

that the line (No. 6) was the best that could be chosen in the interest of Halifax, and it is in that interest alone that I support it. There have been objections raised against it, and it has been said that a shorter line could have been found by way of Richmond. Now, I think if any hon. member will look at the map we have before us this evening, he will see that it is impossible to get a line that is much shorter by an air line from Richmond than the one chosen. Because, if you continue the line from Richmond to a point where it will connect with the line surveyed by Vernon Smith, which runs to a considerable distance to the north of Moosehead Lake, you will find that line goes as far north of the air line as the line No. 6 at the most distant point diverges to the south. So, even if an air line could be got to Richmond, to a point connecting with Vernon Smith's line, it would not materially shorten the distance. And when a line is carried from Richmond you would have to allow the ordinary curvature, which would make the air line that is being sought for about as long as No. 6. There has been one point touched this evening which needs a little consideration, I think. It is in connection with diverting trade to United States ports. The reason why I support this line (No. 6) is because I am convinced there is no more danger of trade being diverted to American ports by this line than if we ran a line 20 or 30 miles to the north. If the through trade of the Dominion is to go to American ports, it is quite certain that a distance of 20 or 30 miles, north or south, is not going to affect it. I believe that is certain, and think, therefore, the line chosen by the Government, all things taken into consideration, is the one which gives us the best chance of sending to the ports of the lower Provinces a good share of the trade of the west. There is another important matter that should not be forgotten. It is that the resolutions are to provide for one complete line to Salisbury, from the south shore of the St. Lawrence opposite Montreal. It is absolutely necessary that it should be one line, not a line worked or operated by different companies and under different control. The Government have entered into a contract to give the people of the lower Provinces this one line to Salisbury, Nova Scotia, and connections with St. John and St. Andrews, and possibly, at some future day, with Louisburg. If that is the case, it would be wise for the Government to consider the advisability of providing, at some future stage, that a condition should be imposed upon the company which makes the contract for the construction of the line, that it should be completed and a junction effected with the Intercolonial, and that it should not be permitted to terminate at any intermediate points. This is of vast importance to the lower Provinces, and I trust when the Bill is introduced such a condition will be inserted.

Sir HECTOR LANGEVIN. I hope the hon. gentleman will be kind enough to send me his suggestion in writing, so that it may be considered before we take another stage.

Mr. STAIRS. I shall have great pleasure in sending it. There is another most important point in connection with the interest of the Maritime Provinces, and it is that the line from Montreal to Salisbury shall be under the control of the Canadian Pacific Railway. I will read letters which have been received from the president of the Canadian Pacific Railway Company, which will throw some light upon this point, and will answer, to a certain extent, some of the objections urged to these resolutions by the hon. member for West Durham. In a letter dated 25th February, 1885, the president of the Canadian Pacific Railway Company, addressing you, Mr. Chairman, said :

"M. B. DALY, Esq., Ottawa :

"DEAR SIR,—I am in receipt of the letter of the 24th instant, signed by yourself and Messrs. Wood and Stairs, upon the subject of the extension of the Canadian Pacific Railway to the Maritime Provinces, so as to connect it with the Ports of St. Andrews, St. John, Halifax and Louisbourg.

"OTTAWA, 25th February, 1885.

"With reference to the matter of the location of such an extension as you refer to, I beg to say that my opinion remains unchanged by the various surveys that have been made. On the contrary, my previous opinion has been confirmed, and I am fully satisfied that the best line would be a line running as directly as possible from Montreal via Sherbrooke, Moosehead Lake and Fredericton to Moncton, utilising existing lines as far as practicable. I may further say that if the Government should decide adequately to subsidise such a line, it could, in my opinion, be completed within two years from the date of the contract.

"I estimate that a first-class road, thoroughly equipped, would involve a capital cost of \$12,500,000. While I am not now in a position to commit my colleagues to an actual offer to undertake the work, I feel safe in saying that with a subsidy of \$300,000 a year for 20 years the Atlantic and North-Western Railway Company would be willing to enter into a contract with the Government to make the direct connection, as above stated. Speaking for the Canadian Pacific Railway Company, I may say that, in my opinion, if such a railway were built, the latter company would undertake to lease and operate it, provided suitable provision were made for the carrying of freight over the Intercolonial Railway from Moncton to Halifax.

"I may add that Moncton would be the proper point to connect the Louisburg Railway with the Canadian Pacific Railway."

"I am, dear Sir,

"Yours very truly,

"GEO. STEPHEN."

In addition, there is another letter from Mr. Stephen, of a later date, 16th June, 1885, as follows:—

"THE CANADIAN PACIFIC RAILWAY CO.,

"OFFICE OF THE PRESIDENT,

"MONTREAL, 16th June, 1885.

"M. B. DALY, Esq. :

"J. F. STAIRS, Esq. :

"SIR,—Replying to your letter of the 16th June on the subject of the proposed short line between Montreal and the sea-ports of Nova Scotia and New Brunswick, I have to say that the route indicated therein is, in the light of our present knowledge, the best that has been proposed, and this route is preferred by the Canadian Pacific Railway Company to any other that has been suggested.

"I will say, further, that it is the desire of the Canadian Pacific Railway Company to take up this scheme as a natural and necessary supplement to the Canadian Pacific Railway as it now exists.

"The company will be ready without loss of time to enter into negotiations with the Government for carrying out this project, as soon as the necessary legislation is obtained."

"I am, Sirs,

"Yours truly,

"GEO. STEPHEN, President."

In view of those two letters, there is a possibility, almost a certainty, of the Canadian Pacific Railway Company being able to secure this line and work it to the Maritime Provinces. One of my reasons for supporting the present line is, because we have a better chance, in fact, the only chance, of securing their assistance in this work if we adopt it. I believe it is impossible for many reasons to take up the Quebec line. Great delay would certainly take place in securing the construction of a bridge at Quebec and making further arrangements to connect with the Maritime Provinces. If the Canadian Pacific Railway Company do not soon see a fair chance of getting trade to our own ports, it will be diverted to American ports, and it will be out of their power to prevent it. This is, to myself and other members of the lower Provinces, very important indeed. We have to consider, and I have always considered, the trade interests of our own Provinces. In view of the expenditure that has taken place in the North-West and in building the Canadian Pacific Railway, the people of the Maritime Provinces have a right to ask for a sufficient subsidy to enable the Canadian Pacific Railway to own that road. I am sure the propositions contained in the resolutions will be supported generally throughout the Maritime Provinces. As has been ably pointed out by hon. gentlemen in supporting the resolutions, this chance is one of the most valuable that could have been found. It suits, in the highest possible degree, the citizens of Halifax and the people of Nova Scotia; it suits, more nearly than any other, the people of St. Andrews, St. John, and other parts of New Brunswick. In view of these considerations, I think the Government have acted wisely, and that those who are interested will be able to support this line. If there have been criticisms against it, I think a full knowledge of the circumstances existing will justify the course