

Provinces, by an extension of the Canadian Pacific Railway from Montreal. That policy was promulgated and supported by Acts of Parliament passed last Session, by which we voted, for a direct line from Montreal to the seaports of the Maritime Provinces, a yearly sum of money during a number of years, in order to assist the construction of that extension from Montreal to St. Andrews, St. John and Halifax. On the other hand, Parliament, at its last Session, expressed its desire that the Canadian Pacific Railway should be extended from Montreal to Quebec by the north shore of the St. Lawrence. An Act of Parliament was passed to that effect, and certain conditions were inserted, by which the Canadian Pacific Railway could extend its line from Montreal to Quebec, or, failing that, certain other conditions were put in the law. Thus the policy of Parliament and this Government has been that the Canadian Pacific Railway Company shall be extended on the south shore of the St. Lawrence down to the seaports of the Maritime Provinces, and on the north shore of the St. Lawrence by the North Shore Railway to Quebec, and thence by the Intercolonial."

The portion of the speech which the hon. gentleman did not read, but which he should have read, is further down, at the foot of the same column. It is as follows:—

"I come now to speak of the proposed short line on the south shore of the St. Lawrence. In accordance with the promise made to this House last Session, that the Government would see proper surveys were made, in order to ascertain which line was the best and shortest between Montreal and the seaports of the Maritime Provinces, the Government, through the Department of Railways, gave directions to engineers to go and examine the country and certain routes, in order to see which was most desirable, and the shortest and best for the country, and to secure the object Parliament had in view in voting a certain sum of money during a certain number of years for that purpose. Those lines have been surveyed: (1) from Montreal *via* Sherbrooke, Moosehead Lake and Mattawamkeag. (2) Montreal *via* Sherbrooke, north of Moosehead Lake and Canterbury. (3) Montreal *via* Quebec and Hartland. (4) Montreal by Rivière Ouelle, or St. Rochs and Edmundston. (5) Montreal *via* Quebec Rivière du Loup and Edmundston."

Therefore, the statement I made and the idea which I intended to convey, and which I did convey in that speech, and in the explanations I gave to the House, was a statement as to the facts—that is to say, that the Government have taken the course which they promised to adopt and which was inserted in the Act of Parliament, that surveys should be made in order that we might ascertain which was the best and shortest route, either by railways built or railways to be built on the south shore, or coming by the North Shore Railway to Quebec, and thence by the Intercolonial to the Lower Provinces. If, therefore, the hon. gentleman had read my speech a little further on, he would have seen that the statement I made was in exact accordance with the Act of last Session. The hon. gentleman says that a promise was given that no selection would be made until after complete surveys had been carried out. The Government did all they could to have perfect surveys made. They employed engineers and expended a large sum of money for that purpose, in order to execute the intention of Parliament, in accordance with the law of last Session. Those surveys were made with as great accuracy as possible. The lines are shown on the map, which I again lay on the Table of the House, and the hon. gentleman will see that the line which the Government recommends, the line which the Government believes to be the best and shortest route is that, which, as I mentioned the other day, is known as the Mattawamkeag line. That line is, according to all the statements and figures which have been laid before Parliament, in the official documents and according to the plan, the shortest. The hon. gentleman has again come forward with a statement of Mr. Light, that another line might be found which would be a shorter line. The other day I showed that it could not be so; that the line advocated by Mr. Light was a line that could not be accepted as the shortest line. The reason I gave—and I tried to show it in as striking a form as possible, after explaining that the line Mr. Light wished to have was what is known by hon. gentlemen opposite as the Chesuncook line, could not be as short a line as the Mattawamkeag line was. I have had another map prepared, which I lay on the Table, and it shows an air line drawn from Montreal to Louisburg. The line in blue shows the line which the Government believes and recom-

Sir HECTOR LANGEVIN.

mends as the best and shortest route. The other line marked blue up to a common point is the Chesuncook line. I wish to convey to the House and to the country that the line recommended by Government to Parliament is the best and shortest line, and that it is impossible that the Chesuncook line could be as short a line as the Mattawamkeag line. If you draw a straight line from Montreal to the furthest point on the Chesuncook line, and draw another line straight to a common point on the Mattawamkeag line, you have a regular triangle. If you do the same for the Mattawamkeag line, and draw a line from Montreal to the extremest point of this line—on the air line—and continue another line to the common point, you will find a small triangle south of the Mattawamkeag line, while you have a large triangle north of it. As I said the other day, it strikes the eye at once that it is impossible that that line can be as short as the Mattawamkeag line. For that purpose, I will lay this map also on the Table, so that hon. gentlemen may examine both. The hon. gentleman who has moved this amendment has also taken care to defend the Rivière Ouelle route, and he has tried to show—at allevents, that was the inference from his remarks—that the Rivière Ouelle route had not been properly surveyed, that we had not the information wanted, and that we were selecting the Rivière du Loup line. I think my hon. friend from Kamouraska (Mr. Blondeau), who has thus been protected by the hon. member from Quebec East, will be very thankful to him for having called attention to this matter. In this matter, as well as with respect to the other line, the Government had no other alternative than looking at the routes as they are, and even now they do not select one route over the other. The proposed grant is to be given to the line, the same as was stated in the Act of 1883. I think the resolution this year is exactly in the same terms. The resolution is:

"For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle in the Province of Quebec."

Well, the Government did not select a point of departure; they are prepared to leave it as in the statute of 1833, and have the line determined afterwards. But, in order that hon. gentlemen may have the advantage of seeing the road as surveyed from Edmundston to Rivière Ouelle, I have brought this plan, which will show hon. gentlemen the advantages and disadvantages of the line. It is a question of engineering and of cost, and the company who have to build the road will have to select the route which, in their estimation, will be the best, the most favorable, and least expensive, and a line which will give the largest traffic possible. The hon. member for Quebec East has also spoken of the grades on the different lines. Well, I do not suppose that we, as lay members, can begin to discuss all the grades of these different routes, so as to be able to ascertain them. The hon. gentleman said that on one line the grade was 82 feet at one point—I think he said the International line—and he added it did not matter if we had another point or two of the same grade. Well, it does matter, because, if you have a number of these heavy grades, you cannot succeed in making a good line. The hon. gentleman has also made an appeal to the members for the Lower Provinces, who, no doubt, will be pleased to see the great interest he takes in their welfare, and in the future of their Province, and how much he is inclined in their favor! He is afraid that they may be dissatisfied, and he calls their special attention to the fact that the resolution, of which notice had been given, did not, in the first instance, contain the words "Harvey, Fredericton and Salisbury," after the word "Mattawamkeag," and the hon. gentleman is afraid that they may not get the road as far as Salisbury. He says there was a fixed amount of money asked from Parliament, and therefore it was only for a railway which was to be built as far as Lake Mattawamkeag. Well, I am sure the hon. gentleman will be pleased to hear the declaration which the Govern-