

I see that in that connection we are to be asked to vote a sum for a bridge, which is something altogether new. I simply mention this to show that it is important that we should see that we are not led into further expenditures than Parliament expects to grant.

Mr. BLAKE. I have no doubt that that portion of Nova Scotia to which this resolution refers, in common with certain other portions which have received assistance at various late Sessions, has been very much neglected, and its progress retarded for the want of railway communication. I think it is deeply to be regretted in the interest of the whole Province of Nova Scotia that what I must call the profligate railway expenditure which has taken place in other parts of that Province, should have resulted in a failure to meet the real wants of the Province. The expenditure which has taken place in connection with the Oxford and New Glasgow Branch, being constructed at the Dominion expense, and other transactions which have resulted in lines now constructed at the Dominion expense, have produced this result: that the gross sum which the Dominion has paid, and for which it is now liable, shows a very undue disproportion in Nova Scotia relatively to the other Provinces. Take the lines to which I have referred in the counties of Cumberland, Colchester and Pictou, and take the Cape Breton Railway which is being constructed wholly at the expense of the Dominion; take the line in connection with the Gut of Canso, which has been acquired at the expense of the Dominion, and you find this large mileage of railways, some of them producing hardly any appreciable Dominion result at all, others producing some good result, no doubt. I will repeat what I said on a former occasion in the course of this very lavish expenditure for Nova Scotia, when I found in that region with which we are now dealing, an absence of appropriation altogether—I say this region is deserving of consideration, and I only wish the enormous expenditure in Nova Scotia, on the part of the Dominion, had been more judiciously made, and then it would not be found necessary to give this grant, which will not answer the whole exigencies of that Province, and may be inadequate to answer this particular purpose. I think we would have found plenty of money, on the general principles which we have applied in aiding railways for local purposes in Nova Scotia, to do everything that ought to have been done.

To the Inverness and Richmond Railway Company, for 50 miles of their railway from Port Hawkesbury to Broad Cove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole \$50,000.

Sir JOHN THOMPSON. This is a line of railway running on the northern side of the Island of Cape Breton. It was fully discussed before the Railway Committee this Session, and the charter of this company was protected from interference by the rejection of another charter. The railway is to connect with the Government railway at Port Hawkesbury and to run along the coast towards Port Hood and Broad Cove. That side of the Island is studded with coal deposits, all of which are recognised as being highly important and extensive. The construction of the road, after it leaves Port Hood, towards Broad Cove, is not very difficult. The company is incorporated by the Provincial Legislature, which

will probably subsidise it; the County of Inverness has likewise subsidised it. The information that I have in regard to it is that the construction of the fifty miles along that coast towards Broad Cove, is not a very difficult piece of work, and for that reason we are only asking for a subsidy of \$50,000, which is little more than \$1,000 per mile, in addition to which it receives a provincial subsidy of \$3,200 per mile, and expects to receive a municipal subsidy as well. The line as authorised by the Provincial Legislature, extends beyond that to the northern point of the Island, but the construction there is altogether problematical, and unlikely to take place for many years to come. It likewise includes a branch from Broad Cove to Grand Narrows, which portion of the work we are not asking to subsidise. We are asked to subsidise those portions which, I understand, the Provincial Legislature has subsidised.

Mr. BLAKE. Do I understand that \$1,000 a mile is all that was asked?

Sir JOHN THOMPSON. It is not all that was asked by the company, but it is all that was asked by the friends of the enterprise in the county.

Mr. BLAKE. I looked hurriedly over the papers and it seemed not only that this amount was asked, but that the Provincial Legislature's agreement to grant a subsidy was dependent on the action of this Parliament, and I was apprehensive that we would find ourselves told next Session that the arrangement had failed, and it was necessary to grant a larger sum. I observe by the Estimates, which we fortunately have in this case, and we have a little more information than usual, that the road is not an expensive one and that the County of Inverness gives \$100,000.

Sir JOHN THOMPSON. The agreement provides that the County of Inverness shall give not less than \$50,000 spread over these fifty miles.

Mr. BLAKE. That is \$1,000 per mile; then there is this \$3,200 per mile outside of the Provincial subsidy. Has the hon. Minister of Justice satisfied himself reasonably that the scheme of the company can be carried out as regards the fifty miles for \$5,200 per mile?

Sir JOHN THOMPSON. I have, to a reasonable extent. The satisfaction I have had on that point is to this extent: The company, while pressing very strongly its claims for subsidies on the Dominion and the Provincial Government, actually went to work and built and graded a considerable mileage without having any contract with the Government, and they have spent a very considerable sum of money. I think they have graded about twenty-five miles. They have, moreover, entered into contracts for a large supply of ties and so on. The parties making the advances are capitalists, whose means I am assured of; but, in addition, the company have secured the assistance of capitalists in the Province, who have placed a considerable sum in the enterprise, and they have done so without any assurance that it will receive even the ordinary subsidy. Although the portion of the district through which the railway runs is not a very populous one, its indications of strong support from persons connected with that part of the country, some of them are my personal friends, indicate to me that the company has more