

tions in the Maritime Provinces, we are placed at some disadvantage as competitors against American lines for freight traffic, we have some advantages in the competition for passenger traffic. But it must be observed that many conditions are necessary to successful competition. Not only must the shortest and best route be selected, but the line itself must be of the best description. The roadbed must be of the most permanent and substantial character, one on which the highest rates of speed can be attained, combined with the greatest safety. The rolling stock must be of the best description, and it must be equipped with all the comforts and conveniences which modern travellers consider desirable and necessary. I believe if those conditions are met, the Canadian line in point of time has an advantage, while so far as regards comfort and safety it can be made equal to any possible line of travel between America and Europe; and if these important advantages are turned to profitable account, the Canadian lines will be placed in a vastly more advantageous position in the competition for freight traffic. In the first place, it will have a profitable business upon which it can with certainty rely, first-class ocean steamships would be brought to the Maritime ports in greater numbers, the competition which would result, combined with an abundant supply of cheap fuel, always available, and a shorter ocean voyage, would reduce the rates of ocean freights to the lowest possible point, to a point below any which could be quoted on any other seaports on the American coast. Then another important advantage would be secured, by placing this line under the control of one company. I admit it is not an essential consideration, but I regard it as a very important one. I admit that, in the main, traffic will be governed by ordinary commercial rules, and that the line of railway which can deliver freight at its destination at the least cost to itself, will, in the end, win traffic from its competitors. But where other things are equal, or nearly so, it is well known that the ownership of a long line of railway practically determines the destination of its entire freight traffic; and, Sir, under such circumstances, with a line of the best description constructed and thoroughly equipped, controlled and managed by one company throughout, I feel that we might hope in the future to overcome the chief difficulty with which we have to contend in the Maritime Provinces, and that we might reasonably expect to see the great and growing traffic of the west which, during the summer time, will always find an outlet by the St. Lawrence, in the winter season successfully directed to the seaports of the Maritime Provinces. I shall not longer detain the House at this late hour, and this late period of the Session, but I believe that in the resolutions which are now proposed by the Government we are laying the foundation of a sound and successful enterprise. I trust, Sir, that the amount of the subsidy which is offered will be found sufficient to induce capitalists to construct this line of railway. I trust that the same men who, with such remarkable energy and ability, carried forward the construction of the Canadian Pacific Railway, and with a rapidity which is unprecedented in the history of the world, will also be induced to undertake the construction of this line, and that the people of the Maritime Provinces, who have been looking to this projected line of railway for many years, for a direct and intimate connection with the sister Provinces in the west, will at last realise what they so long hoped for, and that this line will also become part of our great transcontinental railway, which in future is to connect our seaports on the Atlantic with those on the Pacific coast.

Mr. TEMPLE. I wish to say a few words on this subject, which is rather an important one to the people of the Maritime Provinces. I wish to deal with two routes, that is, the southern and the northern route, and the route proposed by

Mr. O'Sullivan. In order to do so I shall give the figures and the distances of the two routes, and I will endeavor to show the entire impracticability of Mr. O'Sullivan's route, not by my own knowledge of the route altogether, but by a survey that was made by Major Robinson, under the British Government, in 1848. Some hon. gentlemen in this House seem to be disposed to ignore entirely the Maritime Provinces. The road proposed under these resolutions has been in contemplation, and has been spoken of by the people of the Maritime Provinces for a number of years. They have been looking forward to its completion, and I hope we shall now have it completed under these resolutions. I trust, Sir, that the hon. members of this House will not vote down these resolutions. Although we live down by the sea; although we are down-easters, as the Yankee might say, yet, living in the east, we live where hon. members from the west receive the first light of day. And I might say also that we have some bright and shining lights from the east in this Parliament—we see them all around us; and I trust that when this vote is given, hon. members will consider us, and not leave us altogether in the dark. Now, in the first place, I propose to deal for a few minutes with Mr. O'Sullivan's pamphlet. He says:

"The supporters of the southern route in one sweep arrive at the conclusion that the shortest route is by Sherbrooke and Moosehead Lake, and to prove this they take up the plan to show that the Edmundston line forms two sides of a triangle.

"St. Thèrese and Moncton are two points that must be common to the trunk line of the Dominion, whatever route is chosen between these points, unless that the entire interests of Nova Scotia, Prince Edward Island and Cape Breton, as regards railway communication with the west, centre in St. John, N.B., which has not yet been admitted by any one."

In the first place, he ignores entirely St. Andrews and St. John, and he goes across the country from Grand Falls, as I shall show. He goes on:

"The choice of route for the short line from Montreal to the Canadian winter seaports should not be made from a local standpoint; but it should be made from that high, impartial standpoint, where may be united and centered the most and greatest interests, both national and commercial, of the entire Dominion."

I agree with him in that. As far as I understand the resolutions, I believe we are to adopt the shortest and best practicable route, and this was the understanding, I think, of the resolutions last year. Now, what does that mean? We cannot go 100 miles beyond that, even if we were ever so willing to do it; that is my opinion; otherwise I would agree to this line; but it goes across the Tobique Mountains, as I will endeavor to show:

"And if it can be proved that as good a line and as short a line can be had on Canadian soil, to fill the above conditions, as can be had on United States soil, it seems to me that any man who has the least spark of patriotism or who values his oath of allegiance should vote for the all-Canadian route."

There is no doubt about that, and I think we would all vote for it; but, as I said before, under the resolutions we cannot do it. Now, I will show the House that Mr. O'Sullivan is in error as to the distance. The distances of the northern route are as follows—I take these figures as given by Mr. O'Sullivan himself:—

	Miles.
Montreal to Quebec.....	172
Quebec to Rivière du Loup.....	116
Rivière du Loup to Edmundston.....	80
Edmundston to Grand Falls.....	40
Grand Falls to Fredericton.....	130
Fredericton to Salisbury.....	85
Salisbury to Moncton.....	13
Total.....	636

That is the distance of the northern route. But that is not the route Mr. O'Sullivan proposes; but had he been honest in his convictions he would have taken this route instead of the route he has proposed. Mr. O'Sullivan's northern line is as follows:—