

birch, &c., a sure sign of a rich soil. Already a strong current of colonization has set in through this tract of country; over 10,000 souls have established themselves there since five or six years, and twenty five townships and parishes have been partly settled. But this movement cannot continue without the aid of a railway. The last settlers are now at eighty miles from St. Jérôme, the nearest railway station; they cannot be expected to go any further if they have not railway facilities. Besides, it is necessary to increase the width of the inhabited portions of the Province, in order to ensure in the future and maintain for ever the importance of the route of the River St. Lawrence as the main commercial highway of the Dominion.

"At 100 miles back of the Ottawa River lies an immense territory of unsurpassed fertility, a Province in itself, and from that territory the whole of the traffic created will converge towards the St. Lawrence route and through no other on account of its geographical position. For the populous district of Montreal, containing nearly a half a million of souls, it is the only territory left open for the surplus of its population. I am happy to state that the efforts of Rev. F. Labelle and others have succeeded in directing towards these new and prosperous settlements a great many of our countrymen who would otherwise have gone to the United States."

I may state that the Rev. Father Labelle, a gentleman known to many hon. members of this House as a patriot of the finest type, and as a whole-souled enthusiast, who throws himself into any work in which he may be engaged with such ardor as to inspire confidence in the men with whom he comes in contact, thus leading them on successfully into the most profitable careers—this gentleman has devoted the last few years of his life to peopling this large, fertile, productive section of the country. I am almost afraid to state the number of people he has sent into that country, but I think I may venture to say that he has taken at least 10,000 people within the last three or four years into this previously almost unknown country. These people are making happy and prosperous homes for themselves in what was a desert and wilderness. As he fills one part of the district he goes on to farther outposts; but he has reached a point where, he says, a railway is absolutely necessary for the prosecution of the important and valuable work in which he is engaged. I believe that if these 10,000 people had not gone there they would either have been struggling with poverty in their former homes, or seeking prosperity in another country. I believe there is no member of the House who will not regard such a work as that as of the greatest possible importance to Canada, and that the resources of such a country should be developed as only railway communication can develop it. The amount of assistance proposed is only \$3,200 per mile, but it is believed that this small subsidy, with the subsidies given by the Province of Quebec, will be found sufficient to open up that country, and create out of that untrodden wilderness a region which will compare very well with some of our existing Provinces. The proposition is to give to the Gatineau Valley Railway Company for the first fifty mile section of their railway, from Hull station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000; and to the Montreal and Western Railway Company, for the first fifty mile section of their railway, out of St. Jérôme, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000. Then, Sir, it is proposed to give to the Great American and European Short Line Railway Company, for eighty miles of their railway from Canso to Louisburg, or Sydney, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$256,000. I may say that this is for the purpose of extending the existing railway system of Canada from the Strait of Canso through the Island of Cape Breton to Sydney and Louisburg, two ports which are now connected with a short line of railway—the only railway of any length existing on the Island of Cape Breton. The construction of this eighty miles will extend the great inter-oceanic system of railway communication to which we have been devoting so much time and energy for the last few years, from Port Moody, on the shores of the Pacific, to the easternmost port in the Dominion of Canada.

Sir CHARLES TUPPER.

I need not refer to the great volume of shipping which is now pouring into the harbor of Sydney as stated by the senior member for the county of Cape Breton last night, and there is only a comparatively small portion of the year when it is inaccessible to the ocean. The port of Louisburg with which, as I have stated, it is connected by rail, is open at all seasons of the year, and by that port we have the shortest route to Liverpool, as the distance by way of Louisburg is 200 miles shorter than by Halifax, the nearest port to England we now have in Canada. This will make almost an air line of communication—the most direct line of communication—connecting with the Canadian Pacific Railway at Montreal, running by the Grand Trunk system from Montreal to Sherbrooke, there taking the International Railway to the boundaries of the State of Maine, and then striking New Brunswick at the Mattawamkeag, or in that neighborhood, thence on to St. John, thus forming the shortest line of communication which can be obtained between the western portions of Canada and the Atlantic ports. This House has occasionally, and very naturally, been agitated on the question of a winter port for Canada. A good deal of excitement was raised in the country a short time ago, at the danger, as I felt it, and as I believe every good Canadian would feel it, of having the Atlantic terminus of that great Canadian Pacific Railway at Portland or Boston; and, Sir, it was very natural that anxiety should be excited when everybody knew the great advantage the ports of Boston and Portland had over Halifax or any Canadian port, as the terminus of that great trans-continental line of railway, for which we have had to make such great exertions, and have had to provide so largely from the public Treasury. I say that there is no intelligent man in this country, there is no patriotic Canadian, but would deplore the location of the Atlantic terminus of our great inter-oceanic line of railway at Boston or Portland. We have the most friendly feelings towards the great nation to the south of us; but much as we respect that country, we love our own more; and it was apparently a great misfortune that we should be handicapped in our efforts to make Halifax a great Atlantic port, by the shorter distance to the ocean by way of Boston or Portland. But with this line of communication—taking the Grand Trunk to Sherbrooke, taking the International Company's line from Sherbrooke to the boundary of the State of Maine, crossing the State of Maine, and striking New Brunswick at Mattawamkeag, or in that neighborhood, we can reach St. Andrews, a port of the Province of New Brunswick, thus bringing Montreal the great commercial centre of the country, and Liverpool nearer together by a Canadian port; or going on to St. John, we can reach Liverpool by way of that fine port with a shorter line from Montreal than that from Montreal and Portland or Montreal and Boston. When I state that to the House, I think I have given abundant evidence to show the wisdom of the small subsidy proposed for the International Company's line from Sherbrooke to the boundary of the State of Maine—and I may say that it will open up one of the finest districts of country to be opened up in the Province of Quebec, a district that will compare favorably with that of which I have already spoken on the other side of the Ottawa. That company have pushed their line to the boundary of the State of Maine, with the exception of fifteen miles; but a portion of the road is laid with iron rails, which are pretty thoroughly expended, and it is proposed to give that railway a subsidy of \$3,200 a mile to enable them to lay with steel rails the portion of their road already constructed with iron rails, and the portion yet unconstructed, for a distance of forty-nine miles, altogether, thus forming a link of this inter-oceanic communication that will enable us to reach the ocean by the harbors of St. John and St. Andrews, by as direct a line, though not quite so short, as by the port of Boston; and taking into consideration the distance between those