

spected by his successor. So much for the railways which we propose to aid by modifying the terms on which they are entitled to their subsidies. Now as to the railways which we propose to aid by increasing their subsidies. There are three railways with a subsidy of \$2,500 per mile, viz., the Montreal, Boston and Portland for that portion of its line from Montreal *via* Chambly, West Farnham and Freleighsburg to the frontier of this Province; the Waterloo and Magog and the St. Lin Railway. It is proposed to put these roads on substantially the same grounds or basis as the Lewis and Kennebec, the Quebec Central and the International; but without the right of doubling up their subsidy. That is to say, we shall submit a project to the Legislature that in order to afford a southern outlet for the traffic of the Q. M. O. & O. Railway, if the Montreal, Boston and Portland Railway will take measures to bring their road down to Longueuil and enter into running arrangements by which passengers and freight can be passed over the two roads respectively at *pro rata* fares and rates, and increase of their subsidy to \$4,000 per mile from Longueuil to the Province line, a distance of 54 miles; and further, we will ask of this Legislature to bring up the subsidies of the Waterloo and Magog and the St. Lin roads to \$4,000 per mile, putting them on a footing of equality with roads of their class. This will increase the debit of the Province by a sum about equal to the amount which falls into the treasury by the lapsing of subsidy of the Quebec frontier road, which as you will recollect is \$187,500. Respecting the Missisquoi and Black River Valley Railroad, it must content itself with an extension of the time for enabling it to comply with the Act granting it a subsidy. It really has made commendable progress, but for the present at least we cannot recommend more. The object which the Government has sought to accomplish in increasing the subsidies to these roads was as I have said, to put them on equal terms with roads of their class; next as they were making very great efforts to carry out their works to assist them in doing so; and thirdly, by way of the Montreal, Boston and Portland to have an exit independent of the Grand Trunk from Montreal, by way of West Farnham, over the Vermont Central and the Waterloo and Magog, to Sherbrooke, thence by the International to the Province line, and thence by the Consolidated European and North American to St. John, thus saving a distance of two hundred miles in the distance between Montreal and Halifax, and three

hundred between Montreal and St. John, as compared with the Intercolonial railway, and 150 miles between Quebec and Halifax, and 230 between Quebec and St. John. Fourthly, by adding the St. Lin to add a feeder to the North Shore Road. Respecting the Quebec Frontier Railroad we do not feel that it is our duty to extend the delay for its completion, as it has done nothing for itself we don't feel called upon to aid it; we have twice extended the time for it to avail itself of its subsidy without result, and see no reason why that money should not be used to aid the three other roads to take a position equal to other roads of their class, hence the policy we have adopted; I have now done. It will be seen we have not yielded to the clamor which sought to persuade us to increase the subsidies to certain roads by sacrificing the rights of others, nor have we recklessly added to the public burthens by increasing the subsidies to roads which have already \$4,000 per mile, convinced that our present debt is as much as we ought to bear till such time as our revenue is increased either by the returns of our Provincial roads or by some other means, and our credit made firmer abroad by the discovery that it is selfishness, malice or envy, or ignorance, which leads those who detract from and defame the credit of our Province to act as they do and say what they say. With my predecessor, I can truly say I don't expect that this scheme will be satisfactory to all, but it has this merit that it commends itself to the mature judgment of those who are responsible for it; who, moreover, are responsible towards the country for what they may propose to do, and who are responsible to posterity for the lengths to which they may go in seeking to promote a policy which, originating in wisdom and patriotism, has perhaps been pushed further than the resources of the promoters and surplus means at the disposal of the Government would justify. Be that as it may, in all and for all I have said I claim the calm, unselfish judgment of the members of this House, and the constituencies outside of it, and if we have not done all we ought to have done, or if we have done more than we properly could or should have done, we abide the judgment and remain firm in the conviction of the faithfulness and integrity of our purpose and intentions. Mr. Speaker, in your hands I place my motion, and if I may be permitted to say so, in the hands of the House the responsibility of accepting or rejecting the policy of the Government. The hon. gentleman resumed his seat amid loud applause.