

not be under the control, in any way, of an American corporation. There is this further feature to be considered, that while Mr. Schreiber's report shows the northern line to be no longer in mileage than the other, that the northern road is so much more favorable in the matter of grades and curves, and that it would be for practical purposes several miles shorter than the other road. I think these facts were sufficient, or ought to have been sufficient to induce the Government if not to select that route, to at least make further surveys and I have no doubt that further surveys would have been ordered, and a northern route would have been selected, had it not been from the fact that certain gentlemen high in Government favor were interested in the southern route. The combination line would do everything in accommodating the eastern townships that would be done by the southern line—at least it would give those townships all the communication with the Lower Provinces that they could desire. I may be allowed to say a few words with respect to the northern branch of the combination line. In the mere matter of length, the line running up to Quebec, and then to Montreal, is, practically, no longer than the line selected by the Government; but look at the advantages that the country would gain by having that northern connection. You would have at Point Levis connection by a ferry across the St. Lawrence with the North Shore Railway. You would have connection at Point Levis, or at Chaudiere Junction, with the Grand Trunk Railway from Montreal, so that the terminus of that road would be a competing point. You would have the business coming over those two lines from the west to that point; then you would have all the business of the southern branch of the combination. You would have all the business that might be expected to go over the line selected by the Government; and you would have on this northern line the business that would come over the North Shore and the Grand Trunk Railway; and this combination would give to the province of Quebec advantages from this short line which the line selected by the Government does not give at all. Looking at it from a Maritime Province point of view, it would give the lower provinces an admir-

able connection, the shortest practicable, with the city of Quebec and its vicinity; and if, at any future date, a road should be built more direct than now exists, between Ottawa or any point west of Ottawa and the city of Quebec, it would give the lower provinces a chance to get in that way a good share of the western business. These reasons should have been enough in themselves to have induced the Government to pause before selecting the line that they did select. I do not propose here to go into any further discussion as to the heights of the summits of the roads. I think it only right to say here, with regard to the summit of the Etchemin branch—between Etchemin and Chesuncook—that a good deal has been said with respect to the uncertainty that exists as to the correctness of the statements made by Mr. Light with respect to the height of the pass across the mountains. Mr. Light stated it at 1,200 feet, while the pass on the southern route is 1,800 feet, after which there is a second elevation east of Moosehead Lake of about 1500 feet. It is said that the elevation of the pass on the Etchemin line was ascertained only barometrically; Mr. Light himself ascertained it by the barometer, and Mr. Wickstead ascertained it independently by the barometer; and Mr. Light, who had made a careful survey for the Government last summer of a line east of the Etchemin line, levelled up from the instrumental survey to this pass, and he made it 1200 feet in that way; so that there is no doubt as to the correctness of the statement made by Mr. Light. It may be said, on the other hand that Mr. Shanly and Mr. Light are mistaken, and that I am mistaken also; and it may be asked does anybody else take the same view as we do? There are many members of parliament in the other House, more especially gentlemen interested in the District of Quebec, who take the same view on this subject that Mr. Shanly did. Several members from the Lower Provinces take the same view. The Chamber of Commerce at Halifax unanimously took the same view, and the meeting of the City Council and of the Chamber of Commerce of that city almost unanimously did the same. The city engineer of Halifax—a man standing high in his profession, and who has no axe to grind and