

(In the Committee.)

To the Baie des Chaleurs Railway Company, for 100 miles of their railway from Metapediac on the Intercolonial Railway to Paspébiac, in the Province of Quebec, a subsidy not exceeding \$2,200 per mile, nor exceeding in the whole..... 320,000.00

Mr. BLAKE. Would the hon. gentleman kindly say whether this is the whole length of the Baie des Chaleurs Railway?

Sir CHARLES TUPPER. No. I take it that the Baie des Chaleurs is projected from Metapediac, on the Intercolonial Railway, to Gaspé, eighty miles further than Paspébiac. This vote covers the first 100 miles of the railway; for the remaining eighty miles no subsidy is provided.

Mr. BLAKE. Has the hon. gentleman any information as to the character of the country traversed, and the probable cost of the line?

Sir CHARLES TUPPER. I made that statement to the House, I think, when I made my remarks on the resolution. I may say that after the close of last Session—application has been made for this grant for two or three years—I requested the Chief Engineer of the Intercolonial Railway to have a proper examination made of the country, and to report. He reported to me that the country was of the character I described, and that it was a fair country through which to construct a railway, and giving the estimated cost, which, I think, I stated to the House yesterday was over \$2,500,000 for the whole length, including the equipment.

Mr. BLAKE. Will the hon. gentleman state whether he has any information as to the financial standing of the company?

Sir CHARLES TUPPER. I have not. I inferred the position of the company from the fact that the Government of the Province of Quebec, where the company is well known, had granted it a subsidy of 10,000 acres of land per mile. I have no means of knowing that this subsidy, together with that which we propose, will secure the construction of the road; but, as the hon. gentleman observes, it is not proposed to pay any of this money until ten miles or more is constructed, and in the proportion which the cost of that portion bears to the whole work, so that he will see that the subsidy is sufficiently secured. The right of way has been obtained as a free grant for the 100 miles covered by this resolution.

To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$115,200.00

Sir CHARLES TUPPER. I lay upon the Table of the House the information asked for in regard to the Gatineau Valley Railway, the Great American and European Short Line Railway, the International Railway, the Petitcodiac and Havelock Corner Railway and the Caraquet Railway.

Mr. BLAKE. Perhaps the hon. gentleman will make the same explanation regarding this road that I asked as to the other.

Sir CHARLES TUPPER. This line was surveyed by the Government in connection with the construction of the Intercolonial Railway, Mr. Fleming having brought forward a project to build it as a branch from the Intercolonial Railway to Shippigan, a short distance beyond Caraquet. The Government of New Brunswick has subsidized this road to the extent of \$3,000 a mile, covering the entire distance from the Intercolonial Railway to Shippigan. The country is described as a very fair one through which to construct a railway, necessitating no serious difficulties at all.

Mr. BLAKE. Has the hon. gentleman any further information as to the financial position of the company?

Sir CHARLES TUPPER.

Sir CHARLES TUPPER. No; I have not. I have inferred its position from the granting of the subsidy by the Local Government.

To the Gatineau Valley Railway Company, for the first 50-mile section of their railway from Hull Station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, not exceeding in the whole..... \$160,000.00

Mr. BLAKE. I would like the same explanation with reference to this road.

Sir CHARLES TUPPER. The Gatineau Valley Railway Company have located their line, and I am told that this subsidy will be sufficient to enable them to secure its construction. It is true they asked for a larger subsidy, but the Government believe that the subsidy given by the Province of Quebec with this additional subsidy, will enable them to complete the work on this portion of the line.

Mr. BLAKE. What is the local subsidy?

Sir CHARLES TUPPER. Six thousand acres of land per mile from the Province of Quebec.

Mr. BLAKE. And the mileage cost, including the equipment?

Sir CHARLES TUPPER. My hon. friend from Ottawa county can, perhaps, state.

Mr. WRIGHT. I think that the estimate was between \$18,000 and \$20,000 a mile.

Mr. BLAKE. Can the hon. gentleman state to what point this fifty miles will carry the road?

Mr. WRIGHT. It will carry it from Hull station to the River Kazabazua, within twelve miles of the Pickanock River, in the township of Wright.

Sir CHARLES TUPPER. Would my hon. friend state the point to which the fifty miles will carry the Gatineau Railway from Hull Station?

Mr. WRIGHT. To the place known as Kazabazua, within ten miles of the township of Wright.

Sir CHARLES TUPPER. That is the right place.

To the Great American and European Short Line Railway Company, for eighty miles of their railway from Canso to Louisburg or Sydney, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$256,000.00

Mr. BLAKE. I would like the same explanations with regard to this road, as to its resources, organization, and prospects. I understand from what I have seen in the newspapers, that there has been a projected line, by which it would go to St. Peter's, and diverge subsequently from there to Louisburg or to Sydney, and also that a place has been suggested by which it will go in another direction, crossing the point called the Grand Narrows. Is this latter place contemplated, and if not, to which point will the road go to Louisburg or Sydney?

Sir CHARLES TUPPER. The intention is to go about twelve or fourteen miles from the Straits of Canso, on a common line from which you can diverge either east or west, because, as my hon. friend is aware, there was a line projected running through the county of Inverness to Cape North. Of course, nothing would be done on that line until after it would be ascertained whether it was practicable to maintain a ferry on the fifty miles between Cape North and Newfoundland. It is not proposed to give any subsidy to that line. Although some of the projectors of that scheme have been very sanguine as to the maintaining of that communication during the winter season, I always believed they would have to fall back on the harbor of Louisburg or Sydney, the former of which is open all the year, and the latter during a large portion of the year, and both are now connected by railway. It is