

the Intercolonial all the way to Halifax. The hon. gentleman will see that in the one case about seventy to eighty miles more of the Intercolonial Railway by this line would be used than if they made the direct connection with Salisbury. No doubt if that line is constructed, it offers a shorter means of communication from Fredericton, and would be undoubtedly a still shorter and more direct line from Montreal to all these various ports and Louisburg.

Mr. BURPEE (Sunbury). I wish to know whether the Short Line Railway which has been incorporated will continue to be subsidized? The Government have subsidized it now as far as the Gut of Canso. We have no information as to whether it is going to proceed further. If it does not, then it is no short line, or a very short line. Is it going to proceed further, and if further, by what route? Do I understand that it is from the Gut of Canso to Pugwash and thence to the Intercolonial?

Sir CHARLES TUPPER. Of course, it is going to Halifax, you go through St. John to Halifax, so far as these resolutions are concerned. The line to Louisburg leaves the Intercolonial Railway at Oxford. The line that was subsidized last year runs from Oxford to New Glasgow, and direct from that by the present Eastern Extension Railway to the Gut of Canso, and from that to Louisburg by the line subsidized by these resolutions.

Mr. BURPEE. Then I understand the only part of the short line of railway now subsidized is the line from Canso to Louisburg, because it takes the Intercolonial from there to St. John, and from St. John by a rival line until it reaches MacAdam Junction, so that after all the only short line subsidized is not the "Short Line" of railway at all. But I wish to say further, that I was given to understand that no local railway would be subsidized. There was a railway in which I was interested and which formed a part of this short line railway which has merits, independently of its being a portion of that Short Line Railway, not inferior to any of the railways which I see subsidized, and which are emphatically local railways. Now, I was informed by very good authority, as the hon. Minister knows, that no local railways would be subsidized by the Government, and therefore this Central Railway could receive no subsidy. I now understand that the policy of the Government, as announced at that time to me and others, has been changed, and that local railways are to be subsidized.

Sir CHARLES TUPPER. Where?

Mr. BURPEE. By these resolutions I see two or three railways that are nothing but local railways.

Sir CHARLES TUPPER. Name them.

Mr. BURPEE. In fact it is difficult to put your finger upon one that is not a local railway. I take a local railway to be a railway in one Province. An inter-provincial or national railway is defined to be one running between two Provinces, while a local railway is confined to one Province. These railways are certainly local railways, although two or three of them connect with the Intercolonial Railway, and may be considered feeders of it, while others do not connect with any inter-provincial railway whatever. The Napanee and Quebec Railway and the Gatineau Railway are certainly local railways; in fact, all but two or three of them are local railways, and are within the bounds of a single Province. Therefore, I contend that the hon. Minister of Railways should explain why the policy of the Government, as announced heretofore, has been changed; because we were most emphatically told that no local railway would receive a subsidy from this Government, and, therefore, the subsidy for this Central Railway was not pressed further. I do say that this Central Railway for which a memorial was presented to this Government two or three times, and with reference to which members of

this House, notably those for King's and Queen's (N.B.), with myself, waited upon the Department, has merits quite as great and more inter-provincial than any of those railways, and its claims would have been pressed had we not been assured that no local railway would receive a subsidy; though I do not pretend that any assurance was given that it would receive assistance if it should be made a portion of the Short Line Railway. But we were advised by the hon. Minister to apply for a subsidy for the Central Railway as a portion of the Short Line through railway. Now, this Central Railway leads from Fredericton to the Intercolonial Railway; it was to pass by the head of Grand Lake and proceed to some point on the Intercolonial Railway, between Salisbury and St. John, leaving it to the engineer to decide at what point it should connect with the Intercolonial Railway, and just there it would form as important a branch of, and feeder to, the Intercolonial Railway as would some of those railways mentioned in these resolutions. I am glad to see that St. John is likely to be made a terminus at last, as it should have been long ago. My material interests are much bound up in St. John, and I am glad to see aid given to St. John; but at the same time there are other portions of the country which should not be neglected. The portion of country through which this Central Railway will pass abounds in resources which require development. It is a good agricultural country, there are good farms fruitful in agricultural products, but it has no outlet except at one point for a portion of the season. During the winter the people are entirely shut up, and have no railway communication, and I think their interests demand some attention from this Government. Then there still remains a large amount of lumber in that portion of the country which could be got out and made available by a railway to the Intercolonial between Salisbury and St. John. Investigations have shown that there are large mineral resources in that portion of the country, together with large deposits of coal, but all these natural riches are useless without a railway to develop them. I contend that the development of these coal mines alone would warrant the Government in subsidizing this road. At present this coal is of no material advantage to the country. There are also in that region deposits of iron and several other minerals which only require development to create a large industry, and I do think that this part of the country has not been developed to the extent its importance demands. It was said by the hon. Minister of Railways, in his speech to-day, when speaking of the Gatineau Railway, that it was important that the country should be opened up in order to keep our people at home. I can assure you, Mr. Speaker, if there is any part of this Dominion which requires attention in this respect it is this very portion of New Brunswick. It is a fact that the people of that part of the Dominion are rapidly leaving it. I do not wish hon. gentlemen to cry "blue ruin" because I state a fact, for it is a fact, and it is well known that that part of the country, instead of increasing in population, has decreased during the last few years, simply because the resources of the country have been neglected. I could point to one school district in New Brunswick where every young man left last winter and went to the United States. I do not say they have all remained there, some have returned, but the majority are in the States to-day. I do say this: That if there is any part of the Dominion which is being neglected, and which demands from this Government attention, so that its resources may be developed, it is this part of the country lying between Fredericton on the line known as the Central Railway. There are some 10,000 inhabitants who would be benefited by a railway, and they are entirely shut out during six months of the year for the want of facilities furnished to almost every other part of the Dominion. I have spoken of people leaving the country. I assure the House it is a fact that in the district to which I have referred, the value of all real estate