

their line, the advantages in a material point of view, which the promoters of the scheme consider to attach to its execution are based on the grounds that all Canadian western traffic must pass through the City of Montreal, and that the rate of speed to be obtained by railway transport may be assumed to be three times as fast as that by steamer.

The following table which the Company submit shows the distance saved :—

Between	Via short-est present routes.	Via G. A. & E. S. L.	Miles saved.
Montreal and Fredericton.....	561	373	188
“ “ St. Andrew's.....	544	385	159
“ “ St. John.....	585	410	175
“ “ Moncton.....	666	476	190
“ “ Charlottetown, P. E. I.....			
<i>via</i> Cape Tormentine.....	784	543	241
“ “ Pictou.....	834	581	253
“ “ Halifax.....	845	653	192
“ “ Louisburg or Sydney.....	994	764	230

Comparing the existing route to Europe *via* the Grand Trunk Railway from Montreal to Portland, 897 miles, and the ocean passage from that port 2,810 miles, with the route of the proposed line to St. Andrews 385 miles, and the ocean passage thence 2,730 miles, there would be an increase of railway transit by the proposed line of eighty-eight miles, but a decrease of eighty miles in the ocean transit, which taking into account the difference in the rate of speed would place the advantage on the side of the proposed route, an advantage which its promoters expect to increase by their low grades and flat curves. Comparing the route *via* the Grand Trunk Railway to Portland, and so to Liverpool with the proposed route *via* Louisburg, Cape Breton, 764 miles, and ocean transit 2,240 miles, there would be an increase of 467 miles of rail transit, but a decrease of 570 miles in the ocean transit, the proposed route not only reducing the actual distance between Montreal and Liverpool from 3,107 miles to 3,004 miles, but affording very considerable saving in time through the difference in the two modes of travel.

In comparison with the existing route from Halifax to Montreal, the Company expect to save no less than twenty-nine hours in the transit of mails and passengers by the adoption of Louisburg as the ocean terminus. Further, they represent this port to be one of the finest land-locked harbors in the Dominion, and to be open all the year round.

The undersigned, recognizing the nationally important character of the contemplated line, recommends that Parliament be asked, during the present Session, to approve of the grant of a subsidy to this Company towards the construction of that portion of their proposed road in the Island of Cape Breton, the said subsidy not to exceed \$3,200 a mile for a distance of eighty miles, or a total of \$256,000.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

INTERNATIONAL RAILWAY COMPANY.

PROPOSED SUBSIDY,—\$3,200 per mile on 49 miles, not exceeding in all \$156,800.

Enclosures.

Petition of International Railway Company, 25th April, 1883.

Report to Council, May 14th, 1883.

Amended Petition of International Railway Company, May 15th, 1883.