

between the Intercolonial, and Caraquet or Shippegan, while, on the contrary, the Quebec shore presents a very expensive route. I will be happy to give you any further information which you may want.

Yours truly,

EDWARD JACK.

K. F. BURNS, Esq., M.P., Ottawa.

GOVERNMENT RAILWAYS IN OPERATION,

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 27th March, 1883.

SIR,—Mr. K. F. Burns' letter of the 3rd instant, enclosed to the Hon. Minister of Railways and Canals, by the Hon. Sir Leonard Tilley, and under cover No. 30,869, asking for a subsidy in aid of a railway from some convenient point on the Intercolonial Railway to Shippegan, a distance of about forty-five miles, having been referred to me, I have the honor to report that this proposed line of railway is one which has from time to time received considerable attention. In 1874 a survey of this line was made by the Dominion Government, but I can find no record of it in the Department. It was, I think, from forty to fifty miles long, and the work was generally moderately easy. From Mr. Burns' description of the country, its resources and of the traffic to be developed, it would appear to be an enterprise which, if put fairly before the financial world, would stand on its own merits without Government aid. Of course, to succeed, it would be necessary for Mr. Burns to establish beyond question what the traffic he calculates upon, would flow to the Railway. This road would, I consider, prove a valuable feeder to the Intercolonial Railway.

No. 30,869 returned herewith.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer and General Manager.*

Memorandum.

OTTAWA, 14th May, 1883.

The undersigned has the honor to represent that, under date of the 3rd March last, application has been made on behalf of a Company formed for the purpose of its construction, asking that a subsidy may be granted towards the building of a line of Railway, the Caraquet Railway to run from a point on the Intercolonial Railway at Bathurst to the Harbor of Shippegan, New Brunswick, the length of the said line being about forty-five miles.

That the course proposed to be followed would, it is stated, run along the shore of the Baie des Chaleurs, and would pass through a populous country, containing many important business centres.

That the fishery interests of this district are of exceptional extent, comprising those of the Baie des Chaleurs and the adjacent waters, codfish, mackerel, herring, salmon and oysters being the leading species caught, while the business involves a large amount of capital to the American and Canadian; further, the lumber resources of the country are of a most extensive character, and would, as well as other industries, be, it is believed, largely developed by the introduction of Railway transport. The promoters of the scheme state that the Government of the Province of New Brunswick have granted a subsidy of \$3,000 a mile, and that a further subsidy of \$4,000 a mile would ensure the prompt commencement and early completion of the work, which they regard as an important feeder to the Intercolonial Railway.

The undersigned considers that encouragement should be given to this enterprise, and recommends that Parliament be asked to sanction the grant of a subsidy to the Company in question of \$3,200 a mile, for a distance not exceeding thirty-six miles for a total of \$115,200.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

GATINEAU VALLEY RAILWAY COMPANY.

First fifty-mile section from Hull, P.Q. Subsidy not to exceed \$3,200 per mile; in all \$160,000.