

Mr. DESJARDINS. Do I understand that the Harbor Commissioners will be charged 4 per cent. on the amount of money advanced ?

Sir HECTOR LANGEVIN. The interest will be 4 per cent. on \$900,000.

SUBSIDIES TO RAILWAY COMPANIES.

Sir CHARLES TUPPER moved that the House resolve itself into Committee of the Whole, to-morrow, to consider the following resolution :—

That it is expedient to authorize the Governor in Council to grant the subsidies hereinafter mentioned to the Railway Companies and for the railways also hereinafter mentioned, that is to say :

To the Baie des Chaleurs Railway Company for 100 miles of their railway from Metapediac on the Intercolonial Railway to Paspebiac, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$320,000
To the Caraquet Railway Company for 36 miles of their railway, from a point near Bathurst to Caraquet, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
To the Gatineau Valley Railway Company for the first 50 mile section of their railway from Hull Station, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	160,000
To the Great American and European Short Line Railway Company for 80 miles of their railway from Canso to Louisburg or Sydney, in the Province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
To the International Railway Company for 49 miles of their railway from Sherbrooke, in the Province of Quebec, to the International boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	156,800
In connection with the extension of this road through Maine to connect with New Brunswick, at or near Vanceborough or south of that point, the Miramichi Valley Railway Company for 32 miles of their railway, from the Intercolonial Railway at the Miramichi crossing above Wilson's Point, to Moran's, near Demphy Village, in the Province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole...	102,400
To the Montreal and Western Railway Company, for the first 50 mile section of their railway, out of St. Jérôme, in the Province of Québec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000
To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the Province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
In addition to the subsidy granted by the Act 45th Victoria, chapter 14.	
For a railway from the Intercolonial Railway at Petitediac to Havelock Corner, in the Province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole.....	660,000
In addition to the subsidy granted by the Act 45th Vic., chap. 14.	
Total.....	\$2,138,400

The subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively, and all the eleven lines above-mentioned shall be constructed within a reasonable time, not to exceed four years, to be fixed by Order in Council; according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government shall be empowered to make; and all the said subsidies, respectively, to be payable out of the Consolidated Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so

Sir HECTOR LANGEVIN.

completed in comparison with the whole work undertaken, to be established by the report of the said Minister.

He said: The district that is proposed to be opened up by this Baie des Chaleurs Railway is one that is well known to those who have paid any attention to the subject, to be very remote from the line of the Intercolonial Railway, and the communication with it to be exceedingly difficult; and we believe the opening up of that section of country will not only facilitate the trade and business of a very large area, but by giving facilities of communication with the Intercolonial will also bring a large volume of traffic to that road, which otherwise would not reach it. This line is proposed to start from a point on the Intercolonial Railway, at or near Metapediac station, and run thence in an easterly direction along the north shore of the Restigouche River and Baie des Chaleurs to Paspebiac, a distance of 100 miles. It is contemplated to extend the line, not only to Paspebiac, but a distance of some eighty miles further, to Gaspé Bassin. The resources of this district are very considerable. It is a very finely timbered country, and the product of the fisheries is very large. The hon. member for Gaspé (Mr. Fortin), who has given much attention to the resources of that section of the country, has prepared from the Trade Returns of the Province of Quebec, for 1881, a series of tables which show a very large product from the fisheries in that district. The hon. gentleman has shown that on the south shore of the Province of Quebec there are no less than 30,382 barrels of bait put up annually, 22,498 of salt salmon and herring, 88,151 cwt. of cod, haddock and ling, 530,297 lbs. of fresh salmon, 38,834 gallons of cod and whale oil, and, in the immediate district of Paspebiac, there were 40 vessels, 1,279 fishing boats, and 3,579 fishermen employed. A large portion of the catch is dispatched by sailing craft to the United States and other foreign ports, whereas when the railway is constructed it is believed that the major part of the catch will find its way to Quebec, Montreal and the western parts of Canada and the North-West by rail; and not only so, but supplies from the western portions of the country will come down as return freight. The section of country of which I am speaking has not only valuable forests but an agricultural district, which is very inviting to settlers, and it is believed that the construction of this railway will greatly conduce to the development of its resources. The construction of the road is estimated to cost \$2,590,000, and with an equipment of the value of \$100,000, the total cost will be \$2,690,000. The Province of Quebec, has, I believe, given a subsidy to this line of railway of 10,000 acres of land per mile along the route so far as available in that section of the country. This district is very imperfectly served at present by steam communication, which is provided, of course, only during the season when navigation is open, and when navigation is not open the district is not served at all. When navigation is open communication is maintained by a steamer, which we are obliged to subsidize to the extent of \$12,500 a year. It will be at once seen, therefore, that not only will the service be performed much better, and throughout the entire year, provided the company are able to raise the large additional amount of capital required, but the subsidy of \$320,000 will render unnecessary the old subsidy of \$12,500 a year, which, at 4 per cent., represents a capital of over \$300,000. It will not be necessary to grant the subsidy of \$12,500 a year, which we are now obliged to give, when the road is extended to Gaspé; and so soon as the railway reaches Paspebiac, even supposing steam communication to be maintained between that port and Gaspé, it will be only for a distance of eighty miles and will be performed at a small cost. And I trust that the company will be able to go on, and at no distant day extend the road to Gaspé; and, as I have said before, the country will be developed, it will be opened up for settlement, and these additional facilities will be