

a sham. The surveys were never serious surveys, they were never complete, and they were only a sham, intended to throw dust in the eyes of the people, to make the people believe that the Government had redeemed their promise not to select their line before they had made complete surveys and obtained minute details of each line proposed. I think I can show that the surveys are entirely incomplete. Not only have we not those minute details, which were promised by the Minister of Public Works, and by the Prime Minister, and by other Ministers who have had the opportunity of speaking on the subject, but we have no details at all; and, in regard to some portions of the line, not only have we no details, but we have nothing at all; there has not been even an attempt at a survey, and that not for a short portion only, because I shall show that there are hundreds of miles that have not been touched by engineers. It is known, although Mr. Schreiber speaks as if thirty lines had been proposed, that there are really only three lines proposed. There may be some links which may differ, but there are only three main lines, one known as the Pope line, which it is proposed to take, the Quebec line or combination line and the Edmundston line. There are some differences of opinion.

Mr. LESAGE. Too many.

Mr. LANGELIER. These are the only three main lines proposed. In the Edmundston line there are some portions proposed to be different in some of the surveys. By some it is proposed to run through St. Roch des Aulnets, by some through Rivière du Loup, but the main line is the same. It is proposed to run through Quebec, to use the Intercolonial, as far as possible, and then to give a new line to connect with Edmundston. As far as the other two lines are concerned, it is the same thing. There are a few links upon which there may be some difference of opinion, but the main features are understood, and it is only to throw dust in the eyes of the members and to complicate matters that Mr. Schreiber can state, as he does in his report, that 30 lines have been surveyed. It is only to make those who do not read his report through believe that he has gone to the greatest trouble, that the Government have gone to the trouble of surveying 30 lines, whereas only three lines have been attempted to be surveyed, and only portions of them, as I shall show.

Let us take, first, what I may call the Quebec line, the combination line passing through Quebec. To show the insufficiency of the surveys last summer, I may say that it was the general talk in the city of Quebec that we were being trifled with by the Government; that the surveys were not sufficient. Everyone knew that Mr. Light, who had been entrusted with the survey of the line from Quebec, had been supplied with such a small staff that it was scarcely enough to run a division line between two farms; it was perfectly ridiculous; so much so, that at the unanimous desire of the City Council of Quebec I had to write to the Minister of Public Works, to call his attention to it, to point out that the people of Quebec considered that they were trifled with in the way the surveys they had demanded were being carried out. I received a very polite answer, as one always does receive from the Minister of Public Works, dated from Broadview, as he was on his way to the North-West, stating that he would transmit my letter to the Acting Minister of Railways, with a recommendation to carry out the suggestion of the letter. I do not know what he may have written, but I see the result, that what I was complaining of has remained, the same state of things has been left to the last moment. An insufficient staff was given to Mr. Light, and not only that, but he was actually prevented, by a telegram from Mr. Schreiber, as he says in his report, from exploring a line which he thought was the best line; and now Mr. Schreiber gives as a reason why such a line should not be taken that it

was not surveyed, when it was not surveyed because he peremptorily refused to allow it to be surveyed.

I will now examine the report of the line called the Pope line, passing through Sherbrooke. I call it the "Pope" line, because it is better known by that name than by any other; and I think it would never become a portion of the Canadian Pacific Railway line if it was not the "Pope" line. One portion of that line it is proposed to run from St. Lambert to Chambly. Between these two points there are no surveys at all. Mr. Davy, the engineer who was in charge of the survey, says that the country is very easy. Of that I do not complain, because it is an easy thing to find a good location for a railway in any part of that country. Let us see what he says about the other portion, from Chambly to Lennoxville. We have his report here, in which he says that he did his work hastily. It was not so complete as it ought to be, to ascertain exactly what the location of a line should be. There are only two miles and a-half less by the line he proposes than by the Grand Trunk; and here I may remark, *en passant*, that Mr. Davy is entirely mistaken when he says that the line passes through a country which is badly in need of railway facilities. Any member of the House who will look at the map will see that no portion of the country in the Province of Quebec is better supplied with railway facilities than this portion. There are two complete lines of railway from Montreal to Sherbrooke; one is the Grand Trunk, and the other is the Montreal, Portland and Boston and the Waterloo and Magog Railway, and the proposed line will run at a distance of not more than ten miles from each of these two railways. At page 18 of the blue pamphlet, I will read what the engineer says, to show with what care the survey has been made:

"The eastern half of this survey, between Chambly and Sherbrooke, passes through a difficult country for railway location, making it impossible to thoroughly explore it in one season."

He was only given one season, and he says it is impossible thoroughly to explore it in one season. Now, we had been promised to have a thorough and complete survey of all the lines proposed before any selection was made. Then, the report we have before us gives no information of the Pope line, or the International Railway, as it is officially called, from Lennoxville to the crossing of the Moosehead River, which is already built. We ought to be put in possession of the character of that road, or the important features of it. All we know is what can be gathered from the previous reports of the Minister of Railways. We know there are grades on the railway of 74 feet to the mile; but we know nothing of the curvature. We are only given the maximum curvature or the maximum grades on each line. It is ridiculous to ask us to decide on a route with no more information than this. Suppose a railway should have only one mile grade of 100 feet, and another line should have 100 grades of two or three miles, of 80 feet to the mile; the first line would be infinitely the best. But we cannot judge, because we have no information on that point. Now, from Moosehead River to Mattawamkeag, we have the report of Mr. Spofford and Mr. Burpee, who were the engineers employed to survey and locate the line. Mr. Spofford tells us that he has only located six miles. Out of the 135½ miles, only 69 miles have been carefully located. What does he say of the balance, the 66½ miles? I will read what he says at page 35 of the report:

"The distance by these surveys is 135½ miles, of which 69 miles are carefully located; the remaining 66½ miles are located upon the map from a carefully run preliminary line."

There is what we were promised as minute details of this line. Further on, he speaks of the crossing at Moosehead Lake:

"This large and picturesque sheet of water has been considered by engineers a formidable obstacle in the way of a short line from Lake Megantic to Mattawamkeag, necessitating a long detour in order to pass either south or north of it. Fortunately, there are two islands lying