

sidizing these railroads, which are of a character to increase the population and thereby the taxes and resources of the Government. This has been so well understood that the Federal Government has so far paid and has promised to pay \$114,000,000 in the form of railway subsidies, whilst the municipalities have given \$13,000,000, the Quebec Government more than \$14,000,000; the Government of Ontario, \$4,000,000; the Government of Nova Scotia, \$3,000,000, and the Government of New Brunswick, \$2,000,000. Besides this, if we are to adopt the views of the hon. member from West Middlesex, the Province of Quebec should have no more railroads, for it is a well-known fact that the Quebec Government has contracted very heavy engagements to afford that Province important railways, and for this object it has expended enormous sums. I can say the same of the Province of Ontario, whose treasury, unfortunately, will not likely be long, in such a flourishing condition as it has been in the past, owing to the numerous engagements which she has been obliged to assume in order to construct railways. Therefore, Mr. Speaker, we have taken a broader view, a more generous view, and we are ready to sustain the policy submitted by the Government, which wishes to encourage—in any part of Canada—the principal lines of railroad which have a tendency to develop the resources of the country. Mr. Speaker: the hon. Minister of Railways said that if we assisted the various railroads mentioned in the resolutions, these subsidies would have the effect of facilitating the repatriation of a large number of our fellow-countrymen from the United States. I am entirely in accord with that opinion. Two things we must especially attend to, to facilitate the repatriation of our Canadian emigrants: first, to develop our industries, and that is what we are doing by the National Policy which is producing such admirable results; and, secondly, to develop our agriculture and colonization by the construction of railways, which will open up vast uncultivated territories, east and west. Let us work therefore, energetically, with this object in view, let us continue to adopt a broad and enlightened policy for all parts of Confederation, and before long we will have solved the great problem of repatriation.

Mr. BRYSON. I desire to make a few remarks with reference to the resolution now before the House. I refer to the resolution of the hon. Minister of Railways, subsidizing different railways in the Dominion. If there is one county which more than another is interested in these railway subsidies it is the county I have the honor to represent. I had the honor a few days ago to submit a memorial to the hon. Minister of Railways asking for assistance to a railway running through the county of Pontiac. I asked this assistance for the building of an inter-provincial bridge to connect the two great Provinces of Ontario and Quebec. It was with great pleasure yesterday morning that my attention was drawn to the subsidies proposed to be given to roads in different parts of the Dominion; but I can assure you that I would have felt greater satisfaction had I seen that the county of Pontiac had received the same consideration at the hands of the Government. But I believe there is yet hope, and I have no doubt the hon. Minister of Railways will be in a position to give his reason why assistance to this inter-provincial bridge has not yet been granted. I propose to draw the attention of this honorable House to the position of our railway in the county of Pontiac at the present time. Hon. gentlemen are, no doubt, aware that this road was subsidized by the Provincial Legislature for a distance of eighty-five miles, from the town of Hull or Aylmer to Pembroke, at the rate of \$5,000 a mile; but at a meeting of the Executive Council it was decided to change this subsidy into a guarantee of bonds on the property of the road. Operations were begun last June, and twenty-three miles have been graded; and I understand that the contractor who has the contract for building the road from Hull to Pem-

broke, went to England to dispose of the bonds, and I am informed that he is now on his way back to Canada, and in a position to complete the road, which would shorten the route from Ottawa to Pembroke by about twenty miles, thereby saving immense outlay on through freight from the west, and securing that directness of route, which the hon. Minister of Railways alluded to to-day, as being of such importance on all Canadian roads. I may say, however, that this inter-provincial bridge, for which I ask assistance, must be a high level bridge, which will necessitate a great outlay. I understand that it is estimated to cost something like \$500,000, and I approached the Government for assistance because I believed that it was not a work of a local character, but a Dominion work; and, Sir, I contend that if assistance had been granted to aid us in completing this bridge, the county I have the honor to represent would, in a very short time, be in a very favorable position as compared with neighboring counties. This road, when constructed through the county of Pontiac, will be a feeder westward from the Black River, the Coulonge River, and other tributaries to the Ottawa. That county is now a large lumber district; but, with the completion of this railway, mills would spring up, and the lumber would be sawn there, instead of being sawn in the Chaudière mills, as at present. There is no doubt, also, that the county of Pontiac is rich in minerals, which would find an outlet through the town of Hull, and thence to the sea-board. It is of the greatest importance to my constituents that something should be done in this matter. There is not a man in my county but feels greatly interested in obtaining a subsidy for this railway. I may state that the county of Pontiac contributes as much, if not more, than any county in the Dominion to the revenue. Last year the slideage and Crown dues received from the three tributaries to the Ottawa in that county amounted to more than \$100,000, and I claim that we deserve some consideration at the hands of the Government; and although we have not at this present stage been favored with a subsidy, I have every reason to hope that ere this House rises, the hon. Minister of Railways may see fit to place a vote in the Supplementary Estimates to aid us to build this bridge this summer. It is a matter of the greatest importance to this whole district, and I can only say that although I shall cordially vote for these subsidies to other roads, I should have had much greater pleasure in voting for a subsidy for this inter-provincial bridge and the road running through the county I have the honor to represent.

Sir CHARLES TUPPER. If no other hon. gentleman wishes to address the House, I would say a few words in reply to the remarks that have fallen from hon. gentlemen in relation to these resolutions. I may say first, that I regret extremely that the Government were not able to meet the views of my hon. friend from Pontiac in his application for aid for the construction of a bridge connecting the railway in his county with the Province of Ontario. The road is being constructed, but there is some distance to be constructed yet, I think, before it will reach the point where this proposed bridge should cross the river; and as it is an inter-provincial bridge, it seems clear that the Provinces of Ontario and Quebec should both contribute to its construction. I may say that the subject will still receive the consideration of the Government, and I shall be only too glad if, at any future time, it is found that the Government can give any aid to a work of such great importance. There is no doubt that a line of railway which will connect with the Canadian Pacific Railway by crossing the Ottawa, is of great importance; but as the hon. gentleman says, the bridge will be very expensive, as it will obstruct navigation, and must, therefore, be constructed as a high level bridge. I shall be very happy if, at a future day, matters can be arranged so that aid may be afforded. Now, I may say, in the first place, that I have no reason to find fault with the manner in which this important proposition