

If I take the figures of all those engineers, and if I take the figures of Mr. Schreiber, I find the shortest route is not by the south of the St. Lawrence, but is by Quebec. No doubt if I took the very bad argument, that we should follow as nearly as possible an air line, that route would be only 20 miles from the air line, while Quebec would be 80 miles. If I take that argument I should say that the Loop Line is the shorter of the two. But, hon. gentlemen, that is not the way we have to look at it when we are deciding upon a short line. The short line, to my mind, means this; it is a line by which an ordinary engine with 20 cars will reach its destination quicker than by any other. I say that two engines of the same capacity, each having 20 cars equally loaded, one train taking the so-called short line, and the other the combination line, the latter will reach Halifax *via* Quebec quicker than the other would by way of Sherbrooke. That is what I call the short American line, and anything to the contrary is misleading to the public. The line by Quebec is a little longer; but it is admitted by Mr. Schreiber, in his report, that the grades by the present short line are higher than they are by the Quebec line, while the curves are sharper on the short line than they are on the Quebec line. That is the reason why the northern route is practically shorter, though it has greater mileage. Such are the arguments I take from Mr. Schreiber's reports, although he recommends the short line. Still, his report may not have been based on engineering reasons; he may have had other reasons for reporting in the way he did. I remember that when the construction of the North Shore road was commenced we had three or four dozen of surveys, and I had, myself, the good fortune to report against those reports showing that they were misleading to the Government of Quebec. It is because I have had that experience that I state what I am saying to-day. It is because I have examined those reports that I say the Sherbrooke line is the longer line, practically, and that the Quebec line is the shorter line for business purposes, and, in the interests of the country, ought to be adopted. I do not mean to say that that road ought necessarily to be located wholly on Canadian territory. We have the Intercolonial Railway, and if the line by Quebec,

passing through Maine to Moncton, were adopted, we would have a combination line which would be the shortest American line, and then, in case of war, the Canadian Pacific Railway, in connection with the Intercolonial Railway, would form an all-rail route on Canadian territory from ocean to ocean. I believe that those are questions worthy of consideration, and it must be because the Government consider that the position I take is incontrovertible, that they will not allow a proper survey to be made, because I say that those surveys have not been conducted in such a way as to be relied upon. In reading the reports of the debates in the other House, what have we seen? A gentleman who was elected only a few days ago as representing Conservative principles, a supporter of the Government, who is considered to be one of the ablest engineers in Canada, said that those reports could not be relied upon, and that the report of Mr. Light deserved the consideration of the Government, and that before deciding this question, the Government ought to have another survey made. Such a statement, made by Mr. Shanly, ought to receive due consideration from the Government, and a new survey should be ordered before this line is adopted. We know that when the Bill is passed the money will have to be devoted to the purpose for which it is appropriated, but even then it can be managed in such a way as to give us the best line. Having such an opinion with respect to that part of the Bill, I am bound to protest against it; but the other parts of the measure being satisfactory, I cannot vote against it, though I would be ready to vote for an amendment which would suspend the objectionable part of the Bill until a new survey could be made.

HON. MR. DEVER—I do not think there is anything that I can possibly say will have the slightest influence on the Government to induce them to alter this matter. I believe the Government are clear sighted and business-like, and are strong minded enough to do what they conceive to be best to construct a road to the Maritime Provinces that will, this time, be a commercial project. We can look back to the fact that on a former occasion a road was constructed through the