

ther they have done so or not. It is impossible to say what the government will do with regard to these surveys. The only thing I can say is, that we shall have surveys of our own when the commission is appointed, and these surveys in proper time will be laid before the House.

Mr. H. R. EMMERSON (Westmoreland). I would be very sorry indeed to take up the time of the House in prolonging this discussion, but there has been some reference made to the petitions presented, asking that there should be delay, because there is little knowledge of the section of the province of New Brunswick, through which this road is to run. I do not think that there is very much significance to be attached to these petitions, but there is this significance: That while they have been very carefully prepared, I have no doubt, by hon. members opposite and printed and sent throughout the country and signed in their respective constituencies it is quite apparent—at all events judging of the signatures with which I am familiar—that they are signed by friends of hon. gentlemen opposite almost exclusively. There is one very strange thing in connection with the contents of these petitions, and that is, that though they have been prepared with so much care by hon. gentlemen opposite and circulated by their political agents, there is no reference in these petitions to the alternative proposition of the leader of the opposition.

Mr. SPROULE. The alternative proposition is not about to become law, and there is no reason to petition for or against it.

Mr. EMMERSON. This fact proves, that the great body of the Conservatives, in my province at any rate, are no more in sympathy with the alternative proposition of the leader of the opposition, than are some of the hon. gentlemen's own friends in this House, who have devoted the whole time during this debate to speaking of the government proposition, and have hardly raised a murmur in favour of the proposal of my hon. friend (Mr. Borden). The hon. gentleman (Mr. Blain) who moved this amendment, has stated that there is little known of that part of New Brunswick through which this road will run. The fact that he stated that it was going to run in the northern part of the province, shows that he is ignorant of the geography of New Brunswick. I have in my hand a pamphlet issued by the board of trade of the town of Woodstock, which is situated in the county of Carleton, represented by my hon. friend opposite (Mr. Hale), and this road will run almost entirely through that rich and flourishing county. Just what portion of the county it will run through, I have no doubt will be determined by the engineers, but in order to show the resources of that county, I will read an extract from the circular to which I refer. Here is a statement of the yield of crops in Carleton county, in 1902:

Sir WILFRID LAURIER.

Variety.	Acreage.	Bushels.	Yield Per Acre.
Wheat.. . . .	2,951	62,945	21·3
Oats.. . . .	42,982	1,428,325	33·2
Barley.. . . .	372	10,718	28·9
Buckwheat.. . . .	10,751	267,597	24·8
Potatoes	3,329	336,892	101·1

Hay—25,000 tons were shipped over the Canadian Pacific Railway, valued at \$250,000.

Cheese.		
	Pounds.	Value.
Manufactured in county.. . .	294,307	\$29,430 70
Exported.. . . .	210,450	21,450 00

Butter.		
	Pounds.	Value.
Manufactured in county	124,229	\$24,845 80
Exported	115,952	23,010 40

A county that can present such a record is not to be treated in the way in which the hon. gentleman who last spoke referred to it. This does not by any means represent to the fullest extent the resources of that very flourishing county. There are many other crops which have not been mentioned. It is a splendid fruit country, as my hon. friend will testify. This statement has reference only to the settled portions within sight of the valley of the St. John. There are undeveloped sections of that country, to the development of which this railway will contribute, which I am sure will be equally productive. This is only a slight evidence of the richness of other sections of that portion of New Brunswick through which this railway will run, and I could not allow to pass unchallenged the remarks of the hon. member for Peel. There appears to be on the part of some hon. gentlemen opposite an antipathy to that section of the proposed railway between Moncton and Quebec which is unwarranted by the circumstances and by the past political history of this country. My hon. friend the leader of the opposition was quite willing that such a line should be constructed. He was not quite certain as to the time when it should be constructed; but he recognized its value to this Dominion, and he recognized the fact that it brought his own city of Halifax nearer to the other cities of the Dominion and clasped the different sections of the Dominion altogether. He was willing to aid in accomplishing this desirable object—desirable by his own admission; but his colleague sitting beside him, the hon. member for South Lanark (Hon. Mr. Haggart), declared the proposition to build a shorter line between Lévis and Moncton to be an absolutely senseless proposition. He declared that such a line was not required, and that even though it was proposed in this Bill, it would be generations before it would be an accomplished fact. How many generations we would have to wait for it if hon. gentlemen opposite had the control of the matter, I am not in a position to say; but I do say that until we have this shorter line, until the several parts of the Dominion are brought together in the way pro-