

was the great object which the company had in view, and which is an important object in the interest of that part of the country. I am sorry that my hon. friend should have been treated in a way which he thinks is wrong in this matter. I do not know anything about it, and I am unable to offer any remark but to express my regret.

HON. MR. FLINT—It was not intended at the time to connect with the Pacific Railway at all; it was the intention of the company to go to Bridgewater for the purpose of connecting there with the Belleville & North Hastings Road, in order to get out to the back country. That was the object which they had in view, and they were more interested in endeavoring to draw the trade of that back country to their road and to Napanee, and the Pacific Railway was not thought of at that time.

HON. MR. HAYTHORNE—I wish to say a few words with reference to the second road on the list which the hon. Minister has read to the House from this Bill. It is there spoken of as a New Brunswick and Prince Edward Island road, but not one yard of that road is on Prince Edward Island. Notwithstanding that, the people of that province are very much interested in this line, because it is a railway which connects the Cape in New Brunswick, where they land in the winter time, with the Intercolonial Railway. It is therefore their interest that either by some company or by the Government, that road should be completed as soon as possible; and although the sum is small that we are voting per mile for this Bill, still it will be of some service. I only wish that the Government, acting on some suggestions made by members from the island, had thought proper to acquire the Tormentine and Sackville Railway, because if they had done so, it would have made all the roads, including the Prince Edward Island Railway, and from the straits of Northumberland to Montreal, Government lines. Should this road be completed by the company who are now at work upon it, there will be some 45 miles of railway between Prince Edward Island and the Intercolonial Railway belonging to the company,

whereas, all the rest of the road we travel on belongs to the Government. It must be easy to see that if any mismanagement, or inadequacy of means, or anything else, should cause any deficiency in that road, the traffic of the Island will be seriously compromised thereby. It is, therefore, I believe, the general wish of the Islanders that the Government should acquire that road, and if the Minister of Justice could in his place give us any hope that in the near future the Government will take steps to acquire that road, the statement would be received with general satisfaction by the people of my province.

HON. SIR ALEX. CAMPBELL—I think it is an inconvenience that this link should belong to a private company; but I am not able to give any assurance with respect to it further than this—that I will bring the remarks made by the hon. gentleman under the notice of the Government, and will take care that every consideration is given to the inconvenience that he has pointed out, and which, I confess, also, is one requiring consideration.

HON. MR. KAULBACH—The inconvenience to the Island of that short road being in the hands of a company must be very great, and I do not think the Government would suffer financially by the operation of that road, if they acquired it.

HON. MR. POWER—There is the more force in the remarks of the hon gentleman from Marshfield for this reason, that, although it does not appear from the present Bill, the fact is that this road has already a subsidy of \$3,200 a mile from the Dominion Parliament, and it has, I think, a subsidy of \$3,000, from the local legislature. I have been informed by a gentleman in a position to know that the subsidies which that company will now be entitled to receive from the two Governments are sufficient to build the road, and, I think, there is the strongest objection to the Government giving so large a subsidy. It would be much better for the Dominion Government to have built the road instead of voting it \$6,400 a mile, and taken, as I presume they could have taken, the local subsidy. The road then would have cost the Gov-