

cal reasons, not from any commercial considerations. Far be it from me to cast any aspersions upon the memory of those who conceived and carried out this very useful enterprise. But if the truth must be told, it must be said that those who conceived and carried out the Intercolonial added to its length, to its normal length, several hundred miles. I will not quarrel with them at this stage. The reasons were political, and they were reasons we can all understand. If that railway was located where it is to-day it was simply because it was desired to give railway facilities to the groups of population which inhabit the northern section of New Brunswick and the south shore of the St. Lawrence. Far be it from me to blame the judgment of those who carried out that enterprise; but the action which they took affords us a lesson which we should not forget at the present time. The action which they took is a lesson to us who are to-day entrusted with the destinies of this nation, as the trustees of the people, that in building a transcontinental railway we have to build not only for the time being, but for the morrow as well, and not for one locality, but for the whole of Canada. Sir, the men of 1867 built for the condition of things which they found in 1867; but we the men of 1903, have to build for the condition of things which exists in 1903, and not only for that condition of things, but also for a condition of things that we see looming up in the near future.

The line which we propose will extend from the Quebec bridge down on the southern slope of the mountains which extend through the counties of Lévis, Bellechasse, Montmagny, L'Islet, Kamouraska and Temiscouata up to the town of Edmundston. At the town of Edmundston that line will connect with the system of railways which now gives direct connection with St. John. From the town of Edmundston the railway will proceed eastward to the town of Moncton; it is impossible to say at this moment by what route, perhaps by Chipman, or in the vicinity of Chipman. At all events, from this point it is impossible exactly to locate any precise line, or to say where it will be ultimately. Suffice it to say that we desire to have the best and the shortest line between Lévis and Moncton. This is the line which would have been adopted in 1867, but in 1867 the settlements within the territory which will be covered by this line were few and far between. If there were any at all they were certainly very few in number. But, that condition of things has been changed since. The surplus of population north of the chain of mountains has overstepped the mountains, and is to be found upon the other side. They have occupied the fertile valley which is now rapidly settling up. New farms are being established, new parishes are springing up and, therefore, this is our justification, for this road will serve a local as well as a national purpose. But, we will be told

—we have been told already—that by building such a line we are paralleling the line of the Intercolonial Railway. I have already taken issue with my late colleague the ex-Minister of Railways and Canals (Hon. Mr. Blair), and once more I beg to take issue with him upon this point. If you will look at the map you will perceive that the Intercolonial Railway, when it leaves the station at Halifax, proceeds almost directly in a straight line to the head waters of the Bay of Fundy, which it reaches at Truro. From Truro the line proceeds in an almost due west course to Moncton. From Moncton it strikes northward to the waters of the Baie des Chaleurs. Upon reaching the waters of the Baie des Chaleurs, it hugs the shore very closely until it comes to the confluence of the Restigouche river. At the Restigouche river the line strikes northwards again and follows the waters of the St. Lawrence river to Chaudière Junction, a little west of Lévis. Thus, the line makes a long loop towards the north, it describes almost a complete semicircle, and the distance covered by it is no less than 488 miles. If it were possible to have a line of railway in a direct course from Lévis to Moncton it would be possible, I believe, without any exaggeration, to abridge the distance almost one-half, but, unfortunately, and I say it frankly to the House, it is not possible to have an absolutely direct line, or the shortest line possible between Moncton and Lévis, and if you will know the reason, you will find it at a glance at the map, and you will find it in the blunder which was made by British diplomacy in settling our boundary line by the Ashburton-Webster treaty. No one can look at that map without feeling a sentiment of anger, almost akin to indignation. But, it is no use to go back to what has been done. We have to take facts as they are, we have to submit to the inevitable and to the fact that the boundary line of the state of Maine has been projected through our territory within a distance of about 45 miles of the St. Lawrence. We have to follow the line of the state of Maine, and following that line we believe we can abridge the distance between Moncton and Lévis by from 120 miles to 140 miles. Between these two lines of railway, the one extending northward along the shore of the St. Lawrence, and the line which is now laid down on the map, there will be a distance at every point of at least 30 miles, and at some points of at least 75 miles. It is impossible, under these circumstances, therefore, to say that the second line will parallel the Intercolonial Railway. First of all, how can we say that the line is parallel at all? What is the definition of a parallel line? I could not conceive that one line is paralleling another because they start at the same point and end at the same point, but they only become parallel lines when it is possible for the people living between