

miles—is 472. By Mr. Light's line it is 481. And the distance to Halifax by the International line is 720 miles, and by Mr. Light's line 710 miles, so that apparently as far as regards the mere item of distance, the International line has an advantage of nine miles to St. John over Mr. Light's line, and Mr. Light's line has an advantage of ten miles over the other one to Halifax. It is alleged, and the reports of the engineers on the different lines go to show that it is truly alleged, that the superiority of Mr. Light's line in the matter of gradients and curves will more than make up for the difference of nine miles to St. John, and will still further increase the advantage of his line in going to Halifax. I do not propose to enter at length into this controversy, but anyone who has read Mr. Schreiber's report, and has also seen Mr. Light's reply, will see that, to say the least of it, Mr. Schreiber does not treat his subordinates in a very courteous way. I find at page 51 of the official report some few comments of Mr. Schreiber's on Mr. Light's report. First he says that:—

Mr. Light, on pages 2 and 3, expresses a belief that the maximum grade between Quebec and Moncton by way of Chesuncook and Harvey would be 35 to 40 feet per mile, and that the surveys of last season have established that the grades above-mentioned can be obtained between Chesuncook and Harvey.

Then Mr. Schreiber, commenting on that, says:—

Mr. Vernon's Smith's survey, the only one made between Chesuncook and Harvey last season, shows maximum grades of 53 feet per mile.

But as Mr. Light properly remarks, Mr. Smith, in the passage I read in the beginning of those remarks, shows that that grade can be reduced to 35 or 40 feet. Mr. Schreiber says:—

"Mr. Light gives, on page 7, the distance from Montreal to Harvey, *via* Quebec, as 248 miles.

This should be 406 miles."

Mr. Schreiber here omits the words "to build" used by Mr. Light, which make all the difference in the world.

I have taken Mr. Schreiber's own figures for the purpose of comparison, and I do not propose to introduce Mr. Light's character as an engineer, or Mr. Schreiber's character as an engineer into this debate.

I shall only say this about Mr. Schreiber, that I am not aware of any instance where that gentleman has made a report against the well understood wishes of his chief. I do not think that there is any record of any case where Mr. Schreiber has made a report adverse to what was understood to be the wish of his chief. I notice that in another place some hon. members took occasion to make very serious charges against Mr. Light in connection with this matter. I think the better way would have been to have shown that Mr. Light's calculations and figures were wrong, and not to have gone into his previous history, which does not concern us in this matter at all. Mr. Light recommends a combination line which would be identical with the Central route as far as the north end of Chesuncook lake, and then would run up to Quebec by the Etchemin and Famine rivers, while a branch of it would run down to connect with the International railway by the line surveyed by Mr. Duffy. I throw out the suggestion that a better combination than that can possibly be had, for if, instead of following the International all the way to its termination, which is eight miles east of the border of Maine, we leave the International at the north end of Lake Megantic, which is some 21 miles west of the end of the road, and going down the Chaudiere river and diverge when we get some distance to the north east, we reach, by going altogether for some 46 miles, the Portage pass leading into the state of Maine. Then by continuing the Levis and Kennebec road from its present terminus to that same point, a distance of about 30 miles, we have both the branches of the combination line in the Province of Quebec free from the control of any foreign state, or any foreign corporation, and we would have to build in the State of Maine just the one line north of the mountains, and that is a line which does not interfere at all with any American road, and could not excite any hostility. You can come best to the border of Maine, across the northern portion of that State, and then go north to Quebec by the Levis and Kennebec road, or go south to Lake Megantic and there connect with the International. That would involve the construction of comparatively little railway except on our own territory, and it would