

lower part of the county of Beauce be connected with the Canadian Pacific Railway by the Quebec Central, which the choice of the route through Sherbrooke will assure and accelerate the completion of, giving to the parishes along the Chaudière River and the large townships of Marlow, Linière, Jersey, Shenley, Gayhurst, etc., easy access either to Quebec, Sherbrooke or American markets. Another reason: When the subsidy of \$211,000 had been voted last year by Parliament to assure the completion of the Quebec Central Railway, which now has to be completed all through the county of Beauce, was it not granted because this road was considered as an important feeder of the Canadian Pacific Railway, to which it was to be connected at some given point within the State of Maine? Although I was not, last year, a member of this House, and although I was not present at the conferences which preceded the grant of this subsidy, I always thought, however, that those \$211,000 were granted largely upon that consideration. The same interest which existed last year, and brought the Government to the granting of this subsidy, prevails again to-day. And were I to vote to-day against the present resolution, would I not undo what my predecessor did last year, and contribute to unbuild the Quebec Central and decrease its importance, which he contributed so much to build and increase its importance, working in this connection with the Canadian Pacific Railway, of which it will be, as I already stated, an important feeder. Many reasons, then, induce me to give my vote in favor of the resolutions brought by the Government: 1st. Reasons of general interest and then reasons of a secondary value, consisting in the immediate and considerable advantages which my constituents would derive from their adoption. I cannot forget that I represent, in this House, a county exclusively composed of farmers, and that the interest of the agricultural class must stand for me, in the first place, before the commercial and manufacturing classes of the cities. In voting down those resolutions altogether, what would be the result for Quebec? The question of the summer terminus of the Canadian Pacific Railway, which is decided in their favor this year, and which will become within a few weeks *un fait accompli*, will be left one year more to the mercy of political eventualities; and who knows what may or may not happen in a year's time? Why let the occasion pass without giving Quebec that great and long-sought-for advantage of becoming the summer terminus of the Canadian Pacific Railway? Sir, in voting for the resolutions, I believe that I will vote in the interests of my constituents, agriculturists and farmers, in providing for them new markets for their products, new accesses to those markets and consequently in increasing their chances to reach wealth and prosperity. For a long time past this question has been before the public, and my intention has always been well formed to give this question the most serious consideration and give upon it a vote completely independent of party links, if the policy of the Government upon this question were not, in my opinion, completely a just and legitimate one. After having studied the question most carefully, I am happy to declare that the opinion I formed upon it is in accordance with the policy of my party and of my leaders, and that in this circumstance, as in many other instances, I may, together with the accomplishment of my duty as a conscientious member, give them the help of my vote. It only remains for me now to beg pardon from the House for the errors I must have been guilty of in using a language which I am not very familiar with, but it was my desire to be understood by all, and I hope that in consideration of my good will you will excuse my temerity.

Mr. WOOD (Westmoreland). This is a question which is of especial interest to the people of the Maritime Provinces and also to the people of the Province of Quebec, but

we regard it in no sense as a provincial question. It is a question which is rather national than provincial in its character, involving, as it does, the commercial interests of this whole country. I regret that the hon. members from Quebec have felt it their duty to oppose these resolutions. I regret that these amendments have been offered, because I had hoped that the resolutions would have received the unanimous support of the hon. members of the House, no matter to which political party they belong. The object of these resolutions is to secure for our own people the future trade of this country and to use it to build up our own seaports. This is a laudable object, and one which should enlist the sympathies of every member of this House; and it is because I believe these resolutions will attain that important object that I feel it my duty to support them. I do not intend to refer to that portion of the speech of the hon. gentleman who moved the amendment, which refers to making the city of Quebec the summer terminus of the Canadian Pacific Railway, I can only say that in my opinion there can be no difference of opinion as to the fact that the claims of the St. Lawrence route, as a summer route for our traffic, are superior to those of every other. The natural advantages of that great river, improved as they have been, from time to time, by large expenditures of money, have already secured for it a very large percentage of the foreign trade of the Provinces of Ontario and Quebec. If hon. gentlemen will refer to the Trade and Navigation Returns they will find that in the year 1884, of the foreign imports of those provinces, 70 per cent. came *vid* the St. Lawrence, and about 30 per cent. *vid* other routes. In the exports, the difference was still more marked. Upwards of 90 per cent. of the foreign exports of those Provinces went by the St. Lawrence, and less than 10 per cent. passed through the United States in bond. I do not, of course, include in these figures the exports and imports to the United States. These figures, however, show that the St. Lawrence route has already a practical monopoly of the foreign trade of the west. It is my desire, and I believe it is the desire of every member of this House, from whatever part of the Dominion he may come, to see its control of this traffic not only established but extended, to see it in the future embrace not only the trade from our own North-West, but to embrace the transcontinental trade that we hope will be developed, and also to draw into the same channel a large portion of the exports of those States which lie between the great lakes and the Rocky Mountains. I trust, too, that when this trade is developed the enterprise of the merchants and business men of the city of Quebec, with the facilities which they will possess when it is made the summer terminus of the Canadian Pacific Railway, will secure for them a large share of that traffic; for, in my opinion, the importance of that city, the importance of the River St. Lawrence as a great highway for trade, can never be ignored. The value of this great river in this respect, as well as its beauty and the grandeur of its scenery, were referred to early in the present session by the hon. member for Ottawa (Mr. Tassé) in his usual eloquent style; and, Sir, I feel that it is a source of pride to every Canadian to know that that magnificent river which, for natural beauty and for the grandeur of its scenery has no rival, and which in the past has contributed so largely to attract foreign travel to our shores and make this country known, occupies at the present time the very first position on this continent as a great natural channel for trade and commerce. Sir, I feel it to be the duty of this Parliament, and I hope it will always be our endeavor to strengthen its claims to that position, so far as it is possible to do so by legislative action. But while I endorse the sentiments expressed by the hon. member for Quebec East, in regard to this matter, I cannot endorse the views he has expressed with regard to the winter outlet for our traffic. When we