

could not find the name of Mr. Light. I have been more fortunate than the hon. gentleman. I have Mr. Light's, diploma. Here it is—not a very fresh document; it dates back to 1862, when Mr. Light was admitted a member of the Institute of Civil Engineers.

Mr. HALL. Is he still a member ?

Mr. LANGELIER. I do not think that would take anything of the knowledge he possessed at that time. I do not suppose he has forgotten anything he knew in 1862. If he was then found worthy of being admitted a member of the Institute of Civil Engineers, now that he has been district engineer on the Intercolonial, for I do not know how many years, for the most difficult district, that of Miramichi where that great bridge is erected which cost several hundreds of thousands of dollars, I think he is still worthy of being a member. I may say, however, for the satisfaction of the hon. gentleman, that he is still a member. Another remark was made about Mr. Light which I want to answer at once. The hon. gentleman said he had received a telegram or letter from a Minister of the Quebec Government contradicting Mr. Light's right to another title which he has taken, that of chief engineer of railways for the Government of Quebec. The hon. gentleman says, on the authority of a Minister of the Quebec Government, that such is not the case. I must say that the Minister who gave that information did not know what he was talking about. Mr. Light is still engineer, and is going to be engineer for two years more, at least, of the Government of Quebec. He was appointed by an Order in Council in 1882, for five years, chief engineer of Government railways for the Province of Quebec, and quite lately he has been acting in that capacity. Only four months ago he made an examination of the Quebec and Lake St. John Railway, and the subsidy has been paid by that same informant—for I think I can give his name—on the report of Mr. Light; so that there was very little justification for the statement that Mr. Light was no longer Government railway engineer of Quebec. I can go a little further. As the informant of the hon. gentleman has been trying to damage Mr. Light's character, I think I can give an explanation of the *animus* he has against Mr. Light. In 1874 the same gentleman was controlling a large part of the stock of a certain railway, and he wanted to float a loan on the London market for that railway. But before doing so he wanted to bolster up his railway by the report of an engineer of reputation, and he selected Mr. Light, as quite competent, at that time, to examine his road and make a report. When Mr. Light had examined it, he said it was better he should make no report, because he found the railway the worst he had seen in his life, and that if he made a report it would not help the hon. gentleman to float his loan on the London market. From that time it appears the hon. gentleman has not been very favorably disposed to Mr. Light. I think that is quite enough as to his character.

On a previous occasion, I stated to this House the importance of the question which is now submitted to us. On several occasions we have been told by hon. gentlemen opposite that the Canadian Pacific Railway was to be a great inter-oceanic line from ocean to ocean, and entirely through Canadian territory. At that time the policy of the Government was not what it is today. Not long ago, when the contract which is now being carried out, for the construction of the Canadian Pacific Railway, was before us, hon. gentlemen will remember that when the hon. member for West Durham (Mr. Blake) proposed as a substitute for the line on the north shore of Lake Superior a branch going to Sault Ste. Marie, his motion was voted down; it was considered nothing short of treason, at that time, to think of passing the

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railway through United States territory. We must not forget that at that time the hon. member for West Durham did not propose to spend a single copper of our money on a railway in the United States; he was only proposing to bring the Canadian Pacific Railway to Sault Ste. Marie, on Canadian soil, there to connect with American railways, built with American money.

Now we see quite a different policy adopted by the Government, a policy of building a railway on United States territory with our own money.

Last year, when this question came before the House, a resolution was adopted, which has become law since, that the Canadian Pacific Railway was to be carried to Halifax and St. John. There was not one word about St. Andrews, or Fredericton, or any of those places that are now mentioned. It was simply from Montreal to St. John and Halifax by the shortest and most practicable route, after complete surveys had been made. After that law was passed the Government did not seem to have changed their minds, because, on the 20th July, the Minister of Public Works, being in the city of Quebec, on the occasion of the laying of the corner stone of the examining warehouse, made the following remarks—I take them from the report of the *Quebec Morning Chronicle*, a Ministerial paper, which I am sure would never dare to do anything to damage the Government or the Minister of Public Works :—

“ That Sir John had just reiterated to him at Rivière du Loup the promise made from the beginning, that the shortest and best line would be selected, that complete surveys would be made, and that no choice would take place before the minutest details were known.”

On the 19th August, at Rivière du Loup, that celebrated lunch took place, which was mentioned by the hon. member for Quebec East, given by the Minister of Militia and Defence; and, if we are to believe some of the Ministerial papers belonging to a lighter shade of blue than those who support the Minister of Militia, only *le dessus du panier* were invited to that lunch; it was a select party of Ministerialists; and what was the statement made by the Prime Minister, as reported by the Ministerial papers? There was a general expression of opinion amongst those supporting the Government, and in the presence of the Prime Minister and the Minister of Militia, that the railway should be entirely upon Canadian territory. I do not see that any word of dissent was uttered by any of the Ministers. Those words, according to the Ministerial organs, were used by the members present, and I do not see that there was any expression of dissent from the two or three Ministers who were present, including the Prime Minister himself. So it had become the settled policy of the Government to have the short line built altogether over Canadian Territory. All that has been changed since, and I do not think it is very difficult to understand the cause of that change, because, if we look back a few days before, we find a report of an interview with Mr. Stephen, the president of the Canadian Pacific Railway Company, given by the *St. John Sun*. The report is dated ten days or two weeks before the Rivière du Loup lunch. Mr. Stephen stated that they had made up their minds to choose the Megantic line, that is, the line now proposed. That was a few days before the lunch, when it was admitted on all hands that an entirely Canadian line was the best. That remark made by Mr. Stephen to a newspaper reporter, is quite sufficient to justify the suspicion that, when the Ministers did not express any assent or dissent to the general expression of opinion of their friends at Rivière du Loup, it was because they had already made up their minds in agreement with the Canadian Pacific Railway people, as they had ever done. We have not seen many occasions when these gentlemen have differed with the gentlemen composing the Canadian Pacific Railway Company, and I think that at that time the policy of the Government had been decided upon, and that what we have seen since has been only