

Montreal to Moncton, the common point for Nova Scotia and Prince Edward Island, could be built entirely through Canadian territory. Now, I know I must be very careful in commenting on engineers, after the rebuke I have received this evening; but a gentleman who I suppose to be an eminent engineer—for all engineers seem to be eminent—has given us his views—a Mr. O'Sullivan. I never heard the name before, although I have no doubt of his eminence and ability, and his very great candor, and every word he utters should be received as Gospel, because he is an engineer. Mr. O'Sullivan has laid before this House a paper which I have in my hand, in which he advocates an all-Canadian route. I, having the same anxiety my hon. friend has, to find this short all-Canadian route, have taken a little pains to investigate the grounds on which Mr. O'Sullivan forms his opinion. I made enquiry at the Department, addressing a letter to the engineer who made the survey of the line from Rivière du Loup and Rivière Ouelle to Edmunston, Mr. Crawford, in order to ascertain the correctness of Mr. O'Sullivan's data. Mr. O'Sullivan gives us the distance over the North Shore Railway from Montreal to Quebec, and he gives the distance from St. Rochs to Edmunston as 105 miles. In his profiles connected with his report he gives the summit on that line as 750 feet. I thought that to be a very important fact if true, and I enquired from the engineer, who gives me his statement over his own signature, that this summit, which is represented as 750 feet, is 1,520 feet. The engineer, however, reports that there is another line by which, although at an increased distance, a lower summit, though not so low as Mr. O'Sullivan represents, could be obtained, and says:

"Although the above are the summits of the different lines, a lower pass than either was crossed at the St. Francis River on the Rivière du Loup line, namely, 900 feet above high water in the Bay of Chaleurs. To make use of this, however, it is necessary to take a portion of each survey and the line is lengthened. The distance will then be:—"

And he gives the distance as 140 miles instead of 105 miles. Now, in order to get the line 105 miles long, you must surmount a summit 1,520 feet high, and in order to attain so low a summit as 900 instead of 750 feet, you would have to adopt a line lengthened by 35 miles; and yet this candid engineer does not take the trouble to inform us of that fact. Then his next point of departure is Grand Falls. He draws a straight line across the country to a point called Canaan. My hon. friend from Kent thinks we should have more information as to that. The Government was not destitute of information with regard to the line from Grand Falls to Moncton or to the bend of the Petitcodiac, as it was formerly called, nor was any hon. member, who was in this House at the time of the great Intercolonial Railway discussion, ignorant of the nature of the country through which that proposed line was to pass. It was a matter of public discussion; it is of public record; it is to be found in the official documents in the possession of the Government, and the Government would have stultified itself had it attempted to run a line which had been surveyed and re-surveyed by Major Robinson, years ago, in order to ascertain the short line from Moncton to Quebec, and which had been found impracticable. Major Robinson says:

"It is quite impracticable as a railway route.

"The 4th obstacle is the broad and extensive range of the highlands, which occupies nearly the whole space in the center of New Brunswick, from the Miramichi River south 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 the direct line, and increases greatly the difficulty of passing by them. 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 the route."

He gives many further objections; I will not trouble the House by reading them at this hour:

Mr. COLBY.

"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."

What is his summing up:

"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; including 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 interest 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 diminished distance, recommended most strongly to be rejected."

I would say again this was the official information; this work had been done at the expense of the Imperial Government years ago, and here is a map accompanying the report, laying down the exact route, which is the route of Mr. O'Sullivan, until it comes within a few miles of Grand Falls. The engineer says the country between Grand Falls and the Tobique River is of a most objectionable character; that you must either commence above or below, in either case of really increasing the distance. So my hon. friend is censuring the Government for not having made this survey, when the Government had all these facts in their possession, which, however strong their desire to take up an all-Canadian route, made it impossible for them to do so. What is this appropriation for? We are endeavoring to promote a line from Montreal to the Maritime Provinces. Now, this line would have been surveyed if the Government had not been in possession of the fact that it is 130 miles longer to the city of St. John than the short line by way of Megantic. But it is apparent that it is 150 miles longer to St. Andrews; it leaves New Brunswick out in the cold. This northern route—much as we might desire it, if it was found a short route, a practicable route to Moncton—being 130 miles longer to St. John and 152 miles longer to St. Andrews, is, in view of the policy of the House, as pronounced last year, an absurd and impossible route, not worthy of discussion. It does not meet our requirements in any possible way. The question before the House is this: Is it necessary to take time to make further surveys, in order to ascertain the practicability of the different routes. I venture to say no hon. member can, after this explanation, made upon the authority of official documents, say it is necessary to waste any more time, in order to ascertain whether the all-Canadian route is one which answers the requirements of the resolution. The next line which comes before us is that surveyed and recommended by Mr. Light, the line from Quebec to Harvey. A survey of that line was made by Mr. Light, at his own special instance. He was employed as the engineer, because the people of Quebec had confidence in his high professional standing, and in his fidelity to the interests of the city of Quebec. For that reason he was selected, and the route he surveyed from Quebec to Harvey was the route of his own recommendation. But he himself condemned that route after examination, and the hon. member for Megantic admits that he condemned it. Do you want more time to survey this route which Mr. Light himself has condemned? You do not want more time to examine that route. What comes next? It is the route which Mr. Light last winter proposed. Knowing that his own route would be condemned, and finding that a good route had been found to Mattawamkeag, he put in a supplementary report, recommending his combination line. I interrupted the hon. member for Quebec East in his argument, in order to put him right. I asked when Mr. Light pointed out his combination route, or