

expressed his wish there might be a survey of it, and he stated that in August last Mr. Light sent a telegram to that effect. I asked for a copy of that telegram and obtained it. It has no reference to the combination route. The hon. member for Megantic (Mr. Langelier), says a suspicion must attach to Mr. Schreiber because he did not make that survey. What does Mr. Light say? Here is a copy of his telegram, dated 18th August, 1884:

"Came in from survey Saturday night; have finished twenty-five miles of good line. But I think we are not rising fast enough on first fifteen miles to get easily over the summit. Consider desirable to put on a supplementary line, beginning at summit and running out near St. Henry, some forty miles long, so as to gain elevation quicker; also, line up the Etchemin, joining the present line, about sixty miles from St. Charles; but have not sufficient staff to do so; should like authority to employ two small additional parties of my own selection for about one month; the expense will be trifling compared with the issue."

Mr. LANDRY (Montmagny). Why was he refused?

Mr. COLBY. That raises another question entirely. I believe \$57,000 is the expense incurred in these surveys already, and that the appropriation had been anticipated. I felt it to be my duty to criticise, and with deserved severity, from my standpoint, the report of Mr. Light. He has given it to be understood that he wanted a survey of the combination line to Lake Chesuncook, that is not true. His mind was running to Hartland, and his idea was to find a better route from the St. Lawrence up to Hartland than the one he was taking. His first idea so far as any evidence has been given, with regard to the combination route, was taken from Mr. Vernon Smith's report in which he says that, looking towards Quebec, there seems to be a good country in that direction. Then, putting what Mr. Light knew of Wicksteed's survey and Vernon Smith's survey, it was natural to infer that there was a good route through there, and I have never expressed the opinion that there might not be a good route. But Mr. Wicksteed's was simply a barometrical survey, no other having been put on the line, and Mr. Wicksteed says the barometer was unreliable. I say no engineer has a right to say: "Here is a line so many miles long, with certain curvatures and certain gradients," when there has been no instrumental survey at all, and where, from the point at which his survey diverges, to Lake Chesuncook, about 50 miles has never been stepped upon by an engineer.

Mr. LANDRY (Montmagny). There are 113 miles on the Mattawamkeag that have not been surveyed.

Mr. COLBY. I am coming to that. I am not complaining that it has not been surveyed, but I say that an engineer has no right to pledge his professional reputation that the grades will not exceed 40 feet to the mile, that the curves will not exceed a certain degree of curvature, and so on, upon such insufficient data as Mr. Wicksteed's survey of a portion of the road, which was barometrical and not instrumental. It was a fair criticism, a legitimate criticism, and my hon. friend, who has just come into this House and spoken for the first time to-night, to the great delight of both sides of the House—a gentleman of high professional standing, and no one has a greater opinion of his ability than I have—who chivalrously defended an absent friend, should, I suggest to him, have considered whether, in doing that, he might not have been doing injustice to others. I did not go out of the record to attack Mr. Light's reputation. I know nothing of his character or reputation, but I took his reports and criticised them fairly, and pointed out inaccuracies of the most glaring character, inaccuracies in his map and in many other respects, and I judged him by the record, and not by anything outside of it. High and eminent as he is, the more careful he should be. He must expect that members of this House will criticise his statements, as I did, in the spirit of fairness, and in no other spirit whatever. The hon. gentleman, not intending it, I presume—I am sure he would not have done it if he had

listened to the debate—should not have charged me with going beyond the record to attack an absent gentleman. I attacked a gentleman who was present in the report which was before us, and I am not liable to the castigation, or blame, or censure that my hon. friend from South Grenville (Mr. Shanly) unintentionally, I believe, attempted to inflict upon me. Now, with regard to this route, admitting that this combination route is a good route, then I say it is a longer route—and there is no sophistry that can cover that up. It is a longer route to St. Andrews by 40 miles, to St. John by 30 miles, and to Halifax by 30 miles, aggregating to all these ports more than 100 miles, and I can clearly show by the figures which are admitted, with the exception of one correction which I have to make, with regard to the Lachine distances, but the House has been wearied in regard to that. I have this objection to the combination road, or to any other road in that section, and I call the serious attention of the House to this: There is a certain point to which we ought to go, in order to meet the wish of the Maritime Provinces, because they have just claims; having contributed with all other parts of the Dominion to the cost of the Canadian Pacific Railway, they should be permitted to participate in its immediate advantages. But I say there is a point beyond which we ought not fairly be asked to go. Now, Mr. Light, the special advocate of that route, tells us in his report that in order to carry his line out it is necessary to build a bridge at Quebec, which he estimates will cost \$5,000,000. It is a magnificent bridge, there is no doubt about it; I am told by those who have seen it that it is a most magnificent structure, as it has been photographed and published in some of the illustrated papers. He says it is necessary that the Government, in order to construct that bridge, should give a guarantee of 4 per cent. for twenty-five years upon \$5,000,000, which means the exact subsidy which we are asked to give to this short line in the Maritime Provinces. This combination route can only be carried out by swallowing up the entire subsidy in crossing the St. Lawrence, before even making a start for the Maritime Provinces. Now, is this country prepared to do that? The Maritime Provinces do not ask it; no one in the Maritime Provinces asks anything of the kind. You are not doing it to oblige them. Whom are you doing it to oblige? If you do it at all, it is to oblige a certain section, a certain locality, which is entitled to as much consideration as any other locality, and which, in these same resolutions, will receive a large sum of money. There is no man in the Lower Provinces that asks it. But in order to oblige that locality alone this Dominion is asked to spend \$5,000,000, before even we make a start towards the Maritime Provinces. Now, to my mind this is a fatal objection to the whole project of a route by Quebec. I say to our Maritime Province friends that if they are willing to wait until this country is prepared to guarantee 4 per cent. for twenty-five years upon \$5,000,000 to build an unnecessary bridge across the St. Lawrence, and another \$5,000,000 to carry the road to the Maritime Provinces, they may just as well throw up the whole thing at once, for I do not believe the people of this Dominion, or their representatives in Parliament, are prepared to go that far. I say this is an unnecessary bridge, for it is unnecessary for any purposes that we require it for. We do not need it for the Intercolonial Railway. The Intercolonial Railway has its outlet, and a good one it is, by the way of Lévis, and the Grand Trunk, and the Victoria bridge at Montreal. Were I a citizen of Quebec I would not feel that a bridge crossing the river nine miles away and making Quebec simply a way station on that throughfare was of any advantage to the city of Quebec. I should feel that Quebec was benefited, by being made a terminus, by the fact that transhipment had to be made there, by the fact of the ferry, but I should not feel that it was going to increase the