

probably satisfy for the present at any rate, the wants both of Quebec and the Eastern Townships. By and by if the business grew, the road by the Etchemin river could be constructed also. The objections to the southern line, which appears to be the line favored by the Government judging from the resolutions introduced in the other Chamber, I have given already at some length. There are two or three of them to which I venture to refer again. One of the objections is that this is a route intended for United States business ; and I may say that the hon. member for Stanstead, in the other House, almost admitted that in the recent discussions on the resolutions. He said in so many words that one great business of the road would be to carry freight down to Bangor—that there would be a great deal of freight going to Bangor over this road. I do not think it is the object of this country in granting this subsidy, to enable the people of Bangor to get their freights easily. The object, as I stated at the beginning, was to give the best possible connection with St John and Halifax the commercial capital of New Brunswick, and the commercial and political capital of Nova Scotia. There is talk of doing something to build up St. Andrews, or some little place in that neighborhood. That was not the object of the subsidy ; the object was not to build up some unknown place on the western borders of New Brunswick into a considerable town ; but to connect the present business centres of the two Lower Provinces with the business centre of the Dominion ; and it would be very small comfort indeed to the people of Nova Scotia, Prince Edward Island, and New Brunswick to know that this International road was likely to carry a good deal of freight to and from Bangor. Another objection to this road is that its gradients render it unfit for heavy freight or for speedy passenger trains. A very important objection to this road, which has not been sufficiently adverted to is this : this road—the road between the Eastern Townships, and the lower provinces, will be really under the control of the Maine Central railway. The traffic will have to pass over the railway owned by the Maine Central Company and will be dependent upon the good will of the directors and shareholders of that com-

pany. I think that is a very unfortunate position in which to place our traffic. The people of Maine and the railway men of Maine will be sure to see that they get the best of any bargain that they make with our people in connection with the business going by that road ; and the natural tendency on their part will be to bring the trade down to their own harbor at Sullivan below Bangor. Then it has been given as a reason why we should select this southern route that it will utilize existing roads, and will not involve the building of quite as much new road as some other lines would. It should not be an advantage in our eyes that the route that is proposed is going to utilize a certain amount of American railway, and that is what the fact is. I do not think that that is an argument in favor of the road at all. Then some of the gentlemen who are opposed to the central and compromise route, and who advocate the southern route, say, "very well, supposing that this is the best line, there will be no session of the Maine Legislature until 1887, and you will not have a chance to get a charter for it." In reference to that I may say it is an objection which is of very little weight ; because if any hon. gentleman will take the trouble to consult the Revised Statutes of Maine he will find that it is not necessary to get a charter from the legislature at all in order to incorporate a company to build a railway in the State of Maine. All that is necessary is for a number of persons—and this is what is done—to file articles of association with the railway commissioners and to go through some other forms.

If the line of railway were proposed to be located in the immediate neighborhood of an existing road, then there might be some difficulty raised about it ; but as this central road would not interfere with any other line there could be no question at all as to getting a charter. Another thing it does not cross any navigable water. One of the reasons why the International Railway Company had to go to the Legislature for permission to locate their road as they proposed to do is that it crosses navigable water at Moosehead Lake, and it also trespasses on the ground of two American railways, and comes into their neighbourhood ; and the result was that the charter was granted only on the