

taken from the reports of civil engineers, which were submitted to the House. If these are not accurate, let us have new surveys. I do not say that they are accurate, nor that they are inaccurate; I do not know; but if I can contend that they are right, and if others may contend that they are not, there is such a grave doubt, in this case, that the matter must necessarily be the subject of further enquiries. We are asked: How are you going to connect the north shore with the south shore? It is the question of the bridge. I never was an advocate nor an opponent of the bridge; but it seems to me that the question is secondary. When one hundred and fifty to two hundred millions of dollars may be appropriated for an undertaking such as the Pacific Railway, it seems to me that an amount of four or five millions, when it is a question of giving satisfaction to all the eastern Provinces, which have so largely contributed towards the construction of the Pacific Railway, is a matter of a very secondary nature. It is very true that the Pacific, if it wishes to come *via* Sherbrooke to Mettawamkeag, can only do it on condition of building a bridge at Lachine. It can be calculated that a bridge at Lachine will cost over \$3,000,000, and a bridge before Quebec, with a double track, ought to cost, according to the report of Mr. Bunless, only \$5,000,000, with the abutments. Now, if we give satisfaction, from a short-line point of view, to the Maritime Provinces and to the Province of Quebec, I say the construction of the bridge at Quebec ought to be looked at from a more liberal standpoint. We have readily voted for the Pacific with pleasure and enthusiasm, of late years. We have done so again lately, and we are ready still to help it along, with all our might, until its completion. But it seems to me that we must consider, in a special manner, the interests of the great eastern Provinces, and give them satisfaction, as far as possible. For all these reasons, Mr. Chairman, as I said a moment ago, it would be a question which it would be interesting to discuss more fully. But at this late hour, perhaps I have already said too much, especially in the French language, before an audience which is partly English-speaking. And yet I am anxious to define the position which I occupy. I said I hope that the question of a short line ought not to be considered as a sectional question, but as a federal question. And the district of Montreal having been benefited by the Pacific—a matter of which we are proud, and which was obtained partly through the exertions of the members from Quebec—we, the members from Quebec, are in a position to tell our friends generally, that after having, for a year past voted from \$35,000,000 to \$40,000,000 to complete the Pacific, we will not see it, if the present resolutions are adopted; and here is the way I explain the matter: It is because the short line question involves the whole question of the Pacific extension and of the advantages which would be derived therefrom by that district and by the Maritime Provinces. The true short line would be one starting from Montreal and going to the seaboard. We have always understood that the terminal port on the Atlantic would be a Canadian seaport. I have no objection to the Pacific reaching Portland, on account of its commercial necessities, to sustain competition or to compete with other lines. I am not against that. All our great railroad lines, including the Grand Trunk, go to Portland. The Pacific wishes to go there. I have no objection. But when we are voting such a large sum of money to bring the Pacific to a Canadian port, I say that it ought to go there; and I may add that if the Pacific wishes to go to an American port, they ought to go at their own expense; we have no need of voting any money for that. Let them do it themselves, if it suits them. I am not against the requirements of trade, but we are voting here in this House, before the country at large, a certain amount, to appropriate it to the development of the resources of the different Provinces of the Dominion; we vote in view of the results which we

Mr. LESAGE.

expect. That is the position. We have heard the hon. member for Stanstead (Mr. Colby) saying, a few moments ago, that the Eastern Townships were entitled to a share in this Pacific question. My hon. friend knows that the members from the Province of Quebec, whether French or English, are all as one man on matters concerning this Province. My hon. friend knows that we are by no means jealous of the Eastern Townships, and that on the contrary we admire them in the successful efforts which they have made for their own improvement. But there is one fact which we must bear in mind, and that is, that the city of Sherbrooke has now three railroads—the Grand Trunk, Farnham and Magog and the South-Eastern—which connect with the Passumpsic, besides the Quebec Central, which runs from Lévis to Sherbrooke. Therefore, in that respect, it seems to me, that our friends are well supplied. If we take a glance at the map of the district south of Quebec, what do we see? We see no railroad whatever. I, for my part, live in a very important district; and from Lévis to the boundary line, composed of old parishes, some of which have been settled for some fifty or sixty years, and all have been settled for at least thirty years; there is not one solitary railway for twenty leagues in a bee line and fifty miles crossways. I do not make this remark with regard to the Pacific question, but, if my hon. friend bases his claims on the amount voted by the different municipalities of that district to develop their lines of railways and give them what he calls vested rights to the possession of the Pacific, it seems to me that the complete want of railway facilities must weigh a little on the other side of the scale. And yet, Mr. Chairman, all I have asked, and all I am now asking from the Government, before these resolutions are adopted—and I regret to say that I cannot accept them without that—is, that they should give us a reliable instrumental survey, to be made by engineers in whom we have confidence. The discussion will then come up before the House, and if the short line is then located by the House *via* Sherbrooke, after having been surveyed and explored instrumentally on the whole length of the line, then I will agree to it, and I will vote for that measure; and I am sure that my county will not find fault with me. Such is, in substance, the position I now take. I hope the Government will take my suggestions into consideration, and will give me credit for the frankness of my views on this question.

Sir HECTOR LANGEVIN moved to strike out, in the 7th paragraph, all the words between the words "North Shore Railway" and the words "Canadian Pacific Railway," and inserting the following at the end of the paragraph:

And if it should be expedient so to do, in order to facilitate obtaining such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of \$1,500,000, or any part thereof, in aid of such acquisition; and upon such an acquisition, may transfer or convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligations as the Government shall have assumed in acquiring it.

Mr. LAURIER. I understood the Minister to state that the Grand Trunk Railway had agreed to sell, and the Canadian Pacific Railway to purchase, the North Shore. Will the hon. gentleman give the terms of agreement between the two companies.

Sir HECTOR LANGEVIN. The understanding between these companies is this, that the Grand Trunk Railway sells the North Shore on these terms: The Grand Trunk Railway will receive the amount paid by them as stock in the company, and by which they became proprietors of the road, and an additional sum for improvements made by them on the railway since they have had it, and they will deliver the railway free of all charges and liabilities, except the two debts of which the hon. gentleman knows. The first is the debt to the Quebec Government of \$3,500,000, for which the Government of Quebec has a mortgage, and then the sum of \$1,725,000, which forms the amount of the bonds on