

motion in Committee of the Whole House. It was debated for at least two hours, and at the conclusion of the debate it was voted down. I have not heard anything fall from the lips of the hon. gentleman in addition to what was said during the discussion in the committee, and, therefore, I do not think it is necessary that this should be discussed at this stage.

Mr. HEYD. Could the hon. member for King's, N.B. (Mr. Fowler) say what is the the mileage from Edmundston to St. John by his route?

Mr. FOWLER. The mileage would be about 200 miles from Edmundston to St. John, whereas, by the route of the Canadian Pacific Railway it is 233 miles. This route would be shorter by at least 33 miles, as compared with the Canadian Pacific Railway, because, instead of following the bends of the river, we would strike across country direct to St. John.

Mr. C. E. KAULBACH (Lunenburg). What would be the difference between the direct line I suggested the other evening from Rivière du Loup to Newcastle, and thence to Moncton and the road that the hon. member for King's, N.B. (Mr. Fowler) now advises by way of St. John?

Mr. FOWLER. I have not measured the distance which the hon. gentleman (Mr. Kaulbach) suggests from Rivière du Loup, and I could not say what the difference would be.

Mr. KAULBACH. The hon. gentleman knows quite well that Moncton is the dividing point between Halifax and St. John, that when the road reaches Moncton they then have the option of proceeding to Halifax or to St. John. To divert this road so as to parallel the Canadian Pacific Railway I think would be very absurd indeed. It would make a detour in the line of the road that would certainly not be advisable in the interest of St. John. I only want to have my hon. friend (Mr. Fowler) understand that an arrangement was made that Moncton was to be the point, and that any divergence from that would be an error on the part of any one advocating the route which he suggests.

Mr. FOWLER. Mr. Speaker—

Some hon. MEMBERS. Order.

Mr. FOWLER. I understand the hon. gentleman (Mr. Kaulbach) asked a question. I wish to state that in so far as any arrangement he speaks of is concerned in regard to Moncton being agreed upon, I had no part in any such agreement, nor was I invited to any conference that the hon. member for Lunenburg (Mr. Kaulbach) may have taken part in, nor was any Conservative member from the province of New Brunswick invited to such conference. I am not at all proposing to parallel the Cana-

dian Pacific Railway as the hon. member from Lunenburg says, but I propose this route as an amendment to a very much worse scheme proposed by the hon. member for Westmoreland (Mr. Emmerson).

Mr. H. J. LOGAN (Cumberland). In the amendment of the hon. member for King's, N.B. (Mr. Fowler) he proposes:

That a branch line be built from the proposed main trunk line of the Grand Trunk Pacific Railway, beginning at a point at or near where said trunk line crosses the Nashwaak river, and thence extending by way of Fredericton and the valley of the St. John river, to St. John city.

Will he tell us what is the estimated distance between the point at which he would branch off the main line and the city of St. John?

Mr. FOWLER. It is about 75 miles according to what the hon. member for Westmoreland (Mr. Emmerson) says. I have made the amendment read from the Nashwaak river or from the point near which the main line of the Grand Trunk Pacific Railway crosses the Nashwaak river.

Mr. LOGAN. I would like to remind the hon. gentleman that one of the objections that has been raised against the construction of this Grand Trunk Pacific Railway through New Brunswick is that it will parallel the Intercolonial Railway. According to the proposition as contained in the Bill, the line will be built to Chipman, thence to connect with another line which will give it communication with Norton, thus giving the run from there to St. John to the government railway. Now, the hon. gentleman is certainly not very consistent when he desires to cut out this traffic from the Intercolonial Railway. At the present time we are proposing to give the traffic to St. John to the Intercolonial Railway, but according to the amendment of the hon. gentleman we will take that away from the Intercolonial Railway and we will parallel the Canadian Pacific Railway down the west side of the St. John river.

Mr. FOWLER. For only a matter of 30 miles.

Amendment negatived.

Mr. F. D. MONK (Jacques Cartier). Mr. Chairman, I gave notice of an amendment that I wish to have made to this Bill, which will be found at page 769 of the Votes and Proceedings. I explained the amendment at the time I gave notice of it, and I think it is an amendment that will commend itself to the favourable consideration of the government. It is an amendment to this effect:

That the said Bill be recommitted to add the following after section 12, as amended in Committee of the Whole: "The branch line from the main line of the Quebec section to Montreal shall be begun as soon as the company have entered upon the operation of said line, and shall

Mr. McCARTHY.