

condition that the company should make connection with those American railways. There is really nothing, I think, in that objection at all. Another reason given for selecting this southern route is that it is said that something must be done at once; that the Canadian Pacific Railway wishes the southern route, and more to that effect. On that point I wish to be allowed to refer to another article from the *Halifax Herald*:—

In the first place the plea that further surveys will lead to further delay, and that further delay will force the C. P. R. to secure another winter outlet, for next season at least, could have been urged in the session of 1884 just as effectively as it can now. If expedition in securing a winter port for the C. P. R. is the principal thing to be considered, then it was folly to waste the whole summer of 1884 making surveys of all kinds of impossible routes. But we contend that it is not the principal object the country has in view in promoting the Short Line railway scheme. What the people of Canada want, and what the Government have promised to assist them in securing, is "the shortest possible line" between Montreal and the Atlantic ports of the Lower Provinces. And it was solely with a view of ascertaining what the shortest practicable line really was, that the surveys of last summer were authorized. And if, as is apparent, these surveys have so far wholly failed of their object, then certainly they should be continued until the shortest possible line has been clearly ascertained. To stop surveying at present, on the plea that it will cause delay, is tantamount to saying that all we want is a short line, no matter if it reduces the distance between Montreal and Sullivan's Harbor three times as much in proportion as it reduces the distance between Montreal and Halifax. And that is a proposition that we do not think "Merchant" or any other man in Canada—much less in Nova Scotia—would care to openly advance.

It does not seem to me to me that it makes very much difference to the people of the Lower Provinces or for that matter to the people of the upper provinces, whether the Short Line is in the hands of the Pacific Railway Company or not. Whoever owns the road will not have a monopoly of the business. The Intercolonial railway will always be a rival road, and the proposed road by Edmonston and River Ouelle will afford another rival line; and whether the Canadian Pacific Railway Company own this Short Line, or whether an independent company own it, or whether the Grand Trunk Railway own it

is of very little consequence. The great thing is to get the shortest and best road. I think under all the circumstances, that it must strike every hon. gentleman as being singular that no survey was made of the central route. The only ground on which that survey could have been omitted one would suppose is that nobody had suggested it. I think that that would not be an excuse, because it is so plain that it should have suggested itself to the Chief Engineer and the Railway Department without any suggestion from outside. But I have been informed and verily believe that several petitions asking for the survey of the central route have been sent to the Government or to the Railway Department, and the resolution which I have the honor to move asks for copies of those petitions. If it is a fact that those petitions have come in there will be no excuse whatever for the conduct of the Government in omitting to have the survey of this route made. There is just one circumstance to which I may be pardoned if I call attention now. The chief engineer in his report states that the route which he recommends, route No. 5 to St. John and No. 6 to Halifax, is the best, and the only reason he gives for its being the best is that, while it is the same distance to St. John by that line as by line No. 8 which runs north of Moosehead and Chesuncook Lakes, it is one mile shorter to Halifax by the route across Moosehead Lake. It would strike one as being rather singular as the roads run together nearly all the way from Canterbury to Halifax that one should be a mile shorter than the other. If any hon. gentleman will turn to page 9 of Mr. Schreiber's report he will find that in giving the distances by line number 9 he puts down section B of the survey at 212 miles. On referring to the engineer's report I find that the distance is only 210 miles; so if you subtract that two miles which Mr. Schreiber has inadvertently added to the distance by the northern line, you make that route a mile shorter than the southern line instead of a mile longer; and if it was such a triumphant and conclusive reason for selecting the Southern line that it was a mile shorter, we have the same conclusive reason for selecting the Northern line, for it is a mile shorter. That is not the only