

summit pass of Tobique mountains, a rise of 634 feet in five miles. If, instead of climbing straight up the mountain you allow for one-half per cent grade you must cover a distance of 25·66 miles in order to make the same elevation. How will the hon. gentleman get the one-half per cent grade in any other way?

Mr. EMMERSON. I do not wish my hon. friend to misrepresent me. I said that in the choice of routes there, if the grades did not permit me to cross the divide, the road will necessarily take the valley of the St. John which is the route I personally prefer.

Mr. HUGHES (Victoria). I am delighted with that explanation. Then there is no quarrel between us. The hon. gentleman must admit that the road will be, as I am convinced it will be, longer. It will certainly be longer from Quebec to Moncton by the St. John valley if he secures one-half per cent grades. That five miles is drawn out to 25·66 miles. Then, on the other side between the summit and the Tobique river with a fall of 684 feet, that stretched out so as to give the one-half per cent grade instead of nine and a half miles it makes 27·36 miles. The hon. gentleman cannot avoid it. He does not propose to go through the mountains, so he must go around them or over them. I am following point by point the line proposed by the hon. member for Annapolis. I believe that the hon. member for Westmoreland (Mr. Emmerson) and the hon. Minister of Finance (Hon. Mr. Fielding) have lines of their own.

Mr. EMMERSON. The line will be located by engineers.

Mr. HUGHES (Victoria). The hon. member for Annapolis was the only gentleman who undertook to give definite points, and I understood that he voiced the opinions of the hon. member for Westmoreland. From the Tobique valley to the next summit easterly to a distance of only ten miles it passes to a height of 1,206 feet. In order to secure the half per cent grade you would have to extend that to 33·64 miles. And yet, in the estimates furnished by these hon. gentlemen, they counted only ten miles. Going down on the other side of course involves a corresponding extension. We do not object to the road going through. Hon. gentlemen who sat on this side, years ago voted for bonuses for the road from Lévis out through the Etchemin valley through the Pohenegomook district to Edmundston and on through New Brunswick. We are quite prepared to support that policy but we are not prepared to have these hon. gentlemen deceive the House and the country, willfully or otherwise, by saying that there will be a saving of 140 miles, or even ten miles, as compared with the Intercolonial. I trust the hon. member for Westmoreland will live to see the survey made. But I am sure that

Mr. HUGHES (Victoria).

he will never see this proposed line from Lévis to Moncton with a much less mileage than the Intercolonial. Such a line does not exist and cannot be made unless you tunnel the mountains.

Mr. TALBOT. I will read from a report made to the Commissioner of Public Works of the province of Quebec, 1891, to prove that the figures given by the hon. member for North Victoria (Mr. Hughes) are all wrong, and that I was right when I made the correction. These figures are given by Mr. E. A. Hoare, the engineer who went over that part of the country several times:

From Chaudière via Intercolonial Railway and Quebec Central Railway, via St. Anselme, 207½ miles; from Chaudière direct via St. Anselme, 205½ miles; from Chaudière via Intercolonial Railway by St. Charles, 202½ miles; from Lévis via Intercolonial Railway and Quebec Central Railway via St. Anselme, 209½ miles; from Chaudière via the Intercolonial Railway and Quebec Central Railway via Etchemin valley, through the state of Maine, connecting the St. Francis branch of the Temiscouata Railway, 190 miles; from Chaudière via direct line—

This is the line which is now proposed.

—186 miles.

That is not 209 miles.

From Chaudière to Edmundston by the Intercolonial Railway and Rivière du Loup and Temiscouata Railway, the distance is 199 miles.

Further on Mr. Hoare quotes Mr. Henry O'Sullivan's report, in which the latter describes a favourable route for the railway between Quebec and Edmundston. Mr. O'Sullivan says:

That line would give access to a vast area of cultivable and well-timbered lands in the counties of Bellechasse, Montmagny, L'Islet and Kamouraska, and by touching the River St. John at its confluence with the St. Francis would bring the forest wealth of 3,000 square miles of United States territory, drained by the River St. John and Allaguash, a tributary, to Canadian markets, and to the port of Quebec. The distance between Quebec and Edmundston by this route is estimated at 156 miles, or 20 miles shorter than by the Etchemin valley.

Mr. HACKETT. I wish to make a few observations—

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. HACKETT. Mr. Speaker, before you left the Chair at one o'clock I was endeavouring to explain some features of the great undertaking proposed by the government and was endeavouring to show that this large expenditure of public money would be forced upon the country without any knowledge of what would be obtained in return for it or whether this country through which it is intended to build will be a country available for settlement. We have received no information from the government in that regard; they simply say: We will go on and build this railway—and the people of