

into it in any weather, by night or by day; that in dirty or dark weather he would go entirely by the lead.

"Others describe Shippigan Harbor as unobjectionable. The Admiralty Chart seems to agree in the main with the descriptions above given; it shows that the area of the basin, embracing only the water over the three-fathom line at low tide, is about two and a half square miles; a sheet about double the size of Halifax Harbor between St. George Island and the narrows to Bedford Basin. The only objectionable feature seems to be the channel at the entrance, which is about three miles long, to the basin, a little crooked, and at present without leading marks; it is, however, about half a mile in width, free from all obstructions the depth varying from five to nine fathoms at low water. There is good warning by the lead in the channel and the approaches to it.

"It would appear from the above, therefore, that Shippigan Sound presents a favorable opportunity for forming a traffic connection between the Intercolonial Railway and Ocean Steamers.

"A comparison of distances will now show the importance of Shippigan, in connection with the contemplated Railway:

DISTANCE TO LIVERPOOL.	
	Miles.
From Halifax, by Cape Race	2466
From Shippigan, by Cape Race	2493
From Shippigan, by Belle Isle.....	2318
Difference against Shippigan, by Cape Race.....	27
Difference in favor of Shippigan, by Belle Isle.....	148

DISTANCE TO QUEBEC.	
	Miles.
From Halifax, by Bangor and Danville.....	865
From Halifax, by Bay Chaleurs route	685
From Shippigan, by Bay Chaleurs route	419
Difference against Halifax by Intercolonial line.....	226
Difference against Halifax by United States line.....	446

DISTANCE TO MONTREAL.	
	Miles.
From Halifax, by Bangor and Danville.....	816
From Shippigan, by Intercolonial route.....	575
Difference against United States route	271

While at the same time Halifax will be nearer to Montreal and all points west by 300 miles. Therefore, I say that on that ground alone the promoters of this scheme would be warranted in asking this House to aid a railway which in the future, at all events, will be of incalculable benefit to this Dominion at large. But, Sir, the scheme is not put forward on that ground alone, it is put forward, perhaps, with even greater force on other grounds, and that is, the immense trade the road would develop and would tend to build up, not only in that particular locality, but over the Dominion as a whole. By the construction of that road an enormous trade would be given to the Intercolonial Railway; as a feeder of the Intercolonial Railway it is not second in importance to any other road, and because it is a feeder of the Intercolonial Railway I assume that my hon. friend opposite can have no objection to it. As I understand him he is in favor of any road that will feed the Intercolonial Railway. To give an idea of the amount of trade done along that road, and of the population interested in it, I may inform the House that between the point where it is proposed to connect with the Intercolonial Railway and the terminus of Caraquet or Shippigan, a distance of 45 miles, there is a population of 18,000 souls. The whole country from end to end of the proposed road is settled. The value of the products of that section of the country during the past year amounted to some \$1,000,000, made up as follows: Lumber, \$300,000; fish, comprising canned goods, codfish, salmon, herring, mackerel and oysters, \$500,000; grindstone, \$50,000; farm produce, \$150,000. There are a number of other industries which would contribute to give the road a large trade, and all of which would find its way to the Intercolonial Railway. To the West this road will be a great benefit, inasmuch as it will afford the people an opportunity, which is now denied them, of getting their fish in a fresh condition, and they will have a larger market for their products, as well as the East a larger market for theirs. Another thing I may say in connection with this road is, that notwithstanding the many applications made to the

Mr. BURNB,

Government of Canada during past years, no aid was given in the shape of steamboat subsidy to promote the trade of the section of country through which the proposed road will pass. My predecessor in this House last Session, a gentleman, Sir, who filled your position for some years, urged on the Government that a steamer should be subsidized in order that facilities might be given to carry on the trade of that locality, but he was unsuccessful in procuring such aid. During last Session, when the matter of railways was under discussion, he called the attention of the House to this particular railroad; therefore, the House is familiar with it and its merits, and I hope it will receive the favorable consideration of the House. In view of some criticism that has been made on the other side, I would remind the House that during the Mackenzie Administration in 1874, a road was surveyed from Bathurst to Shippigan; so I think it comes with ill grace from our hon. friends opposite to say that these railway subsidies are given in order to make political capital. Was it to make political capital for my predecessor that, in 1874, they proceeded to make a survey of that railway? Was it in order to prepare for the Elections that they caused a survey to be made from Shippigan to the town of Bathurst? I will accord to them what I desire to be accorded to ourselves, that they were actuated by the best possible motives in making a survey for this railway. While I think hon. gentlemen, more particularly interested than I am, will be able to reply to the observations of the hon. gentleman with reference to the Louisburg road, I may be permitted to say in answer to the argument the hon. gentleman adduced that the building of that outlet would be an injury to the Intercolonial Railway, that on the contrary, by carrying out the scheme of what is called the Megantic Road, passing from the Province of Quebec through a portion of the State of Maine, tapping western extension and passing through St. John, that same line, in order to get to Louisburg, on the ocean, will pass over the Intercolonial Railway for a great portion of its distance. Hon. gentlemen more particularly interested can substantiate those arguments.

Mr. WRIGHT. I generally listen with much pleasure to the remarks of the hon. member for West Middlesex. But to-night I have been much disappointed. His statements concerning the county of Ottawa and the Gatineau Railway have not been characterized by his usual accuracy. The hon. gentleman stated that the president of the Gatineau Railway was a member of this House. This statement is incorrect, and the hon. gentleman has been misinformed. The president of this road is Mr. Carrier, late M. P. for the city of Ottawa, and an old colleague of mine, whose name is respected throughout the Dominion. With regard to the subject-matter before the House, I can state that the Railway Resolutions introduced by the Government, meet with my hearty and cordial approval. During the last Session of the last Parliament, the Government inaugurated the policy of granting aid to certain railways. On that occasion I congratulated the hon. Minister of Railways for his liberal and enlightened policy, and expressed a hope that that most important scheme, the Gatineau Valley Railway, would meet with favorable consideration when this policy was carried to its natural and legitimate conclusion. I have to thank the Government to-night for the consideration which they have given to my remarks in this connection. I think that the policy of the Government in granting aid to railways throughout the Dominion, is a wise and good one, as, without railways, it will be impossible to develop our resources, and keep pace with the march of progress and civilization throughout the world. I have always been in favor of railroad extension and development. It appears to me that in a young land like ours, they are indispensable to our advancement and prosperity. We have granted aid to many railroads, and in every case the money has, I think, been well spent. We