

ron, to the people of Montreal, Quebec, and the Lower Provinces. He thought these were considerations of no trifling importance. (Hear, hear.)

HON. MR. BELLEROSE, in French, was understood to say he was somewhat startled by the Secretary of State's expression of surprise at the remarks of the hon. member, considering he came from Ontario. He, (Mr. Bellerose) feared the Government might occasionally be too much disposed to be influenced, or occupied with the views and interests of Ontario, to the disadvantage of those of Quebec and the other Eastern Provinces. The feelings and interests of all parts of the Dominion should receive their due consideration in matters of importance like the present. The hon. gentleman went on to point out that a road most direct or shortest on the map often turned out to be longest and costliest, by reason of natural or topographical difficulties, and he contended that this would be the case as regards the route by the south shore of the Ottawa to Nipissing. He contended that the best line was that by the north shore, in Quebec, the Mattawa route, recommended by Shanly and Legge, and the Government were mistaken in their present impressions. (The hon. gentleman's remarks were repeated by him in English at more length, on the reappearance of the Minister of Agriculture, on which occasion he said): He was surprised that a member, speaking in a Chamber like this, should have uttered the remark heard from the Secretary of State. He had assured members that this line was the shortest. The Premier had recently made the same statement to a deputation from Quebec; but he was placed in an embarrassing position when he was shown the report of Mr. Shanly, to the effect that the South Shore line was longer than that in the Province of Quebec, by the Mattawa to the Georgian Bay, by the North Shore. He hoped the Ministry would yet correct their error. He hoped the Ministers who represented Quebec and the Maritime Provinces, who had the same interest in this matter as Quebec, would see that the shortest and most advantageous line to unite us with the Pacific coast

was chosen—the line possessing the fewest difficulties. The question concerned all the Provinces as well as Ontario and Quebec, for if the shortest route from the Pacific to the Atlantic was not selected, the carrying trade of the Great West would forever pass from us to the United States. Our object should be to attract and retain this trade. He hoped the Ministerial representatives of Quebec would not neglect their duty in this matter. If the majority of the Ministers from Ontario should wish to sacrifice all to Ontario, it was the duty of the others to see that justice should be done to the rest of the country. When the construction of the Intercolonial was a question, and when it was sought to carry it by a different route, Sir George Cartier, whose memory was dear to Lower Canada, procured a fresh survey, which changed the route that had been adopted for the road. When it was a question whether they should take the present route, the most reasonable and most practicable, he stated his position in the Government upon the decision, and achieved his object.

HON. MR. LETELLIER said the hon. gentleman who had just spoken, had advocated the case of a long route as against a short one. From a Lower Canada point of view he (Mr. Letellier) would naturally prefer the longer route through this Province. But as a member of the Federal Government, representing the whole Dominion, he and his colleagues could not look upon such works from the merely provincial standpoint, but with that larger vision comprehending the general interest of the Dominion. The hon. gentleman (Mr. Bellerose) could not have known the opinion of Sir George Cartier as to this road, or he would have acknowledged that, when that road was first spoken of, the very route now selected was that approved of by the late baronet. We saw by the plans made then, and by a comparison of the routes, that had we adopted the route even nearest the present, we should have been far away therefrom as to distance. In building railroads, of course, we had to depend greatly upon the reports of the engineers. True, Mr. Shanly's name was quoted