

Chaleurs to be manufactured, for want of proper railway facilities to carry it to market. As I said a moment ago, we have splendid timber limits, and there is a large concern, The North American Pulp Company connected with the Chandler mill, which has erected an enormous establishment for chemical pulp. They are exporting to the United States and to Europe and have transformed a little fishing community, the hamlet of Pabos, into a growing town. The district has been completely transformed, but we have not the proper railway facilities. Pulp mills have been erected, a large number of sawmills have been in operation, and mines are being opened up; and what grieves me, Mr. Chairman, is the fact that those natural resources which are after all the property of our Canadian people, are being operated at the present time partly by Americans. Why not conserve this wealth to our own people? In the interior of that peninsula we have already some American firms who are taking out the timber. There are Americans already scouring the country in order to stake mines. Let me say to the committee that Mr. Peter Lyall, the gentleman who has built these Parliament Buildings, is to-day—if the report of an American mining engineer, who is a well known authority in the state of New York, is true—the owner of zinc deposits in the peninsula of Gaspé, which are the richest on the two continents of North and South America. But, as I say, we have not the railway facilities to operate those mines, and to-day a truck road is being built over a distance of eighty miles in order to operate the mines.

I presented all these facts to the Railway Committee when, the other day, we were asking to have the railway system extended into the interior of the peninsula. The committee, by a majority of one or two, refused to grant the charter to a new company. The railway built ten years ago between Paspébiac and Gaspé by British capital has not been properly operated because of the unsatisfactory state of the Quebec and Oriental railway, which is the other line from Paspébiac to Metapédia, connecting it with the National railway. These two roads have a mileage of approximately 202 miles and serve a population of nearly 80,000 people, a population that would have been doubled had it had the efficient railway service that exists in other parts of Canada. Parliament some years ago authorized the Railway Department to take over railways as branch lines of the

Intercolonial railway not exceeding two hundred miles, and already this Government has been able to secure some of the branch lines in the province of Nova Scotia, if I mistake not, and in the province of New Brunswick. I simply voice the sentiments of the electors and the citizens of the peninsula of Gaspé and of Bonaventure in asking my hon. friend the Minister of Railways seriously to consider the advisability of taking over the lines known as the Quebec and Oriental and the Atlantic, Quebec and Western railway. My hon. friend may say that those who own these two railways are asking the Government too much. I am not in a position to state the intrinsic value of both railways. I do not know, except very vaguely, what the liabilities of both systems amount to. But this is a matter that might be investigated by the Government, and I think it would be quite easy for them on very favourable terms to acquire both roads and convert them into a connected branch line between Metapédia and Gaspé, the terminus of the line. Petitions have been signed by the people of the district and sent to His Excellency the Governor in Council, and my hon. friend the member for Bonaventure (Mr. Marcil) and I have received the usual answer that the Government would take the matter into very serious consideration. But, Sir, we are asking something more practical than "serious consideration." It is about time that the oldest section of Canada received fair play and justice at the hands of the Government. If it is found that the two railways are unable to carry the load of liabilities which it is said they carry, then the Government is authorized by the Act which was passed, I think, in 1911, to take these two roads over and to operate them in spite of the owners. I have not the Act under my hand, but my hon. friend is aware of its provisions. I therefore beg him on behalf of my electors and of the electors of the county of Bonaventure, during the holidays first of all to pay a visit to the coast and see for himself the railway situation there, and then to bring relief to the people. I find that the existence of two railways is, furthermore, a serious impediment to the exportation of products from the peninsula of Gaspé into Central Canada. Fish and timber and other products of the peninsula have to pay double rates. Now, I found the other day, reading the Montreal Gazette, a letter from a firm in Montreal. This letter is signed Robert Allan and Co., and is as follows: