

	Miles.
Montreal to Quebec.....	172
Quebec to Rivière du Loup	116
Rivière du Loup to Edmundston.....	80
Edmundston to Grand Falls.....	40
Grand Falls to Moncton.....	200
Total	608

A difference in favor of Mr. O'Sullivan's route of 25 miles. Mr. O'Sullivan calls the distance from Grand Falls to Moncton 168 miles; but that is straight across the country, although, if a line could be constructed there at all, I am sure it could not be done under 200 miles. I know that country very well; I have travelled over it year after year; it is a very mountainous country; and the River Tobique runs through it for over 60 miles. It is impossible to construct a railway across that river; it would cost millions upon millions of dollars to build 100 miles of railway through that country. To prove that, I will show by Major Robinson when he surveyed that country, in the effort to get an all-Canadian route from Halifax to Quebec. It was to be a military road, and therefore he was forbidden to go near the boundary line. If he had struck the River St. John at Woodstock or some other point near the boundary line he could have got on without any trouble; but going through the centre of the country, it was impossible to find a practicable route, so that he had to abandon the attempt. Now, I will give you the distances of the southern route:

	Miles.
Montreal to Chambly.....	20
Chambly to Lennoxville	80
Lennoxville to Moose River	89
Moose River to Mattawamkeag.....	135
Mattawamkeag to Harvey.....	81
Harvey to St. John.....	64
Total.....	469

The distance from Harvey to St. John is put at 60 miles in the reports; I put it at 64, and I am sure I am right. Taking Mr. Schreiber's report after I made up this statement, I find it shows a difference in the mileage in the case of each of the routes. According to Mr. O'Sullivan's figures, the northern route to St. John from Montreal, by way of Quebec, Rivière du Loup, Edmundston, Grand Falls and Fredericton, is 599 miles, a difference in favor of the southern route of 130 miles; but, as I said before, under the resolutions it would be impossible for us to adopt this line, if we were ever so willing to do so. I will take the northern route again, and the distances are as follows:—

	Miles.
From Montreal to Quebec.....	172
Quebec to Rivière du Loup.....	116
Rivière du Loup to Edmundston.....	80
Edmundston to Grand Falls.....	40
From Grand Falls to Moncton.....	200
Total.....	608

The southern route is as follows:—

	Miles.
Montreal to Chambly.....	20
Chambly to Lennoxville.....	80
Lennoxville to Moose River.....	89
Moose River to Mattawamkeag.....	135
Mattawamkeag to Salisbury by Fredericton.....	194
Salisbury to Moncton.....	13
Total.....	531

Showing a difference in favor of the southern route of 77 miles. So that he is wrong in all his figures, and they are mystifying in every way. Taking Mr. O'Sullivan's own figures, from Grand Falls to Moncton is 167 miles across a straight line over the mountain, which still leaves a difference of 52 miles in favor of the southern route, although he had made it himself 25 miles different in his own favor. All this proves that Mr. O'Sullivan's report
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is entirely wrong, as regards distances, and is impracticable. No doubt Mr. O'Sullivan is a clever man, for it takes a clever man to misinterpret statements and mystify figures, as I fear he has done in his report. I said I would show where he had made an error, in reference to the country over which he proposes to take this line. I will show the House his line is utterly impracticable, according to explorations that have taken place years ago. Major Robinson, in his report of 1848, says:

"The fourth obstacle is the broad and extensive range of the highlands which occupy nearly the whole space in the centre of New Brunswick, from the Miramichi River north to the Restigouche. Some of these mountains rise to an altitude exceeding 2,000 feet.

"The Tobique River runs through them, forming a deep valley or trough, which must be crossed by a direct line and increase greatly the difficulty of passing by them.

"This river runs directly, and all the roads going east or north-east have to cross this valley.

"The lowest point of the ridge, overlooking the Tobique River, at which any line of railway must pass, is 1,216 feet above the sea. Then follows a descent to the river of 796 feet in 18 miles, and the summit level on the opposite ridge or crest between the Tobique and Restigouche waters is 920 feet above the sea, or a rise of 500 feet above the point of crossing at the Tobique water. These great summit levels which must be surmounted form a serious objection to this route."

He goes on to say:

"The fifth and last obstacle to be overcome, and which cannot be avoided by any of the routes, is the mountain range running along the whole course of the River St. Lawrence, in a very irregular line, but at an average distance on it of about 20 miles. It occupies, with its spurs and branches a large portion of the space between the St. Lawrence and the Restigouche River. The rocks and strata composing the range are of the same character and kind as the Tobique range. The tops of the mountains are as elevated in the one range as in the other."

And the peculiar formation of the strata and general course of the valleys and streams renders it most improbable that any further explorations to improve this direct line through New Brunswick would be attended with much success. Unwilling to abandon the direct route through the centre of New Brunswick, by which, if a line could be successfully carried out, the distance would be so materially shortened as is apparent by the mileage given in route No. 4, it was determined to use every effort to decide either the practicability or impracticability of such a line. To this end large parties were employed the whole season. Winding up he thus condemns the line. That part of the direct route (Nos. 3 and 4) viz., the line from the bend of Petitcodiac by Boistown to the Restigouche and the St. Lawrence, crossing the range of New Brunswick mountains, having to surmount two summit levels of 1,216 and 920 feet, causing heavy grades and increasing materially the cost of transport; passing through a totally unsettled and wilderness country; involving greater difficulties in the transport of the materials necessary for its construction, and supplying food to the laborers engaged in its formation; excluding the towns and settlements on the Gulf shore, and so preventing the development of the vast resources of the country to be derived from the fisheries; and also inflicting a serious loss to the interests of the main line, and to the intended branch from the City of St. John, in New Brunswick, is, notwithstanding its one great advantage of diminishing distance, recommended most strongly to be rejected. Of course, so far as we are concerned in Fredericton, it is not material which route the line takes. If it goes by Mattawamkeag, under the resolution, it passes through Fredericton; if it goes to the north, it passes through Fredericton; but I wish to see the line carried out in accordance with the resolution now before the House. Owing, of course, to our geographical position, the road will strike us on any point. Mr. O'Sullivan has said in his winding up, quoting Sir Walter Scott:—

"Breathes there a man, with soul so dead
Who never to himself has said:
This is my own, my native land."