

ged: there is, beyond Lake St. John, immense territories, now belonging to the Federal Government; there are immense tracts of unoccupied lands containing minerals in considerable quantities, and products of all kinds. It is known that England has ceded to us the immense territories of Labrador, which stretch out to the eastern extremity of the continent. To-day, therefore, we possess a vast territory to the east of Confederation. As in 1872 we possessed territory to the west, in the North-West, so now we possess a territory to the east, in the north-east. The reasons that induced the country to build a railway in the North-West was that we had there a territory to open to colonization, to trade, to industry. Well, if that reason was good, in order to induce the country to vote millions upon millions for the construction of a railway to reach the North-West and British Columbia, to-day the same reason offers itself with regard to the scheme now before the House; the name of the Company is soon to be changed, it is no longer a local road, it will be called the "Quebec, Labrador and Hudson's Bay Railway." As can be seen, the reason alleged by the hon. Minister of Public Works no longer exists—and naturally the hon. Minister expressed his opinion as a Minister should always do—for he cannot disclose the secrets of his Government. But we have seen that the obstacle was, that this question was a local one, and that it should be referred to the Local Government. Now this obstacle has entirely disappeared, the construction of the railway to Lake St. John, or rather from Quebec to the territories that Canada possesses to the east and north of Lake St. John, becomes a necessity in order to reach this territory, and I draw the particular attention of the hon. Minister of Public Works and the Government to this point. It is no longer a local question, it is a Federal question, and this part of the country has a right to receive its share of the subsidies, in order to secure the development of its resources, as the North-West and British Columbia have the right to have millions voted in order to open up these lands to colonization. The only objection that can be raised is that Labrador is uninhabited, or nearly so; yet, by referring to the census, it will be found that there is already a nucleus of population there that will increase as soon as it is helped and protected. That is the new argument that I had to bring as my contribution to the important undertaking that would develop a great part of the country, and would put the Dominion in a position to have on all sides, from east to west, important communications with the territory that has just been ceded to Canada. I do not see why we should abandon that territory that has just been given to us; I do not see why we should not find, one of these days, an appropriation of several hundred thousand dollars, five or six hundred thousand dollars, in favor of the construction of the Quebec, Labrador and Hudson's Bay Railway. That is the argument that I bring in favor of the cause I am supporting in this House, and I trust that the Government will pay it their most serious attention.

Mr. VALIN. Mr. Speaker, I think that the Government should take under their most serious consideration the construction of a railway to Lake St. John. I am a little interested in this question. I am one of those who subscribed something in the first place to start this road. All the inhabitants of the city of Quebec, particularly, are interested in this great undertaking, without distinction of nationality. We can say, Sir, that the principal shareholders, at the present time, are persons who are not of our nationality; they are not all French-Canadians. We find among them Scotch, English and others, who understand the great necessity of having this railway in the interests of colonization. It is so much so that, to-day, the city of Quebec is languishing; Quebec wants an outlet, its commerce is gone, and the inhabitants of Lake St. John feel

badly the want of direct communication with Quebec. They have plentiful harvests, great quantities of wheat and other produce, but it is impossible to sell them. There are, if you will, merchants in the different parishes of Lake St. John, but these merchants, Sir, are regular speculators; that is what keeps the settlers from progressing. The settler is obliged to sell their wheat at a sacrifice, and to pay exorbitant prices for all that he buys. I shall mention a fact that was related to me lately. A farmer of one of the parishes of Lake St. John told me this: "I am obliged," he said, "at the present time, to sell my wheat at a sacrifice for about fifty cents, and I am obliged to purchase syrup; for instance, if it is good, I will pay \$1.20 per gallon, if it is not so good I will get it at \$1.00." Well, the merchants profit by the wants of the settler, give him almost nothing for his produce, and that keeps the settler poor. This shows the absolute necessity of helping the settler, and that was what the merchants of Quebec were convinced of when they started the road. Mr. Speaker, two years ago I was called upon to form part of a deputation, or rather excursion, in which took part the hon. Minister of Railways the hon. Prime Minister and a great many others, and then it was understood that this road was a necessity, and that later it would have to be helped. Well, since we have been so generous towards the great Pacific Railway, I do not see why the Government should not make a slight effort to aid the Lake St. John Railway, because we can say that it is the Manitoba of Canada. There is, however, a difference and that is that under the present as well as the previous Government, our settlers cost us nothing, we do not have to pay to bring them from Europe, our settlers go of themselves; they have energy, they open up their lands without asking anything from anybody, either from the Government or anybody else. The whole has been accomplished, as the hon. member for Chicoutimi remarked, at the expense of the home of each one of the settlers; that is to say, that parents give as much as they can to begin with, to these settlers, and that public charity has taken some part in the work. The zeal of the Roman Catholic clergy has also largely contributed towards this colonization. Well, Sir, I think that we now have the means of helping the Lake St. John Railway, and that we should help it without further delay, because I see no necessity for delay; by delaying the work we would deprive also the Government from considerable revenue that would accrue from it. Sir, the Lake St. John people are almost without communication in winter. In summer there is navigation, but as soon as navigation closes these people are shut up, and they fall into the hands of speculators who prevent the development of colonization.

Motion agreed to.

CARRYING OF THE MAILS FROM QUEBEC TO LAKE ST. JOHN.

Mr. CIMON, in moving for copies of all correspondence since 1875, and of all documents concerning the carrying of the mails by the land route between Quebec and Lake St. John, said: My aim in making this motion is to have a peremptory answer to offer to those who accuse me, in my county, of being opposed to the carrying of mails by land from Quebec to Lake St. John. I am happy to see the Minister of Public Works in his place, as he always is, for that matter; he will be able to say how often I have fatigued him; how often I have harassed him with this question; and how often I have begged of the Government to grant me that the mails should be carried from Quebec to Lake St. John by the new road. With all the correspondence which will be laid before the House, I shall have an answer to those who have accused me of being hostile to this route.