

design with which this great undertaking has been promoted, why he has not followed it out and effected the object to the fullest possible extent in his power. Why is it he builds the railway to Moncton, if his object is to get to the ocean by the nearest way? What is he proposing to do with St. John? St. John is a port, I apprehend of some importance and doing a very considerable business under existing circumstances, and capable of doing any amount more if increased business should offer. The harbour is open all the year round. No man questions the advantages of St. John as an ocean port. It is free from fog in the winter, a great source of trouble to many other ports. And it has also this great advantage, that there is a staple product which is always available to make up the balance of a cargo if required. You can always make up the balance of a cargo with lumber, if you cannot get other things. This is an advantage which St. John possesses in a greater degree than any other port on the Atlantic coast. Why is St. John passed over? If the shortest line is the object why do you go 100 miles out of the way? St. John is only 428 miles from Montreal by way of Lévis, Rivière du Loup and that St. John Valley. Buy that road if you want to get to the ocean, or appropriate it if you cannot buy. According to the shortest statement of Mr. Daveys, the distance is 150 miles longer by the centre line, but it is really 170 miles, as I shall show you. Why do you want to travel 170 miles further than is necessary? There is no necessity for it in any business interest. St. John is passed by. The distance from St. John to Lévis by the line I have spoken of is, as I have said, 428 miles. From Lévis to St. John by the Intercolonial it is 578 miles. By the Daveys' line, taking his own figures to be correct, it is 501 miles. And from Lévis to Halifax by the Moncton and centre of New Brunswick line, is 597 miles. You have, therefore, 96 miles, by the best possible figuring you can make, by the Moncton and centre of New Brunswick line—96 miles further than there is any necessity for going or any justification for going. You are telling the western people: We are giving you the shortest and speediest route to the sea. Why tell them this, if you do not intend to give it to them? If you do not mean to give them the shortest route, do not tell them you are giving it to them, do not spread it out in your Bill or announce it in your policy, but tell them the truth: It is not a commercial line, we are building, it is a political line. I do not object so much to these hon. gentlemen doing that if they think it proper, and if they think they are going to make friends in Nova Scotia by doing it. But let them not pretend to the people that they are giving them the shortest line and then withhold it from them by their own will and determination.

At six o'clock, House took recess.

Hon. Mr. BLAIR.

### After Recess.

House resumed at eight o'clock.

Hon. Mr. BLAIR. Mr. Speaker, as part of the new line which the government is proposing to construct from Lévis to Moncton, a portion of it, as the House understands, is to be built to the south of the Intercolonial Railway, between what might be described as the mountain range, if it is a mountain range, and the American boundary. On a portion of that line, I have been given to understand, though I do not speak from positive knowledge, there are considerable settlements, and a good deal of business could be done along that section, at all events railroad accommodation would be afforded to a number of persons who are now without it. It does not appear to me that in order to give railway facilities to the people in that section it is at all necessary to proceed with the extended line down to the centre of New Brunswick, because the people who would be served by such a portion of the line are people who would look altogether either to Quebec or to Montreal for their connections, and who would desire to reach these points to transact the business which would ordinarily call them in that direction. All the government would need to do, and to that I apprehend there would be no objection in parliament, would be to give such assistance to a railway, chartered for the purpose of building through that district of the province, such aid as is usual and customary, and which railway would serve, if it was part of a longer line or a portion of a transcontinental line, to the fullest necessary extent the people living in that section. I think, therefore, no argument can be used in this House for an extension of this line beyond the points to which this settlement extends.

I have stated to the House what was Mr. Daveys' estimate of the length of the road, and the number of miles that would be saved by the construction of that line through the centre of the province of New Brunswick to Moncton. I have taken the trouble to look up information upon that subject, which I think is available to everybody, and which perhaps some members of the House have already seen. It will be remembered that Sir Sanford Fleming and a corps or several corps of engineers were employed, under instructions of the government at Ottawa before confederation, to make numerous surveys to the centre of the province before the Intercolonial Railway was located through New Brunswick, in order to ascertain what would be the shortest and most desirable route for the railway to follow. Sir Sanford has furnished in his reports, and they have become parliamentary records, full and complete statements with respect to these different surveys. I desire to call the attention of the House to the records which there