

where, and yet no one thinks of abandoning those countries. We should not, therefore, speak of these inundations as a serious obstacle to the development of colonization at Lake St. John and make use of them as an argument against the usefulness of a railway to the lake. Now about fires. Yes, Sir, we had a fire once, on the 19th March, 1870. But it was a terrible fire. It was one of those unfrequent but terrible scourges that Providence, in its wisdom, visits upon some countries. Providence has its object in so doing, and we must bow down before the Divine decree. We hope and we pray that such another catastrophe will never again occur. But Manitoba, that much cherished Province, of which the climate, the soil and the advantages of all kinds are so much boasted of; has not Manitoba had its calamity? One year a cloud of grasshoppers destroyed the whole harvest. The Government was obliged, that year, to support the whole population. That was only five or six years ago. We did not put Manitoba outside the pale of civilization on account of this misfortune. We, therefore, see that all the objections raised against Lake St. John are reduced down to mere prejudices. Well, Sir, the Speech from the Throne announced that the finances of the country are prosperous. I profit thereby to urge the Government to help the construction of the Quebec and Lake St. John Railway. The Canadian Government have already helped different local railways. They paid \$2,300,000 to the Northern Railway, \$2,810,000 to the Great Western. They have granted a subsidy to the Canada Central, aided the building of different branches of the Grand Trunk, and several railways in the Maritime Provinces. It is only fair that we should have our turn now. The Government must help the Quebec and Lake St. John Railway, and they will do so. By the construction of this road we secure the settlement of a vast and fertile region, capable of supporting a million of inhabitants, a region whose climate is like that of Montreal. Thereby we will retain in our midst thousands of Canadians who would otherwise go to the United States. We shall thereby open a vast field for immigration. We shall see a thousand new industries spring up in this region. The great population that will gather there will considerably increase the revenues of the country. Thus, while adding to the public wealth, the Government of Canada will have secured a counterpoise to the already threatening influence of the western Provinces, and assured the peace and harmony of the whole Dominion. Let us, therefore, favor the Quebec and Lake St. John Railway. We need it; we shall have it. I move, therefore, Sir, the motion I have just placed in your hands.

Mr. CASGRAIN. Mr. Speaker, I did not hear the whole of the speech of the hon. member for Chicoutimi (Mr. Cimon), but I think he has forgotten something. He forgot to mention the name of the Price family who colonized the Saguenay; it is to that family that we owe the opening of the Saguenay. I do not wish to take away the merit of the other missionaries who followed and continued the opening of the Saguenay, among others the Rev. Curé Hébert, and if their success was a success in the way of colonization, it was not a financial one, and I can speak of it with certain knowledge. Although we should be grateful in a certain measure towards these gentlemen, yet I must say that the colonization movement, begun by Rev. Curé Hébert, proved to be a series of financial disasters.

Mr. LANDRY. Prove it.

Mr. CASGRAIN. Ask Mr. J. B. Renaud, of Quebec, how much he received for the sums he advanced.

Mr. LANDRY. I certainly had not the intention of rising to take part in this discussion, but the hon. member who has just sat down has made use of such strange and such unhappy language, that I deem it my duty to protest against these assertions, unjustifiable in every respect and highly insulting to our race. This is the first time I have

seen in this House an hon. member depreciate the merit of his fellow-countrymen. This is the first time that I have seen in this House a man who boasts of his patriotism, who wants every one of his words to be heard by the country and to leave its mark, get up and endeavor to throw discredit upon the work undertaken by the Rev. Curé Hébert and the other priests who have labored to colonize the Saguenay. This is the first time that I have seen a man, like the hon. member for L'Islet, come before this House and exalt the merit of a stranger to his race, a stranger to his religion, at the expense of one of his own fellow-countrymen, to the detriment of those worthy missionaries who devote their time, their labor, their fortunes and their lives to the patriotic work of colonizing a country. Sir, in a House composed as this one is, I need not point out how insulting for us is the distinction drawn by the hon. member for L'Islet, for what motive I am at a loss to say. Is it a question of personal enmity, and is the hon. member pursuing, in this matter, a petty work of vengeance? I trust, however, that his unhappy language will not produce the result he expects. I believe this language was made use of without thinking, through forgetfulness and without forethought; at all events, the hon. member is rather to be pitied than blamed. Sir, I approve entirely of the speech made by the hon. member for Chicoutimi. He has treated the question so well and so thoroughly, that there is not a word to be added. No doubt the Government, who have announced, or at least given us to hope for, a considerable surplus, will take into consideration the request of the hon. member for Chicoutimi, and that the Lake St. John Railway will be afforded the same advantages as those we ask for the St. Charles Branch of the Intercolonial. In this case we can well say that the two make a pair, and that the interest of the country involved in these two roads will be taken care of in both cases. This question is of the gravest importance, and I trust that the Government will yield to the suggestion thrown out by the hon. member for Chicoutimi, and that we will have in our Province sufficient help to secure the complete development of our colonization.

Mr. LANGEVIN. The hon. member for Montmagny (Mr. Landry) will pardon me if I pass over the allusion he has just made to the St. Charles Branch. I am certain that he does not expect me to take notice of it. When the time comes to speak of this branch, certainly he will have an answer from the Government, as my hon. friend, the member for Chicoutimi, is going to have one with respect to Lake St. John. Mr. Speaker, the Lake St. John question is no new one; it has been agitated for a long time past, and I am not surprised to see the active member for Chicoutimi and Saguenay take it under his special protection. I am satisfied that a question of this kind could not be put into more skilful hands than those of the hon. member. If ever this question has a chance of succeeding, and I hope it may; if ever this road is to be continued to Lake St. John, I am convinced that the member for Chicoutimi will have largely contributed to the success of the undertaking. It is true that it is long since the work of colonizing the Saguenay was begun, but I cannot agree with the hon. member for L'Islet (Mr. Casgrain) when he insinuates that the efforts made in that direction, especially by the venerable priest of whom he spoke just now, were followed by financial disasters. It is possible that there may have been useless expenses incurred on certain occasions; it is possible that in certain undertakings all the success that was wished for, and was desirable, was not attained, but that was owing, I am satisfied, to the difficult circumstances surrounding the undertaking. It was a country nearly uninhabited at that time; it was a country where it was difficult to arrive at anything; the necessary articles of life and even agricultural implements had to be carried on men's backs; there being no other means of transportation than the backs of the settlers who went there; it was, therefore, impossible to promote