

by Mr. Light, and it has been explored to some extent, but other portions have been located simply on the map, and I do not think that with regard to it we have sufficient information to make a good selection. The circumstances under which it has been imperfectly surveyed have already been alluded to. Mr. Light, in his report, replying to Mr. Schreiber's objection, that the portion of the line between Quebec and Chesuncook had not been surveyed, says:

"I always considered that the survey of this line was most important, and strongly recommended Mr. Schreiber that it should be done, in my telegram dated 18th August, 1884. His reply was a peremptory refusal."

This would almost justify the idea that Mr. Schreiber did not want the line to be surveyed for fear it might appear a better line than the one he had selected. If Mr. Schreiber had been convinced that a good line could not be found there, no one can doubt that he would have ordered that survey. It is most probable that he knew that the result of his survey would be against his contention, and, therefore, he did not want it to be made. There is the less excuse for him in having prevented the surveying of that line in the fact that there would have remained, looking at the map, only about 40 miles to survey, from the end of Mr. Wicksteed's survey to Lake Chesuncook, where the survey of Mr. Vernon Smith commences. The line proposed by Mr. Light crosses the New Brunswick and Canada Railway at Canterbury, and thence there is a short link to be built to Harvey; and another link from Harvey to Fredericton, and from Fredericton to Salisbury. The line from Harvey to Salisbury is the same as the line advocated by Mr. Schreiber; and that length of 113 miles is entirely unsurveyed. I am told that there has been a private survey of it. Why it has not been surveyed by the Government on this occasion is most extraordinary. The surveys are quite incomplete, and should be completed, before we are asked to come to a decision upon this question. We are asked to make a leap in the dark. In order to show how incomplete the surveys have been, I will quote from Mr. Vernon Smith's report, page 27:

"On a re-survey the work might be lightened and the gradients reduced, by keeping a more northerly route than the one instrumentally measured, skirting the south shore of Telos Lake, following the line of the canal to Webster Lake, and thence by the natural valley of Webster stream and chain of lakes to the Penobscot, near to the present crossing of the survey."

This shows that Mr. Vernon Smith either had not sufficient time or had not sufficient instructions to make a survey, as he says that perhaps a better line might have been found. Now, here are the facts: On the Pope line the surveys are very imperfect—on that portion of the line between Montreal and Sherbrooke, and on the portion between Moosehead Lake and Mattawankeag. No survey has been made between Mattawankeag and St. Croix, nor between Harvey and Salisbury. As for the rest, the line is to pass on existing railways.

Now, I think I have proved that the surveys are entirely insufficient for the House to come to a conclusion upon them; and I now come to the second point of my argument. If we are to take as the basis of our judgment the surveys which we have, and which, in my opinion, are entirely insufficient, our judgment should be in favor of the combination line, because the information, such as it is, justifies that decision; and here is the proof—I will give the distances according to the document we have. I do not know where the distances which have been given to the House have been taken from; but in order to put our opponents, who favor the Pope line, in a position to contradict me, I will give the location of each portion of the line and its length, from the official documents. On the Pope line, from Montreal to Lachine and back to St. Lambert, the distance is 22 miles. In his report, Mr. Schreiber always speaks as if it were proposed to start from St. Lambert; but the line is to be from Montreal to St.

John or Halifax. How is it to reach St. Lambert? It cannot be by a bridge in front of Montreal; for this reason: Some ten years ago a well known railway engineer, Mr. Legge, prepared the plan of a bridge, which was to be a high bridge. It was to start from Hochelaga station and cross over to Isle Ronde, below St. Helen's Island, and thence direct to St. Lambert. The building of that bridge was opposed by all the steamship companies whose vessels sailed to Montreal. Although it was proposed to build a high bridge, those companies were afraid it would obstruct the navigation of the St. Lawrence and increase the current to such an extent as to seriously interfere with traffic, and the idea of that bridge was given up. At present it is well known that the gentlemen of the Canadian Pacific Railway Company intend to build a bridge from Lachine to Caughnawaga; it is also well known that the railway is partly built from Mile End station to Lachine by the Canadian Pacific Railway Company, and to reach St. Lambert the line will have to go by that bridge and that line, and traverse a distance of 22 miles. I take the figures given by Mr. Light, and this distance must be added to the distance given by Mr. Schreiber. A most extraordinary fact is this: Mr. Schreiber gives it as an objection to the line by the North Shore Railway, that the highest grade is 82 feet a mile, but he does not say what is well known to those who know anything of the North Shore Railway, that the only grade of that kind is between Hochelaga and Mile End; and he entirely omitted to say that that same grade would apply to the line he is proposing. It is impossible for him to pass anywhere else than through Lachine or Caughnawaga; he must go to Mile End, and must overcome the same grade. He leaves that, however, entirely out of his calculation.

From Montreal to Lachine, and back to St. Lambert, there are 22 miles; from St. Lambert to Chambly, by the Montreal, Portland and Boston Railway, 20 miles; from Chambly to Lennoxville, by the new line surveyed by Mr. Davy, 80 miles; from Lennoxville to Moosehead River, by the Pope line, 89 miles; from Moosehead River to Mattawankeag, by the new line surveyed by Messrs. Spofford and Burpee, 136 miles; from Mattawankeag to Macadam Junction, by the European and North American Railway, 62 miles; from Macadam Junction to St. Andrews, by the New Brunswick and Canada Railway, 44 miles. Total, 453 miles. These figures are easy to controvert, if not correct; I have taken them from the documents we have here. On this route there would be 216 miles of new line to be built; that is to say, 80 miles surveyed by Mr. Davy, from Chambly to Lennoxville; and the portion surveyed by Messrs. Spofford and Burpee from Moosehead River to Mattawankeag, 136 miles. Now, if we take the combination line to St. Andrews, here are the distances: From Montreal to Chaudière Junction, by the North Shore Railway, 172 miles; from Chaudière Junction to Canterbury, by Lake Chesuncook, 216 miles. I take that, because it is the distance given by the city engineer of Halifax, though the official documents give the distance a little shorter. I do not want to be charged with exaggeration; I put the highest distances when they are against me. If I take Mr. Vernon Smith's report, I find that he makes the distance a few miles shorter. From Canterbury, by the New Brunswick and Canada Railway to St. Andrews, 63 miles, making a total from Montreal to St. Andrews, by that location, 451 miles, out of which there are 216 miles new line to be built, from Chaudière Junction to Canterbury.

Now, I come to the distances to go to St. John. I take again the official documents: from Montreal to St. Lambert, 22 miles; from St. Lambert to Chambly, by the Montreal, Portland and Boston Railway, 20 miles; from Chambly to Lennoxville, by new line surveyed by Mr. Davy, 80 miles; from Lennoxville to Moosehead River, by the International line, 89 miles; from Moosehead river to Mattawankeag, as