

The hon. member for Sherbrooke (Mr. Hall) and the member for Stanstead (Mr. Colby) insisted that if the combination line were adopted it would be impossible to go on with its construction, because the Legislature of the State of Maine would not meet for two years. That is entirely a mistake. It would not be necessary to have a meeting of the Legislature, because the laws of the State of Maine provide for the incorporation of railway companies without having recourse to the Legislature. There has been no amendment to that law. At chapter 120 it is stated :

"Section 1. Any number of persons, not less than ten, a majority of whom shall be citizens of this State, may form a company for the purchase of and constructing, maintaining, and operating a railway for public use in the conveyance of persons and property within this State, and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the gauge of the road, the places from which and to which the road is to be constructed, maintained and operated, the length of such road, as near as may be, and the name of each town and county in this State through which or into which it is to be made ; the amount of the capital stock of the company, which shall not be less than \$6,000 for every mile of road proposed to be constructed, of the gauge of 4 feet 8½ inches, nor less than \$3,000 per mile for any narrower gauge, and the number of shares of which said capital stock shall consist, and the names and places of residence of at least five persons, a majority of whom shall be citizens of this State, who shall act as directors of the proposed company, and shall manage its affairs until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company.

"Section 2. Said articles of association shall not be filed and recorded in the manner provided in section 3 of this Act until the capital stock named in section 1 has been subscribed thereto in good faith by responsible parties, and 5 per cent. paid thereon in cash to the directors named in said articles of association.

"Nor until there is endorsed thereon or annexed thereto an affidavit made by a majority of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and 5 per cent. paid thereon in cash as aforesaid, and that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association as aforesaid."

Mr. SHANLY. It may possibly be supposed, when I rise to speak on a question of this kind, that I rise to speak with some authority ; but I would state, at the outset, that I am entirely unable to form any opinion respecting what may be called the engineering merits of the two lines. I am, on general principles, in favor of a thorough and complete examination, for I know that vast sums of money have been wasted in various public works of this country and elsewhere, by not making complete examinations. I had not the advantage of hearing the earlier part of this discussion, as I was accidentally absent from my seat when it took place ; but there was a debate took place a week or two ago, prior to my having had the privilege of standing where I now stand, and I have been reading that debate, in order, amongst other things, to arrive, if possible, at something like the merits of the question. And I was grieved to find in that debate that certain members who advocated one line in preference to the other thought it necessary to descend to personalities, perhaps, Sir, under the same rule which has been ascribed to certain lawyers, not of a high class, of course, when your case fails in argument abuse your opponent's counsel. That seems to have been the case with the hon. gentlemen to whom I allude. The hon. member for Sherbrooke (Mr. Hall) and the hon. member for Stanstead (Mr. Colby) thought fit to assail the private and professional character of a gentleman whom I hold in high respect, both privately and professionally, Mr. A. L. Light, in whose character, as a professional man, I have entire confidence, as I have in his integrity as a man. Now, Sir, I think when people descend to use such an argument as they used against Mr. Light, they cannot have very good faith in their own case. As regards the plans and surveys, and everything else, I say there is nothing before us which would enable any engineer decidedly to state that one line is a better line than the other ; and, therefore, it is, that I rise, not to discuss the merits of the line, but I feel I would be neglecting my duty, I would be false to my friendship, if I were to fail to rise

Mr. LANGELIER.

and defend my friend, who has not an opportunity of defending himself. And, Sir, because I think there is not sufficient information before us to enable us to judge as to the comparative merits of these lines, I shall act upon that opinion, and shall support the amendment. I have nothing to say, further than this : that the proper course is to make a complete and thorough survey of the line before any subsidy is voted.

Mr. WELDON. I disagree with my hon. friend from Megantic, and I rise to state why I shall vote against the amendment. This is a question of great importance to the Maritime Provinces ; it is a burning question throughout the length and breadth of those Provinces, as we feel the great necessity of having a line giving us connection, within a short time, with the western systems of railway. The Intercolonial Railway, so far as the Provinces of New Brunswick and Nova Scotia are concerned, is regarded as one which is almost useless for commercial purposes. Unfortunately, in times long since, a portion of the territory of New Brunswick was taken off by the Ashburton Treaty, which, in that respect, I believe was an act of injustice to us, and despoiled us of our territory ; and the result is, that the State of Maine is there like a wedge, separating those two portions of the Dominion, one from the other. If I thought it were possible that we could have a short line through Canadian soil, I should have been willing that such a line should be constructed, but it is practically impossible, and we are obliged to cross through the State of Maine for the purpose of connecting the Maritime Provinces with the great Provinces to the west. We have been advocating this line for years without help—that is, the Megantic line—until, for the first time this year, we found the people of Quebec coming forward to help us to get such a line. Some of them are opposing our opportunity of getting this road—not on the old cry, that we must have a line through Canadian territory, but on the ground that there is a shorter line by Quebec than by Megantic. I am not going to enter into a discussion with regard to surveys and matters of that kind. In the last Session, when we had a resolution of a similar character, when the hon. member for Quebec East moved that the matter should not be left with the Government, but that the subsidy should be voted by Parliament, I felt it to be in the interests of my constituency and my Province, as well as the Maritime Provinces generally, to vote against my hon. friend on that occasion ; and now, as the Government has decided the matter, I am prepared to endorse their action in this case. There are a number of different lines, and we find that the engineers, like the doctors, disagree, and who is to say which is right. We cannot afford to wait forever, or until these full surveys are made. We want the connection, and we want it as fast as possible. I agree with the hon. member for Megantic, that if it is not built within a reasonable time, trade will turn in different channels and will continue to run in those channels, and while Quebec is contending against the Eastern Townships about this line, we are suffering in the Maritime Provinces. We are suffering in the Maritime Provinces, and by the time these differences are settled, we shall find that traffic arrangements have been made to carry the traffic to those ports to which nature has given greater advantages than ours possess, and we shall be left out entirely in the cold. Now, there are three lines which have been referred to. First, there is the Megantic line. Then, Mr. Light brings forward the Chesuncook line. This is the first time we have heard of this line ; and while we are talking of interested parties in Sherbrooke, we must remember that Mr. Light—although I do not wish to damage his reputation—is largely interested in the bridge to be built at Quebec. Although we have the opinions of different