

given, while a great volume of important traffic in connection with this enormous development of the fisheries of that section of the country will be brought over a considerable portion of the Intercolonial Railway, and be rendered infinitely more valuable than at present, by reason of the rapid despatch with which fresh fish especially will be sent from those districts into the western parts of Canada and the United States. I do not think it necessary to say more to the House, in order to show them that if this important work can be performed for a subsidy of \$320,000, which, of course, will reach over a number of years during construction, we shall have promoted the general interests of the country to a much larger extent than the amount of subsidy which we are called upon to provide for this purpose; and as a valuable feeder to the Intercolonial, we may expect that so far from this subsidy costing us anything, taken in connection with other important advantages in the development of the country to which I have referred, it will be of very great service from every point of view from which it can be looked at. Then it is proposed to provide a subsidy for the Caraquet Railway Company for thirty-six miles of railway from a point near Bathurst to Caraquet in New Brunswick, not exceeding \$3,200 a mile, and in the whole \$115,200. I may say to the House that this is also another branch of the Intercolonial Railway. During the time that the Intercolonial was being located and constructed the House will remember that Mr. Fleming brought forward a project of reaching the sea by constructing this branch of forty miles from the Intercolonial down to Shippigan, and that this project was viewed with very great favor by a large portion of the press, and by a great many people in this country. The Government made a survey of the line, and found that it could be constructed at a comparatively moderate expense, and that there were no serious difficulties in construction; but it has not been proceeded with as a Government work; a company however, is organised for a purpose of constructing a line from the Intercolonial to the harbor of Shippigan, where navigation is reached; and they have also obtained from the Government of New Brunswick a subsidy of \$3,000 a mile for forty-five miles from the Intercolonial to Shippigan. They have applied to this Government for additional aid, and after having given to the subject the most careful consideration, we feel that we would be warranted in asking Parliament to provide \$3,200 a mile for thirty-six miles, which is the shortest distance that will take them from the Intercolonial to tide water where they will be able to reach navigation. This line also runs through a very interesting section of country that is susceptible of great development, and we believe that it will afford, in the same way as the Baie des Chaleurs line, to which I have already turned the attention of the House, means for enabling the fishermen of that portion of New Brunswick to have infinitely greater advantages than they have at present, and increase the value of their catch, because, as is in other instances, they will be able rapidly to send fresh fish at a small cost by rail to the western portion of Canada, and to the various markets of the United States. This line will also so develop that section of the country, and so increase the receipts on the Intercolonial by giving us additional volume of traffic, that we believe it will make an ample return to the Government for the subsidy which the House is invited to give. I have no doubt that if any further information is required with reference to either of these lines, my hon. friends, who represent the line provided for in Quebec, and my hon. friend the hon. member for Gloucester, with relation to the Caraquet Railway, will be able to satisfy the House that this is a wise and judicious appropriation of public money looked at in the light of the commercial results which are to occur in the increased development of the country, and in the increased volume of traffic over the Inter-

colonial, which has cost this country so large a sum of money, and which it is desirable should be rendered as useful as possible to this country by promoting the construction of these subsidiary lines and branches that will throw traffic into it. The next item is the Gatineau Valley Railway Company. For the first fifty mile section, from Hull station, in the Province of Quebec, the subsidy not to exceed \$3,200 a mile, and in the whole \$160,000. Now, I may say that it has been conclusively proved to the Government, what is known to many hon. members of the House—that lying here to the north on the other side of the Ottawa River, is a great country capable of being formed at no distant date into a great Province. There is here, in fact, another Province of Quebec, which yesterday was comparatively unknown, and comparatively unpeopled, but a country that the closest and most careful investigation proves to be of enormous extent, and of great fertility. Now, I need not say to the House, that every member of the House, every hon. gentleman who has given this subject any consideration at all, that it is not only of the most vital importance to Canada that we should attract immigrants from the Old World, but it is of still greater importance to Canada that we should retain our own population within our own country. It is known that, for whatever reason I am unable to say, the great North-West has never presented the attractions to our Lower Canadian friends that it has to the great Province of Ontario and the other Provinces. From some cause, some indisposition to go far from home, or for whatever reason which I am unable to state, we do know it to be a fact, that the greatest reluctance has been shown by the inhabitants of the old Province of Quebec to leave their own Province; and that when they do leave it, they go as short a distance from it as possible, which takes them across the boundary to the south of us, where they become citizens of the United States. If, by developing this great section of country lying on the other side of the Ottawa, this great and fertile country with unlimited resources in the way of forests, to be thus opened up, with magnificent lumber resources, with a soil that is capable of giving a most abundant return to those who cultivate it, with enormous mineral resources, the development of which is calculated to produce great national wealth in that locality—I say, if that be the case, I am satisfied that the House will say: “We are justified in treating these two lines of railway; first, the Gatineau Valley Railway, running 127 miles away to the north from Hull station, with a branch to the Gatineau, and another from St. Jérôme intersecting it away in the interior of the country, on the line which is ultimately intended to be extended to the Mattawan. I say, that from the information we have received as to the character of the country to be opened up, I believe the House will consider these two subsidies of \$160,000 each, or \$3,200 a mile for fifty miles on each of these lines, a wise and judicious appropriation of public money; and the last few years has given the most abundant evidence that there is no section of this country which we could assist in opening and developing, which is more likely to accomplish the great result of keeping within the boundaries of the Province of Quebec, that portion of its population which otherwise, if disinclined to go to our own North-West, might find attractions in the country south of us. I may be permitted to read a few words from a communication addressed to the Government by the Montreal and Western Railway these remarks being as applicable to the country traversed by the Gatineau Railway as that through which the other line is intended to be constructed, the intention being that the two roads shall intersect each other at a distance of about 100 miles to the north. It is stated in relation to that country:

“The tract of country which our railway proposes to traverse can be confidently stated as equal in fertility to the best parts of the Province of Quebec. It is covered as a rule with hardwood, maple, elm, oak,