

Government took into consideration that route, and in their wisdom granted a subsidy to the upper portion, from the Intercolonial near Rivière du Loup, down to Edmonston, thus raising again the hopes of the people who live in the southern and central parts of the country—that this was but a precursor to the completion of the scheme in the subsidizing of the remaining portion from Gibson, opposite the city of Fredericton, down through the counties of Sunbury, Queen's, and King's, until it joined with the Intercolonial. That is the line the merits of which were pressed very strongly by my predecessor in the House, and by hon. gentlemen who are intimately interested in the matter, upon the attention of the Government year after year, and at no year with greater ability and with greater persistence than last year. That is the road which I have been trying, in common with these other gentlemen, to press upon the attention of the Government this year; and I hope, although they have not seen their way clear to granting a subsidy to that line this year, it will not leave their minds, and that the favorable consideration which they promised last year to give it, will be still continued to it. And if at a time in the near future, they can see their way to subsidizing that road, I am sure they would do a great deal to bind to them, to this Government, and to this Dominion, the people, who—out of this hope long deferred, and in fact the disappointment which came to them—have looked upon their lot as not being the most fortunate, or as fortunate as they could have desired. The hon. member for Ottawa county has a large county with immense resources, to which his road goes, and which by-and-bye as it is developed, will make that road a paying road. This is so with the other roads; and the hon. gentleman from Northumberland talked about the salmon fishery, which would be a large feeder to this road. The hon. gentleman from Gloucester talked about the fisheries, which would be a large feeder, and an item in the way of freight to his road; but I have, as has been stated by the hon. gentleman from Sunbury, a still more cogent reason than any of these for an argument why this road should be subsidized to go down to the Intercolonial, and so out towards St. John and connect with the great system of railways. Salmon are here today, and there to-morrow. Fish are very uncertain in their haunts and in their beds. Timber is cut down and the supply from that source fails; but nature has up beyond on the borders of Queen's county, near to the county of King's, in the heart of the country through which this road would go, taken care to put a better argument than any I could think of in my mouth towards urging the construction of this road. She has, centuries and centuries ago, stored up in the heart of the earth these great supplies of coal, full of promise of potency and of power; and that lies there totally undeveloped, and we ask that some means of communication be opened to it. We ask that its resources shall be brought out to help in the civilization, and in the civilization as a fact, of this great country of ours. I want to press that particularly upon the attention of the Government. I know that the change in the charter of the Central Road, which thereby took it to Salisbury as a point farther rather than to a point nearer to the city of St. John, has made it somewhat difficult for me to press this matter as strongly as I otherwise would, or as I otherwise might. I have nothing to say against the building of that link between Fredericton and Salisbury as part of the short line—in fact, I hope that it may be built, but as that does not pass through the county of King's, I had no interest in asking for a subsidy to be granted in its favor. I think it is possible, a road which, from the Intercolonial, will carry its freight and its passengers, will go there, but it is altogether out of the reach of the country through which this line traverses across the Intercolonial and down to our great Metropolis, St. John. I hope that the favorable consideration of the

Government will yet be continued to that line; and we hope that at no distant date it may receive the aid so generously given to other and favored portions of this country.

Resolution to be reported.

It being Six o'clock, the Speaker left the Chair.

After Recess.

Sir CHARLES TUPPER moved the second reading of Bill (No. 127) to further amend the Consolidated Railway Act, 1879, and to declare certain lines of railway to be works for the general advantage of Canada.

Mr. BLAKE. I do not propose, at this stage of the Bill, to say anything at all upon the various amendments to the Railway Act which have been proposed for the consideration of the House; as it is obvious that any observations which may be made upon that subject had better be made when the Bill is before the Committee. Nor do I propose, at this stage, to make any lengthened remarks with reference to the hon. gentleman's proposal of another description, namely, to declare a vast number of railways—by a vague and unsatisfactory definition—works for the general advantage of Canada. The objectionable character of this proposal—for such I conceive it to be—is no reason why the Bill should not be read the second time, inasmuch as the measure contains numerous proposals which are to the public advantage, and the sense of the House upon the other proposal may be challenged at a subsequent stage of the measure. I have also said that the definition of the hon. gentleman—if it may be so described—is vague and unsatisfactory; but in the Committee will be the proper time for ascertaining more particularly what railways it is proposed by this general description to embrace within the jurisdiction of this Parliament by the wholesale measure which the hon. gentleman is now proposing. I may say generally that I regard the proposal of the hon. gentleman, wide as it is, as one calculated practically to destroy the efficiency of the Provincial jurisdiction and control in the important question of Provincial railways. I know of no mode by which this Parliament could more effectually dampen the enterprise and check the energies of the different Local Legislatures, with reference to improvements of this description, than by this measure. As well as I can understand, it practically has an effect upon every railway, because every railway connects, either directly or indirectly, with some of the leading lines which the hon. gentleman names. You cannot have a side line or a concession line in the country which does not ultimately connect with a great road and lead to some town or other; so all the railways with which I am most familiar—those in my own Province—are the same with regard to the main lines as it seems to me, though it is not absolutely clear under the definition of the hon. gentleman. I should like to know what prospects there are, what inducements there are to build a railway which does not connect with one or other of those leading lines, and the proposal is for the future to say that all these roads—not merely those at present constructed, but those hereafter to be constructed—shall be taken in charge by this Parliament. Much has been done by the Provinces, very much by the Province of Ontario, and a great deal by some of the Provinces in the way of the creation of local railways. A vast amount of the mileage of these local railways has been put in practical operation by virtue of provincial charters, provincial aid and provincial and municipal encouragement; and to do what the hon. gentleman proposes doing—to take the whole of these works into the control of this Parliament, simply upon the theory that because they connect with leading lines are therefore to be declared to the general advantage of Canada—is, as it seems to me, to violate the letter and spirit of the Constitution on this subject.