

of St. John and Halifax *via* Sherbrooke, Moosehead Lake and Mettawamkeag. There was not a word of Fredericton or Salisbury. But I understand that certain hon. members from the Province of Nova Scotia went to the Government, and the next day, when the resolutions were introduced, these words were added by a stroke of the pen: That the subsidy should apply, not only as first contemplated, for a line to Mettawamkeag, but also for a line of railway connecting Montreal with the harbors of St. Andrews, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mettawamkeag, Harvey, Fredericton and Salisbury; so that in the course of a night the whole policy of the Government was altered most materially. The Government brought in a resolution to the House, inviting Parliament to vote \$250,000 a year for twenty years to build a railway as far as Mettawamkeag. This was the subsidy which, in their opinions, was required to build such a railway, yet the following day they propose that addition to the resolution which will increase the construction of the railway by at least 100 miles of new railway. The promoters of this policy were actuated either by honesty or by greed. In the former case, they demanded a subsidy to build a railway to Mettawamkeag and no further, and I suppose they demanded the subsidy requisite to carry out that object. Is it to be supposed these men would undertake for the same subsidy to build 100 miles more of new railway. If they were actuated by greed only, would they give up the large subsidy? These facts lead me to the inevitable conclusion that the railway will never be built to the harbors of Fredericton and Salisbury except on paper. There is another aspect to these resolutions. The resolution proposes what last year was proposed, that the North Shore Railway should be placed under the control of the Canadian Pacific Railway for the purpose of making Quebec the summer terminus of the Canadian Pacific Railway. The Government have several times avowed their policy of making Quebec the summer terminus of the Canadian Pacific Railway. Sir Charles Tupper last year spoke in this significant language on this subject:

"And as regarded the other portion, the only hesitation, the only doubt that existed as to the propriety of expending the \$12,000 per mile from Montreal to the harbor of Quebec, arose from the fact that the Government of Quebec had parted with that portion of the railway, and that, at this moment, it did not afford that short and unrestricted line of communication for the Canadian Pacific Railway to make the harbor of Quebec that which it is believed, in the interest of the whole of this country, it is desirable it should be made, namely, the summer terminus of the Canadian Pacific Railway."

So that the Government are here committed, in the mouth of Sir Charles Tupper, who was entrusted with the carrying out of their railway policy, to the policy of making Quebec the summer terminus, and this in the best interests, not only of the city and district and Province of Quebec, but of the whole country. On the same occasion, the hon. the Minister of Public Works spoke in even a more emphatic manner. He said:

"In answer to the hon. member for Bellechasse I must say this—the hon. gentleman speaks as if the extension of the Canadian Pacific Railway was not to be in the Province of Quebec. The extension is to be from Montreal to Quebec, and in the Province of Quebec, and for the benefit of the whole Dominion, but especially for the benefit of Quebec. The intention is to make the harbor of Quebec the eastern terminus in summer of the Canadian Pacific Railway. This has been asked, the people and the press have asked it, and we have come down with these resolutions to carry it out; that is to say, we propose to give \$6,000 per mile in order that the terminus of the Canadian Pacific Railway shall be in the harbor of Quebec."

Now a good deal of mystery has also so far enshrouded the policy of the Government. They took power last year, very large powers, they have taken power to organise the company, to subsidise the railway at the rate of \$6,000 per mile to Quebec. They had contemplated to use their good offices with the Grand Trunk Railway and the Canadian Pacific Railway to bring them together so that the North Shore Railway might be placed under the control

Mr. LAURIER.

of the Canadian Pacific Railway Company, so as to make the harbor of Quebec the summer terminus of that railway. Nothing has been done. Will anything be done this year? They take the same power this year, and they also propose to increase the subsidy. Whether the new arrangements succeed which are contemplated by the Government, whether the Canadian Pacific Railway purchase the North Shore Railway, or, failing this, the Government undertake to form a company to build an additional line from Montreal to Quebec, I say that, by the policy they have adopted, so far as the short line is concerned, they destroy their policy so far as they proposed to make the harbor of Quebec the summer terminus of the Canadian Pacific Railway. They kill with one hand what they profess to give life with the other. The reason is obvious. Suppose that the Canadian Pacific Railway Company purchase the North Shore Railway; suppose, as has been said by the Minister of Public Works, that they build terminal buildings in Quebec, and that they improve the road; still the line will remain a local road, the same as it is to-day—it will remain in the same condition, with this difference that, instead of being operated by the Grand Trunk Railway, it will be operated by the Canadian Pacific Railway. As far as any advantages to the city of Quebec are concerned, as far as the object of making Quebec the summer terminus of the Canadian Pacific Railway is concerned, all that will be lost, and the reason is, that in order to make any harbor, whether it is Montreal or Quebec, the summer terminus of the Canadian Pacific Railway, that harbor has to be connected with the winter ports by a direct line of railway. It stands to reason that, though you carry out these resolutions, though you build elevators at Quebec, if there be no connecting line between the summer and the winter terminus, there will be no freight going to the summer terminus. What will take place? The Canadian Pacific Railway purchases the North Shore; suppose they will build elevators at Quebec, as stated by the Minister of Public Works; these elevators are filled with wheat, which cannot all be transported during the summer season; at the close of navigation the elevators are full of wheat; how will that wheat be carried away from Quebec during the winter months? Suppose there is a rise in the price of wheat during winter months? Suppose there is a rise in the price of wheat at Liverpool during the winter months, how will that wheat be carried from the summer to the winter ports, unless there is a direct line of railway from Quebec to the winter ports? It is intended to make winter ports, at St. Andrew's, St. John, and Halifax. Now, will the freight be carried from Quebec to these winter ports if there is no line of railway between the two? It is impossible; the wheat will have to remain there until the following season; and the result will be, that not another cargo will afterwards go to the port of Quebec. So it is manifest, as anything can be manifest at all, that unless there is a direct line of railway between Quebec and the winter ports, though they may on paper make Quebec the summer terminus, it will be only on paper, but the trade will never go to Quebec. It will go to that harbor whence it can be shipped at all times, either by water or by rail. It has been said, by way of objection to the line by way of Quebec, that if you adopt it, a bridge has to be built at Quebec. So say I. I do not deny it, but I say more. I say that the St. Lawrence has to be bridged by the Canadian Pacific Railway at one point or another. It will be bridged, and they have already taken steps to bridge it at their summer terminus, and nowhere else. It will be bridged at Montreal, because they intend to make Montreal their summer terminus; but if the Government are in earnest, and intend to make Quebec the summer terminus of the Canadian Pacific Railway, and if, in accordance with that, the Government used their good offices with the Canadian Pacific Railway Company,