

proposed, therefore, to run for twelve or fourteen miles on a common line which you would pursue in going to Cape North or Louisburg; then by St. Peter's either direct to Louisburg or to Sydney if found more favorable to railway construction, as these two points are not very divergent and are connected by railway. That is the projected line for which this subsidy is intended. I have taken great pains to ascertain the financial standing and position of this company, and I think I am in a position to state that whatever work they will engage in they will carry through. The Government made a contract with them to extend the line from Oxford to New Glasgow, and although they have made great progress with it and incurred large expense, they have not yet called for any portion of the subsidy, so that I have no doubt at all as to their financial ability. Dr. Norvin Gran, a well-known capitalist, and a gentleman connected with a great many railway corporations in New York, who is associated with parties who can command any amount of capital, is the president of this company, which, I am sure, will vigorously carry the work to completion provided they accept the subsidy. They asked for a larger subsidy.

Mr. BLAKE. Has the hon. gentleman any assurance that the company will undertake the work at this subsidy—one-half that amount they demanded for this portion.

Sir CHARLES TUPPER. I have the assurance of the general manager, Colonel Snow, that they will. Previous to his leaving here, I told him, although I knew the work was more costly in Cape Breton than in other sections, I was not prepared to recommend a subsidy of over \$3,200 per mile, and I asked him before taking that step, whether he would be prepared to carry out the work, and he assured me they would.

Mr. VAIL. Would the hon. Minister be disposed, in the event of this company not carrying it out in a reasonable time, to transfer it some other company?

Sir CHARLES TUPPER. We have provided all these subsidies shall lapse unless the works are completed within four years. It would be impossible for the company to organize unless they had the assurance of being allowed a reasonable time to construct the road. If they should fail, I would have no hesitation to ask this subsidy for any company that would construct the road.

Mr. VAIL. I am not at all disposed to object to these resolutions, but I must express my regret that the hon. Minister of Railways could not see his way to providing a larger sum for the Cape Breton road. Being a continuation of the Intercolonial, and consequently part of the road from the Pacific to the Atlantic, and considering the larger grants given to the other line through a portion of Ontario which is also a portion of the through road, we might have fairly expected that the \$6,000 per mile asked for would have been granted. However, I suppose there were good reasons why it could not be done; but I hope that before long an additional amount will be given for the extension of the Cape Breton road. The hon. Minister of Railways said the Local Governments were not now in a position, with their limited means, to subsidize railways to any extent. I agree with him and I am glad to hear that the policy initiated last year will be continued, and that the Dominion Government will, in future, recognize as one of their obligations the subsidizing, as far as is reasonable, of railways in the several Provinces. I say I am glad that policy has been carried out this year, and I hope next year it may be further extended, and that the Dominion Government will use any surplus over and above what is required for other important works, for the extension of railways in the several Provinces. In fact I am sorry the Government did not adopt this policy long ago. Nova Scotia had a considerable amount in the public Treasury here, the interest on

which would have kept the Province out of debt. They very wisely at that time expended it in subsidies for the extension of our railway system which was inaugurated before Confederation. They have gone the full length the Province is able to go. In fact their means are so restricted in consequence of this expenditure, that I am inclined to think before long they will have to ask the Dominion Government to consider their position, and make an allowance in return for these subsidies. The Province is at present in such a position that it cannot grant further aid to railways without running into debt, and I hope the Government will consider the position of the Province and do something in return for the amount expended in subsidizing and extending these public works. I am glad to acknowledge that the policy of the hon. Minister of Railways is one that he can claim credit for, and I hope when he finds that the \$3,200 a mile is not sufficient to extend the line through the Island of Cape Breton, which is a very important portion of Nova Scotia that next year, either he, or some other member of the Government, should he vacate the position he holds, will be able to add another \$3,000 a mile as a subsidy to this road and insure its completion.

Mr. BLAKE. Do I understand that the distance from either of these points, Louisburg or Sydney, is about eighty miles?

Sir CHARLES TUPPER. About the same.

Mr. BLAKE. I think my hon. friend might be satisfied with the hon. Minister's assurance that \$3,200 a mile is, according to the general manager's assurance, a sufficient inducement to enable the company to construct the road; but it would be much better for the Province of Nova Scotia, if the hon. gentleman could save this \$3,200 for the eighty miles that are not wanted, and appropriate it to some other Dominion work that is wanted.

Mr. CASEY. It is something new to be told that it is the policy of the Dominion to aid local as well as Provincial railroads, but we are accustomed to surprises from this Government. They are in the fullest sense of the word a Radical Government, because the number of radical changes, the number of reckless changes, they have made in the policy of this country exceeds anything that could have been expected from the most radical wing of the so-called Radical party. But I suppose we must take it for granted that this is the policy of the Dominion Government, and will remain their policy as long as these hon. gentlemen remain in power. If the precedent is once established that local roads are to get subsidies from this Government, then applications for subsidies will come in from hundreds and thousands. But we in western Ontario may have something to say if this policy is to be maintained. We built our road before this radical change of policy took place, before it was understood that the Dominion was to build roads for all localities. We took the other view, and put our hands in our own pockets and bonused these roads largely. It has paid us very well, but if the principle is to be established that local roads like these should be built by the Dominion, I am not sure but we may have a claim for damages. In my own county we have paid out no less than \$274,000 to secure the building of the Canada Southern, the Credit Valley, and others. Then different municipalities along the Credit Valley have paid large sums; almost every municipality in western Ontario has paid out large sums to secure the building of railroads, which should have been paid for, according to the present *dictum* of Ministers, by the Dominion Government. But are we to get any consideration for this? Are we to be reimbursed, or are we to be called upon to build roads in other localities which have no bonuses? If we are to be called upon to do that, then we must ask to be reimbursed what we have paid ourselves. It may be said that the Canada Central is largely bonused. But we in western Ontario are very little in-