

structed by the Canadian Pacific Railway Company. I know that it was the opinion of my late lamented friend, Mr. Isaac Burpee, who was not ill-informed on these questions, that this was the most desirable line, and that if a subsidy were granted it would be built on this route. I have his opinion in this regard in my desk at this moment. Of course, our different constituencies in the Maritime Provinces may think that each one should contend for his own particular locality; but I think, if our people were present, they would know that many things have to be decided here on the principle of give and take—the principle of compromise—and I am glad that so many, irrespective of party, have concluded to support this line. One evidence that this is a practical line is the fact that private parties have invested hundreds of thousands of dollars in it, and if they embark in this enterprise it is not likely that they will build the line to Moosehead Lake or River and let it stop there. They did not undertake to do that. They knew that there was a practicable line across Maine to Mattawamkeag on the European and North American line. On the strength of the practicability of that route, they have invested large sums of capital. That is an evidence that it could be built. A fresh evidence of the truth of that survey is given in the reports. The hon. member for Megantic, (Mr. Langelier) to-day endeavored to show that it had high grades, that it crossed the Moosehead Lake, and that there was some 30 feet of water there; but these statements carried evidence of truth and correctness, because they did not disguise the facts. It would be very easy, if it was desired to practice deception, to make the depth of water 5 or 6 feet; if a convenient engineer had been there, he could have made 6 feet as well as 30; but that statement bears truth on its face. I do not wish to say anything about the character or the capacity of engineers. They are very much like other men, and a good deal more so, sometimes; but some of them have very convenient scales and measurements, and I think some new light must have entered into the brain of this engineer when he discovered this combination line. It was made very plausible on paper, but I do not think it speaks much for any gentleman's reputation that he can lay out a route without having surveyed it. I knew Mr. Light when he was a young man, something like thirty years ago, and when he was employed on the St. Andrews and Quebec line. At the same time, without going into the question of the different routes, I think you have only to look at the maps to see that you cannot get any shorter line than that by way of the International line; and that it is practicable is evident from the fact that hundreds of thousands of private money has been already invested in that line. One very great objection urged against this line is that private means have been invested in it. I think it is, perhaps, unfortunate that the Acting Minister of Railways, many years ago, before he ever dreamed of being Minister of Agriculture or Minister of Railways either, invested his energies and his means in that line. But I do not see Mr. Pope's line mentioned in the Bill. It is the shortest practicable line that can be obtained from Montreal to the Maritime Provinces. If this subsidy is granted it will be given to some company. It seems to be imagined by some that this company are going to take out of their subsidy a large amount of money to enrich some private individual. That is not my experience of companies; they do not usually give their subsidies away. If the company can utilise the International line for their own interest to carry out this great scheme, what objection is there to it? I do not wish to see public money voted to enrich any private parties; but there is no objection to existing lines being utilised. There was no wrong in the parties engaged in this International line many years ago, to secure a direct and practicable route to the Maritime Provinces, embarking in it; and in order to carry out this great scheme of a railway from ocean to ocean,

Mr. GILLMOB.

I see nothing unfair or improper in utilising that line or in building a new line, just as they choose, so long as it serves the public. I have expressed my views about this great undertaking before. That is past; the money is expended, and the great transcontinental line is now nearly completed to Montreal. The next thing is to reach a port in the Maritime Provinces. I do not wish to draw any comparisons; but I am glad to see that no one is opposed to continuing the line to the Maritime Provinces, except the hon. member for Jacques Cartier (Mr. Girouard). He seems to think that Canada has done enough when it has built the Intercolonial Railway. This is the first time I have heard it asserted in this House that the Intercolonial Railway was built for the Maritime Provinces. The Intercolonial was much more important in the interest of the Western Provinces than of the Lower Provinces. The Upper Provinces had no ocean port for six months in the year without going to the Maritime. If the Province of Quebec has not been considered in regard to railway expenditure, I should like to know what Province has been. That Province has the North Shore line; it has the terminus of the Canadian Pacific Railway; it has the Edmunston line; it has the Central Quebec line, which will connect with the short line we contemplate; and in what respect has that Province been slighted or neglected? I think it comes with ill-grace from a Quebec representative to oppose this measure. Now, I will vote most heartily for the measure. I am opposed to delay; I think there is no argument or reason for delay; I believe the International line is a practicable line and a shorter line than any other that can be had, and therefore I am opposed to the amendment.

Mr. BOSSE. (Translation.) Mr. Speaker, I feel it my duty as a representative of the city of Quebec, not to allow the occasion offered by the adoption of these resolutions to pass without expressing my opinion on this subject, and without stating the reasons which have induced me to form this opinion. It is particularly in view of the position taken by the hon. member for East Quebec (Mr. Laurier), and by the hon. member for Megantic (Mr. Langelier), mayor of Quebec, and by the hon. member for Montmagny (Mr. Landry), that I owe it to my myself, as I owe it to my constituency, to declare, as emphatically as it is possible, that I believe I would not be doing my duty towards my constituents and towards the electoral division of Quebec Centre if I did not give my fullest and most unswerved support to the resolutions such as they have been introduced.

Some hon. MEMBERS. Hear, hear.

Mr. BOSSÉ. (Translation.) The hon. gentlemen are saying "hear, hear;" but let them wait a moment, and perhaps they will not say it with such irony. I say my full and unswerved support in favor of the resolutions which have been introduced, not because I approve the three resolutions in full, but because, in order to obtain the Pacific terminus for Quebec, we must take the resolutions as a whole, without dividing them, or without taking them apart, one from the other, and I must lay aside the objections I may have against what is called the short line. I am satisfied that the welfare of the city to which I belong depends on the terminus of the Canadian Pacific Railway being at Quebec. For a long time we have fought to attain this end, and now that we are near the result it would be unfortunate to let it slip. The hon. member for Montmagny (Mr. Landry) has declared that he would vote against the amendment and the sub-amendment which are now proposed. He has stated that he would do so because he thought that by his vote he would run the risk of causing Quebec to lose the terminus. At the same time, he declared that he would move an amendment to one of the resolu-