

of the Intercolonial Railway. The hon. gentleman took exception to that, and said the responsibility was shared by Parliament. I want to refer the hon. gentleman to a motion which was moved by Mr. Dorion when the Bill was before the House.

Mr. MITCHELL. That is the year before. You refer to the year before the act was done. Never mind what his opinions were before he changed them.

Mr. LAURIER. I will answer that. That motion of Mr. Dorion was voted down; the hon. gentleman knows it:

"That it be an instruction to the committee to amend the Bill so as to provide that the location of the line of the Intercolonial shall not be adopted without the previous assent of Parliament."

That was voted down. The following year I know the question was raised again, and was voted down by Parliament, because, otherwise the guarantee of the Imperial Parliament would have been lost. So that the answer he made to the hon. member for Brome was not very strong.

Mr. MITCHELL. The hon. gentleman has simply confirmed the statement I made.

House divided on amendment of Mr. Langelier to amendment :

To leave out all the words after the word "thereof" in the amendment, and insert the following: In the opinion of this House additional surveys are requisite, and should at once be undertaken, in order to a sound decision as to the proper route for the short line railway; and it would be premature to adopt any line before further surveys have been made.

YEAS:  
Messieurs

Armstrong,	Forbes,	McIsaac,
Bernier,	Geoffrion,	McMullen,
Cameron (Huron),	Guay,	Mulock,
Cameron (Middlesex),	Harley,	Paterson (Brant),
Campbell (Renfrew),	Holton,	Platt,
Cartwright,	Innes,	Ray,
Casey,	Kirk,	Rinfret,
Casgrain,	Landerkin,	Shauly,
Cimon,	Langelier,	Somerville (Brant),
De St. Georges,	Laurier,	Somerville (Bruce),
Edgar,	Lister,	Trow,
Fisher,	McCraney,	Watson,
Fleming,	McIntyre,	Wilson.—39.

NAYS:  
Messieurs

Allison,	Farrow,	McNeill,
Auger,	Ferguson (Leeds & Gr.),	Massue,
Bain (Soulanges),	Ferguson (Welland),	Mitchell,
Baker (Victoria),	Foster,	Moffat,
Barnard,	Gigault,	Montplaisir,
Beaty,	Gillmor,	Orton,
Benoit,	Girouard,	Paint,
Bergeron,	Gordon,	Patterson (Essex),
Bergin,	Grandbois,	Pinsonneault,
Billy,	Guilbault,	Pope,
Blondeau,	Guillet,	Pruyn,
Bossé,	Hackett,	Riopel,
Bourassa,	Hall,	Robertson (Hamilton),
Bowell,	Hesson,	Robertson (Hastings),
Bryson,	Hickey,	Ross,
Burpee,	Homer,	Scrivier,
Cameron (Inverness),	Hurteau,	Small,
Campbell (Victoria),	Irvine,	Sproule,
Carling,	Jamieson,	Stairs,
Caron,	Jenkins,	Taschereau,
Cochrane,	Kilvert,	Tassé,
Colby,	Kranz,	Taylor,
Costigan,	Landry (Kent),	Temple,
Coughlin,	Landry (Montmagny),	Townshend,
Coursol,	Langevin,	Wallace (Albert),
Curran,	Lesage,	Wallace (York),
Cuthbert,	Macdonald (King's),	Weldon,
Daly,	Macdonald (Sir John),	Wells,
Dawson,	Mackintosh,	White (Cardwell),
Desaulniers (Mask'ngé),	Macmillan (Middlesex),	White (Hastings),
Desaulniers (St. M'rice),	McMillan (Vaudreuil),	White (Renfrew),
Desjardins,	McCallum,	Wigle,
Dickinson,	McDougald (Picton),	Wood (Brockville),
Dodd,	McDougall (C. Breton),	Wood (Westmoreland),
Dugas,	McGreevy,	Wright.—107.
Dupont,	McLelan,	

Amendment to amendment negatived.

Mr. LESAGE. (Translation.) I move, in amendment to the amendment:

That all the words after "that," in the amendment, be left out, and that the following be inserted in place thereof:—

The House does not now concur in these resolutions, but that they be referred back to a Committee of the Whole House, with instructions to amend them as follows:—

By striking out from the first clause the words "via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury," and by adding at the end of the said clause the following words:—

The said subsidy to be given to the company which will build the line, which will be found to be the shortest and most practicable after complete instrumental surveys of all the lines which may pretend to obtain this result.

Mr. Speaker, at this late hour of the night, and especially after the long discussions which have taken place, it is no time to make a long speech. Still, I cannot allow the remarks made before the House by the hon. member for Stanstead (Mr. Colby), with regard to the different lines which may reach Canadian seaports, to pass by without contradicting certain statements which he has made. The hon. member for Stanstead began this discussion by referring to the through line on Canadian territory, and he endeavored to point out that that line would be 139 miles longer to St. John and 159 miles longer to Halifax. I shall leave that line aside, as I have no vouchers in my possession to prove the contrary, and I will deal at once with the other lines which he has criticised more especially for the benefit of his own cause. The hon. member for Stanstead has himself stated that Mr. Light had made a report in the course of the year 1884, and that it was in the course of the winter in the same year that he had informed the engineer of the Department of the existence of a new line which he called the combination line, and to support his statement he read the telegram which Mr. Light had addressed to Mr. Schreiber, the chief engineer of that Department. Well, I think that my hon. friend made an error of fact. In the course of the summer of 1884 Mr. Light was actually making an instrumental survey of a line from the St. Charles Branch Railway to Churchill Lake. That is not at all what we call the combination line, and what Mr. Light was asking the Government to cause to be surveyed, but a new line passing through the Etchemin valley, and which had already been barometrically surveyed. This was the true combination line, and that gentleman, by playing upon words, will not mislead public opinion on this, even by reading the telegram. And I refer to page 25 of Mr. Light's report to prove my assertion. Besides, I will quote that part of the report which is addressed to Mr. Schreiber, and which reads as follows:—

"COMBINATION LINE.

"I beg leave to direct attention to line (marked No. 3 on the general map) which was explored as far as the summit and favorably mentioned in my report on the reconnaissance made in July last. Starting from Chaudière Junction it would traverse the valleys of the Etchemin and Famine Rivers to the height of land near the village of St. Justin.

"This summit is 950 feet above the starting point at Chaudière Junction, or 509 feet lower than the summit on the line surveyed by Rivière du Sud. From St. Justin the line would continue its course south-east, and nearly direct to the vicinity of the head of Lake Chesuncook, from whence it would connect with the line surveyed during the past season between that lake and Canterbury.

"From data on hand, there is every reason to believe that grades not exceeding 35 to 40 feet to the mile can be easily obtained in both directions, by this route from Chaudière Junction to Canterbury.

"This line appears to me to possess advantages peculiar to itself, which I have deemed it my duty to point out in a special report."

The Hartland line is a line from the St. Charles Branch Railway and not a line from the Chaudière to Hartland. Mr. Speaker, I do not wish to bore the House with these particulars, but the question is of such importance that I desire that it should be well understood before taking a decision. Besides, the hon. member for Stanstead went so far as to state that the engineer of the Department, Mr. Light, had found a line which was very important and very