

that both have been surveyed, but we have the reports only of one survey. The hon. member for Kamouraska (Mr. Blondeau) complained the other day that the report of the survey of the Rivière Ouelle route had not been brought down, and in this connection it may be interesting to quote the report of the chief engineer which has been laid upon the Table, at page 2, where he says :

"Mr. Crawford was in charge of section E, from St. Roch to Edmonston. His plans and profiles are not yet completed, neither has he reported; but he states that a good line is to be had in his survey. He hopes to have his plans and profiles complete and his report ready by the end of this month.

"Mr. Crawford also had charge of section F, from Rivière du Loup to Edmonston. He is busy with the plans and profiles, and hopes to have them ready early in May, together with his report. He states that a practicable line may be obtained, though the grades will be heavy."

The report which states that the grades will be heavy has been brought down, but the other report, in which it is stated that a good line could be had, has not been brought down. What is the reason that both reports have not been brought down? If two surveys have been made, why did not the Government bring them both down, so that the House could judge whether their selection was justifiable or not? Moreover, it is impossible to say whether this line, the report of which we have not complete, is better or worse than the other line through the State of Maine, which has been selected. But the two lines are subsidised, the one from Rivière du Loup to Edmonston, and the one by the way of the International and through the State of Maine. Now, what is the object of giving these two subsidies? In so far as the object is to connect the harbor of Montreal with the seaports of the Maritime Provinces, this can be done by either line, and consequently there is no use whatever in subsidising the two—the one destroys the other. Whether the line through Maine be the better one, or whether the Canadian line be the better one, the one subsidy destroys the other, and one of them is wholly useless.

But it was very properly stated at the time that the line through Maine should be surveyed, and if so I am at a loss to know why the line by way of Richmond to the maritime ports has not also been surveyed. Time and again the county of Richmond and several municipalities in adjoining counties have petitioned this Government to survey a line which they proposed, and which they contented was as good, and even a better line, than the International. I cannot see any reason why this request was not granted; I cannot see any reason why, in face of the promise made last year, that no selection would be made until after a complete survey had been made of all lines proposed, this line has not been surveyed. The other day the Minister of Public Works, speaking of the line by way of Quebec, of which I shall speak presently, said it had not been surveyed because, looking at the map and tracing a direct line from Montreal to the harbors of the Maritime Provinces, the Quebec route was too great an angle from the straight line. When the hon. gentleman was tracing that line on the map he must have found that Richmond is very nearly on the central point of the line, and is almost the nearest point on the direct line from Montreal to ports in the Maritime Provinces. The hon. gentleman did not base his selection on that fact, and I quite approve of his so doing. It will not do to select a line simply upon the map, for the short line cannot be determined except upon actual survey on the ground, because we know that in railway construction the distance in mileage is not everything, but grades and curves are important considerations. As I have said, the hon. gentleman will find that Richmond is nearly on the direct line between Montreal and the seaports of the Maritime Provinces. But, strange to say, in order to exclude Richmond the hon. gentleman sets the map aside, and to exclude Quebec the hon. gentleman resorts to the map.

There was another line which was proposed, and that was the line by way of Quebec, a line designed to connect the St. Lawrence at Quebec and the Maritime Provinces, and to extend from Quebec City to Canterbury. Upon this line one of the engineers of the Government, Mr. Light, reports as follows. The report is dated 26th March, 1885:—

"Sir,—In my report of surveys, dated 23rd inst., I incidentally directed attention to a line designated "The combination line" to connect Montreal with the Maritime Provinces. I feel convinced this line, if established in connection with a bridge over the St. Lawrence at Quebec, will combine in a marked degree the traffic requirements of Montreal, Quebec, St. Andrews, St. John, St. Stephens, Fredericton, Halifax, and the ports further east, placing all localities on a fair and equal footing.

"This combination line will run from Canterbury, N.B., to Lake Chesuncook, in the State of Maine, and from Lake Chesuncook by the valleys of the Famine and Etchemin Rivers to Chaudière Junction, opposite Quebec, and from thence through the bridge and North Shore Railway to Montreal.

"At Canterbury this combination line will connect with the railway system of the Maritime Provinces.

"Starting from Chaudière Junction the line would traverse the valleys of the Etchemin and Famine Rivers, to the height of land near the village of St. Justin.

"The summit is 950 feet above the starting point at Chaudière Junction, or 509 feet lower than the summit on the line surveyed by me, *via* the Rivière du Sud. From St. Justin the line would continue its course south-east, and nearly direct to the vicinity of the head of Lake Chesuncook, where it would connect with the line surveyed during the past season by Mr. Vernon Smith, C.E., between that lake and Canterbury.

"The country from Chaudière Junction to Lake Chesuncook, and I understand from Lake Chesuncook to Canterbury, lies in such a low valley or depression that it would appear as being the natural direct route for a line of railway between the Province of Quebec and the Maritime Provinces, and as being the channel through which nature intended that the trade between these Provinces should flow."

A little further on he says:

"The eastern extension of the combination line from Canterbury to Harvey would give St. John a good connection, while another extension from Canterbury along the right bank of the St. John would continue this system of easy gradients to Fredericton, at which place the River St. John would be bridged, and the line continued, *via* the head of Grand Lake, for the most part through a flat country, to Salisbury, there intersecting the Intercolonial Railway.

"This line would have a marked effect on the trade with the Maritime Provinces, and would go far to compensate for the increase distance to their ports as compared with Portland, Boston and New York. (See synopsis of distance from Callander to St. John and Halifax, *via* Chesuncook, App. 6.) It would save about 150 miles of railway to Halifax, and nearly double that to St. John; and should be thoroughly constructed with rails and bridges sufficiently strong to carry the consolidation engines (now so much in use in Pennsylvania), capable of hauling a gross load of 800 to 1,000 tons over its grades, or nearly double that which could be hauled on the Intercolonial Railway, with the same power, and at little additional cost per train mile.

"The railways from the Province of Quebec to the ports of Boston and Portland, although apparently shorter, have to ascend the higher lands of the watershed, which is the boundary, and have therefore much higher summits and steeper gradients. The Ogdensburg and Portland Railway passes over a summit of the White Mountains, in New Hampshire, 1,890 feet above the sea level, with maximum grades of 116 feet to the mile and minimum curves of 9 degrees (633 feet rad.).

He goes on further to say:

"The line would pass directly through the extensive coal fields at the head of Grand Lake, New Brunswick, (mentioned in the reports of the Geological Survey), one seam alone of which is estimated to contain one hundred millions tons of coal, so near the surface that it is quarried and not mined. This mineral, at present almost excluded from commerce in this isolated district, could be carried as return freight, ensuring loaded trains both ways, and bituminous coal, reported to be excellent for forging and other purposes, could be delivered at Quebec, Montreal and Ottawa for \$3, \$3.86 and \$4.33 per ton."

That opinion is the opinion of one of the engineers employed by the Government. It is true that the other day some hon. member attempted to cast some imputations upon the professional character of Mr. Light. It is no business of mine to defend Mr. Light from those imputations. His report is there; the figures are there, and they cannot be challenged by any imputation. Moreover, the only imputation made was simply this: that formerly, while in the employment of the Quebec Government, he had been amenable to certain influences coming from Terrebonne. There are more engineers than one in the country, and there are more sources of influence than one also; and I believe, if in former times the source of influence was