

Mr. LEMIEUX. (Translation.) That is the reason why the road was not extended further down. I appeal to my hon. friends from Montmorency and Beauharnois to say whether I am not within the mark in stating that the counties of Gaspé and Bonaventure are the most picturesque and the most renowned for their natural wealth and capabilities throughout the whole Dominion. Tourists who have visited that part of the country have been loud in their praises, calling the Baie des Chaleurs the Mediterranean of America, and saying that the Gaspé region recalled to their minds the picturesque scenery of Switzerland and the Alps. Notwithstanding that small deficit of \$18,000, I hope that before long this railway will be operated successfully, once the line has been extended to Gaspé Basin, its natural terminus.

Mr. BERGERON. Mr. Chairman, I am not surprised to hear the speech just delivered by the hon. member for Gaspé (Mr. Lemieux), it has evidently been prepared for a St. Jean Baptiste celebration. My hon. friend might make that speech on the hustings, but he cannot do it here. He forgets that if there has been built that piece of railway, some eighty-five miles, in that most beautiful country which I acknowledge to be among the finest in the Dominion—

Mr. LEMIEUX. The finest.

Mr. BERGERON. I will say the same thing, it was not very nice in the month of March when I was there, but no doubt it is in the summer time. But if a railway has been built there it is due in great part to the Conservative party and to the Conservative Government who have given immense subsidies to that railway. Now, if some of those subsidies have not found their way to that railway, it certainly is not the fault of the Conservative party or Government who granted the subsidies. The hon. member for Bellechasse (Mr. Talbot) mentioned the name of Armstrong. I think Mr. Armstrong can defend himself, and he would do it if he were here. But there is one other name, although I will not mention it. About \$100,000 found its way in to somebody's pocket, and it was not spent by the Conservative Government or party. The hon. gentleman knows what I mean. When he goes on to speak in that way, he must give everybody his due. But as a matter of fact, there would never have been an inch of railway built in that part of the province of Quebec were it not for the subsidies which have been granted to that part of the province by the Conservative Governments.

Mr. TALBOT. (Translation.) Mr. Chairman, in connection with this Baie des Chaleurs Railway matter, I may say that having upon several occasions, visited this section of the country, I may be allowed to offer a few remarks to the House about the item

now under consideration. I think the remarks just fallen from the hon. member for Gaspé (Mr. Lemieux) as to the natural resources of that section of the country, are quite within the mark. Let me, however, offer a few words of explanation in connection with the deficit in the operating expenses of the road. The House should bear in mind that the road was run in the winter season; in fact it was in January that the Government took over this work of operating that portion of the road. Now, it is a well-known fact by all who are conversant with the way in which business is carried on in the province of Quebec, and chiefly in that remote section of the province, that all the merchants in the Gaspé peninsula and the county of Bonaventure had already made their purchases for the winter season and shipped their goods before the road was put in operation, as late as the month of January, too late, in fact, for the road being enabled to pay its running expenses. The fact is the road should have been operated during the summer season. All those who took part in the election made necessary through the death of Mr. Fauvel, are well aware of the fact that all through the electoral campaign which lasted three weeks, petition upon petition was sent to the Government, asking them to continue operating the road. Those are some of the grounds on which may be explained the deficit in the operating expenses of the road last winter under circumstances which could not well be remedied as the merchants of those localities had already had their goods shipped unaware of the fact that the road was going to run. In my opinion, under such conditions, the deficit is easily accounted for. All those who have visited that section of the country cannot help agreeing that the county of Bonaventure from the standpoint of the fertility of its soil, is one of the finest in the Dominion. Undoubtedly, had the appropriations voted under the shape of subsidies by the Dominion and the Quebec Governments to this railway been expended as they should have been, we would now have in that section of the country a road brought to its completion and in full operation. All those, among the Conservatives as well as among the Liberals, who have visited that section of the country are unanimous in saying that this is undoubtedly one of the finest sections of the province of Quebec, and even the whole Dominion. Should the Dominion Government think it their duty to take steps to have this road operated by some company, so as to secure the prosecution of those works, they will only be dealing fairly by the Gaspé peninsula. It is not only a mining country, and one noted for its fisheries, but it is also an agricultural region, and one equal to, if not superior to any other section of the province of Quebec. With an excellent climate, and a soil of unparalleled fertility, there is certainly, from the standpoint of farming operations, a brilliant