

Mr. McCARTHY. According to estimates made, the cost will be about double that, as some portions of it will pass through a difficult country, although towards Callander the country may perhaps be easier. I quite agree that the road should be made as cheap a line of communication between the central part of Ontario and the terminal point of the Canadian Pacific Railway, as it is possible to make it. There are two proposals whose claims I have no doubt will come before the Government in granting this bonus. One will be to make an independent line of communication, commencing at Callander and ending at Gravenhurst. It is a matter of doubt whether such a road alone would really be giving the best means of communication between Callander and Toronto and the western part of Ontario, or whether by means of a connecting link with a road which does connect with Toronto and Hamilton, and further west, and necessarily therefore will compete for the trade of that part of the country, will be more favorable to western Ontario. I do not mean to say at this moment, which is the better course, but I am by no means certain that the construction of an independent line would be the best means of securing the end we all desire. The bonus is not too much, I venture to affirm, notwithstanding what the hon. member for West Durham has asserted, and the other road running eastward, the Canada Central, obtained a bonus for the same amount. For less than \$1,200 a mile this connection cannot be built and worked economically and cheaply. The hon. member for West Durham has made a suggestion that the grant, instead of being made wholly by the Dominion, should be divided between the Dominion and the Province of Ontario. I do not know why we, who come from the Province of Ontario, should particularly desire to burden that Province with the payment of half the subsidy when the Dominion is willing to give the whole of it. \$12,000 a mile the road should have, and if that be so why should the road not receive the whole of it from the Dominion, instead of half from Ontario and half from the Dominion as the hon. gentleman suggests? I am very glad, indeed, that at last the Government have fulfilled the pledge which, for many years, the people of the West have understood had been given, not merely by this Government, but by the former Government. I think Ontario has thought, at all events western Ontario has thought, it was entitled to have communication with Callander made as easy to its people as it was made to the eastern part of the country, and we are glad to know that the Government have found their way to make the grant which will enable the road to be built, I hope, without great delay. I may state that surveys have been made, that an estimate of the cost has been arrived at, that in certain parts, and especially at difficult points, the right of way has been acquired; and if satisfactory terms to the Government can be made with the company, there is no reason why the road should not be under contract one month after the House rises.

Mr. DUNDAS. The hon. gentleman, in his remarks, has not conveyed his sentiments so clearly to the House as he generally does. I think the Government, in this case, cannot be too careful in maintaining a complete and independent line between these two points, open to all companies who may choose to send their rolling stock over it. A reason for this is to be found in the fact that a responsible company, as I understand, within the past few weeks offered to build this link for \$6,000 a mile. It is true that this company which offered to do the work is said to be more or less associated with one of the larger main lines of the Dominion, and it has been the contention of the Government that this line should be independent and free for all other companies. I am not going to find fault in this action with hon. gentleman on the Treasury benches, because I think the Government are in the main correct; but I wish to point out how important it is that in granting so large a bonus it should be given to a responsible and

Mr. BLAKE.

independent company, so that the interests of all concerned may be thoroughly observed.

Mr. FOSTER. Before the Committee rises I should like to say a word or two. It is not necessary for me to say, I think, that with the general policy which has been made apparent in these resolutions I heartily agree. There was a time when I had some doubts as to the policy of the Dominion Government subsidizing railways in different parts of the Provinces; but I have thought the subject over, and, under certain limitations, I think it is a wise and proper policy. When hon. gentlemen yesterday were overloading the hon. Minister of Railways with their congratulations, I did not think it would be well for me to add mine to the number. There has been no item to which I have assented more readily than the last item in this resolution, the item which particularly concerns my own county, that is, the small line of railway which runs from Petitecodiac to Havelock Corner. The merits of that line have been only partially put before the Committee, and I was glad to know that even after the full merits of the object were put before the Committee, there was no dissent to the item being voted. I have one advantage in argument over that of my hon. friend from Ottawa county. His road runs up into what is at present largely a wilderness, but which by-and-bye he hopes may become a paradise, while my road runs into what is already a paradise, but it is separated by intervening roughnesses and difficulties from the great line of road which runs down to the metropolis of St. John. While I am very much satisfied with the resolution as far as it goes, I suppose that I shall league myself with the common run of humanity, when I say that I am not satisfied. The hon. Minister of Railways will know, and the Government will know, that there have been representations for many years made to them with reference to a line of railway running through the central part, or somewhere near the central part, of the county of King's, in connection with what my hon. friend from Sunbury spoke yesterday; and it is for the purpose of adding my word to his, and that of the hon. gentleman from York, that I desire to call the attention of the hon. Minister to the favorable consideration of that route. There are some things in connection with it which scarcely any of these small routes which have been subsidized possess. I want to call the attention of the hon. Minister, and of the members of the House, to one thing, which I think may have some weight with them. There is a sentimental reason, if you may call it such, why this road should be built, at least why it ought to obtain the favorable consideration of this House. When Confederation was first mooted in the Province of New Brunswick—I may state it as a fact—which I think cannot be contradicted, although the general idea of forming part of the great Dominion had much to do with moulding the votes for that great scheme, yet through the central and southern part of the Province of New Brunswick a great and prevailing argument in favor of Confederation was the hope, the deeply grounded hope, that the great Intercolonial line of communication would come down through the Valley of St. John and make its ocean terminus at St. John. Well, my hon. friend from Westmoreland—who is not here—and other circumstances, seemed to have been more powerful than nature; for nature had certainly scooped out that particular route for that railway. However, it was carried around by the north there, and the people were disappointed in their hope of having that great central line of communication built and running through the centre of our Province. After that year passed after year until at last a company was organized and built a portion of the central route between the city of Fredericton or Gibson, just opposite Fredericton, and Woodstock, which was afterwards extended to Grand Falls, and later yet to Edmonston; that was the central part. Last year the