswick has been neglected? Will he show me any place on the face of the globe, where a population the same in numbers as that of New Brunswick has a greater number of miles of railway than it has? Will the hon. gentleman show me any other country where this is the case? And when he remembers, that a large portion of this mileage has been constructed by funds provided by this Parliament, the hon. gentleman ought not to stand here, in