

sidised line. From St. Martin's Junction to Mile End, 6 miles; from Mile End to Lachine, where it is intended to bridge the St. Lawrence, about 9 miles; from Lachine to Lennoxville, including bridge, 100 miles; the International Railway, 89 miles; from the International Railway to Mettawamkeag, 136 miles, according to the survey; from Mettawamkeag to Vanceboro, by the existing railway, 56 miles; from Vanceboro to St. John, 91 miles; total, 471 miles. So that by these figures, which cannot be disputed, the calculation of the Minister of Public Works and the map are shown to be erroneous. The distance is actually shorter by Chesuncook than by Mettawamkeag. These are the facts, and these facts I submit to the solemn consideration of the hon. Minister of Public Works. Then, with regard to the gradients; some time ago, when we had a discussion on this matter, it was stated as a blemish on the line which I advocate, by way of the North Shore Railway, Quebec, and Chesuncook, that the gradients from Hochelaga to the Mile End were 82 feet to the mile. If that is an argument at all, it applies to both lines; no train can go from Hochelaga to Mile End unless it passes upon that grade. But on the rest of the line which is to be subsidised by the resolutions, from Montreal to Mettawamkeag, the hon. gentleman stated the other day that the grades are 74 feet to the mile. What are the grades on the line from Quebec to Chesuncook? Mr. Light, in his report, says that they are from 40 to 45 feet to the mile; at all events, he says there is a difference of almost 20 feet to the mile between the grades of the two lines. What does Mr. Schreiber say on this point? On page 15 of the report, the statement made by Mr. Light, in the language of Mr. Schreiber, is as follows:—

"Mr. Light, on pages 2 and 3, expresses a belief that the maximum grade between Quebec and Monoton by way of Chesuncook and Harvey would be 35 to 40 feet per mile, and that the surveys of last season have established that the grades above-mentioned can be obtained between Chesuncook and Harvey."

Then Mr. Schreiber gives this as his answer:

"Mr. Vernon Smith's survey, the only one made between Chesuncook and Harvey last season, shows maximum grades of 53 feet per mile."

I do not think this is a fair statement by Mr. Schreiber, because Mr. Smith actually says, in his report:

"By slightly increasing the earthworks, I believe that on a re-survey the objectionable points may be greatly improved, and that the whole distance from Harvey to Chesuncook may be covered with gradients not exceeding 35 feet per mile, and with no curve exceeding 3 degrees or 1,910 feet radius."

So that Mr. Smith actually corroborates the statement of Mr. Light, that upon this line the maximum gradients could be reduced to 35 or 40 feet to the mile; whereas, it is admitted by the Minister himself, and in the reports, that the gradients on the Mettawamkeag line, or some of them, at least, are 74 feet to the mile. This will not surprise anybody, when we look at the statements which have been made with regard to the summits. Mr. Light says that the summits to be overcome on the line I advocate are only 950 feet, and some of the other engineers 750 feet, whereas it is admitted that on the International line the summits to be overcome exceed 1,800 feet; so that there must be a considerable difference in the gradients. I have only taken the figures so far as they apply to St. John; I have not taken them so far as they apply to St. Andrew's or Halifax. With regard to a line to Halifax, I cannot do better than quote from a letter addressed by Mr. E. H. Keating to the mayor and citizens of Halifax, with regard to the two proposed lines.

"If we now turn our attention to the surveys projected across the country from the vicinity of Quebec, it will be found, if any reliance is to be placed in the statements of the engineers who have examined the ground, that a shorter, cheaper and superior line, passing over much lower summits, with easy curves and moderate gradients, involving no engineering difficulties and free from most of the objectionable features of the more southern route, can easily be obtained. This line has been advocated by Mr. Light and is shown on the accompanying map by

heavy dashes marked 'combination line.' Although this route presents the strongest possible claims for favorable consideration, it is not shown upon the Government map, nor is it referred to in the report. It passes through a country which is said to need railway facilities and development, it does not involve the construction of as many miles of new railway as the southern route described, and it can be much more cheaply built and operated. For the above reasons, in the interests of the port of Halifax and the Maritime Provinces, and in the common interests of the Dominion, I would most strongly urge upon your committee, the Government of the Province, the city council and the Chamber of Commerce, to leave no stone unturned to procure, if it is possible to do so, the adoption of this route, and to spare no pains to prevent, by all legitimate means, the selection of a line which must inevitably have the effect of diverting to foreign ports the bulk of that traffic to and from the west which is ours by right, and will deprive us of our last visible chance of regaining commercial prosperity. In describing the combination line, which is recommended to your favorable consideration, I will first give the distances as measured and calculated by Mr. Light, and over those portions of the route which are common to other projected lines. I will afterwards refer to any apparent discrepancies in measurement when compared with the distances given in the official report of the Government. The combination line is proposed to run from Montreal to Chaudière Junction over the North Shore Railway, 173 miles, crossing the river by the contemplated bridge at Cap Rouge, near Quebec. From Chaudière Junction the line would traverse the valley of the Etchemin and Famine Rivers, and from thence would run in nearly a direct line to Lake Chesuncook, 105 miles. From Lake Chesuncook to Canterbury, 111 miles, the line follows the survey of Mr. Vernon Smith. From Canterbury to Salisbury, 121 miles, it would either go direct to Fredericton or by way of Harvey and Fredericton. From Salisbury to Halifax, 200 miles, the Intercolonial Railway would be followed. The total distance between Montreal and Halifax by this route will thus be seen to be 710 miles, of which 337 miles require to be built, while to St. John the distance would be 481 miles, with 242 to build, or, in other words, there would be a saving over the southern route of 30 miles from Montreal to Halifax."

And then, speaking of the discrepancies, he says:

"On certain sections there are minor discrepancies between Mr. Light's figures and those given in the official report presented to the Government, which are too insignificant to demand any special notice, as they do not exceed one mile in each instance."

Since the discrepancies are so slight, it is not worth while going into them. Now it may be asked: Do hon. gentlemen opposite, representing the Maritime Provinces, which are specially interested in the line to Halifax, expect that this line, as it is now laid down in the resolution, from Montreal to Mettawamkeag and Fredericton and Salisbury, will ever be constructed, as contemplated in the resolution? If they do, they have greater faith in the resolution than I have. I believe the line will be built to Mettawamkeag, but I do not believe it will be constructed any farther east. There are many reasons which induce me to believe that. In the first place, we have this year an increase of subsidy, but we have no explanation as to the reason of the increase. Last year the subsidy voted was \$170,000 a mile for 15 years; this year it is increased to \$250,000 for 20 years, but we have not, so far, a single word of explanation as to what is the cause which has induced the Government to make this increase, or as to the principle on which it is based. The whole thing has been left in the dark. The leader of the Opposition the other day questioned the Government as to that, but he could obtain no answer. Not a word has been uttered on the floor of Parliament, not a paper brought down, to show on what principle this subsidy has been increased. Another question that occurs to me is: who are to-day the promoters of that line? We have not a word of information as to that. All we know is, that it is understood this is to be an extension of the Canadian Pacific Railway. But who are the actual promoters of the line? Who offers to build the line on those conditions? We do not know. And a more significant fact is this: This subsidy has been calculated evidently, and has been brought down to the House—this subsidy of \$250,000 a year for twenty years—to build what? A railway from Montreal to Salisbury? No; from Montreal to Mettawamkeag. Such was the resolution when it was introduced. The resolution then provided for the construction of a railway from Montreal to Mettawamkeag, for a line of railway to connect Montreal with the harbors