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GIFTS THAT LAST

H. R. HUMPHREY

the misfortunes of that district began the government of Canada to this whole of Canada.

with that date. Sir Wilfrid Laurier fact. Hon. Mr. Carnell and some of I am in favour of immigration, and took office in 1896, and the present his associates on the Railway Commis-during the past twenty-five years I Speaker of this House asked, very sion visited the constituencies two or have voted for the expenditure of mil fairly for his constituency—because at that time Gaspe was the only consti-tuency in Quebec which had no rail way service whatever—that the line session of the Minister of Railways, should be continued from New Carlisle pointing out that these two constit-But really I consider that this part to Gaspe. The remaining one hun-dred miles were completed, making in all two hundred miles of railways. The late Minister of Railways (Mr. Goch-rane) had a law passed through the House by which any two hundred miles through the House by which any two huntred issued which would place these two at the state of affairs that actually miles of railway connecting with the English companies in the position of existed. To such an extent, indeed, Intercolonial or with government- having to give up the operation of did it appeal to him that he offered at owned railways might be merged into the Canadian National system. We their resources are not sufficient to the Canadian National system. We their resources are not sufficient to have urged this for many years with- give the country the service to which Intercolonial. But we are held up by The present two hun- it is entitled.

dred miles of railway line are owned. We have on these two roads some keeping the roads alive merely for by two companies, the shareholders of very antiquated locomotives. We have the purpose of obtaining their price ich reside in England. They give no rolling stock whatever. The roll- Now, there must be a solution for ervice merely to keep the railway ing stock that we have comes from this condition of things, and I call alive, and the result is that that part other roads, and still every pound of upon the Minister of Justice (Sir of Quebec, which is the most intrest- freight and every passenger coming ing from its maritime aspect, from over these 200 miles of territory canits valuable resources, from the attrac- not reach any other railway than the Minister of Railways (Mr. Gretiveness of its territory and from its Intercolonial. After the Hon. Mr. ham), and the government, to pro very energetic population, has re-Speaker had succeeded in having the this solution as soon as possible. We

mained to this date the most poorly second hundred miles of this road comserved part of Canada in the matter pleted, I had the honour of introduc of railways. It seems strange to ing in this House in 1904 a bill to these people, inhabiting the oldest part authorize the construction of th of Canada, while we are voting mil- terprovincial railway bridge over the lions for new parts of Canada which Restigouche river between Cross Point are barely settled at the present time, and Campbellton, the reason at that or which are yet to be settled by new- time being to link up these two railcomers to this country whom we wel- ways with the Intercolonial Railway come-that the oldest settlers, the at Campbellton. We have now compeople of the oldest part of Canada, munication with Matapedia by which should remain still without any " ade- , we can easily reach Montreal, Quebec, Ontario and the West. But our comquate railway service. Lately we have called the attention munication with the American market of Sir Henry Thornton to this state of and with the Maritime provinces is affairs. Sir Henry Thornton volun- defective. By the construction of this teered to have an inspection made of bridge over the Restigouche rivers beteered to have an inspection made of ortuge over all and New Brunswick, we these lines and to have them operated tween Quebec and New Brunswick, we as if they were the property of the mo Dominion, as branch lines of the Inter- railways, to the Intercolonial going colonial railway, because they are ce east and west, to the International facto branch lines of that road. The runnig from Campbellton to St. Leon-two counties of Gaspe and bonaven- ards and the border of the State of ture are inhabited by 60,000 people, Maine, where it would connect with and we could easily have three times the American system of railways and and we could easily have three times the American system of railways and that population if we had a proper would place the entire Gaspe Penin-railways service. These two constit-uencies cover 10,000 aquars miles of great fish market of the Upited States, the most fertile territory in the prov-ince of Quebec, with a double advan-tage of being situated by the sea, hav-the province. We have pulpwood

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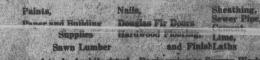
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