

"From Moncton to Canaan the Intercolonial Railway runs in a nearly direct line for Grand Falls, and by measuring on the plan and adding 10 per cent. for curvature, the distance from Grand Falls to Canaan is 148 miles, making the whole distance from Grand Falls to Moncton only 167 miles; while by Mr. Schreiber's roundabout way *via* Fredericton the distance is increased to 232 miles."

Now, Sir, if that is a practicable route, I think hon. gentlemen will see these will be pretty nearly the distances.

Mr. WELDON. That would not benefit the valley of St. John.

Mr. LANDRY (Kent). Yes; I agree with the hon. gentleman, so far as St. John, York County, Sunbury and Charlotte are concerned, it would not benefit them to go to Moncton, but we are told that here we are not to consider small localities, but the great interests of the whole Dominion. I have as much sympathy with St. John and these other counties as anybody has, but we are told not to go past the shortest and most practicable route, for the purpose of favoring certain localities, and St. John is a small locality compared with the whole Dominion. Do not misunderstand me as saying that St. John has not its importance, but it should not divert us from the most practicable, straight and direct route. Now, it appears to me that it would have been worth while for the Government to have had that route surveyed, so as to be able to give us positive information. I am going to vote for the resolutions, but I do it with great reluctance, but I am moved to do so on my own Province being generally in favor of this line, because the people of Sunbury, York, St. John, and the western counties, are almost unanimously in favor of it. One reason may be, because it passes through that portion of the Province, and may be of benefit to it. At the same time, if I were firmly convinced that these figures I have given were positively correct—but we have not the information to enable us to say that they are—I would not vote in favor of the other line, but would vote in favor of this, because it would give us a line in our own territory, and a shorter route than the one we are asked to vote for. We are asked to build 360 odd miles on the one, as against 252 on the other. There is another consideration. My hon. friend from King's, N.B. says we should not encourage delay, because once traffic sets in in certain directions it is difficult to divert it. There is something in that argument, but I fear that notwithstanding our obtaining the route which is now proposed to this House, and for which I intend to vote—I cannot help expressing the fear that when we do get it, it is not going to be so great an advantage to the Maritime Provinces as we hope it will be.

An hon. MEMBER. We will risk that.

Mr. LANDRY (Kent). Well, I express that fear, because there is already a line from Montreal to Portland, at a distance of 272 miles, and that is controlled now by the company into whose hands we all hope the short line will be thrown, when it is completed, that is, the Canadian Pacific Railway Company, so that the whole line will be under one management. That is only 272 miles, and when in winter through traffic reaches Montreal from the western portion of our Dominion, the people will look upon it simply with a commercial eye, and when they are asked: Will we send the traffic over the short line or to St. Andrews, which would be 430 miles instead of 272, I think, Sir, they will take the road which gives them 272 miles instead of 430, and send it to Portland. I would hope and wish that it would be otherwise, but I am afraid that would be the result. My hon. friend beside me (Mr. Mitchell) says I am mistaken as to the Canadian Pacific Railway having full control from Montreal to Portland. I had understood that they had some running powers, but I am not in a position to say. Notwithstanding, I think they will find it to their advantage to acquire control over it, in order to have

only 272 miles of railway instead of having 430, and if they go to St. John, 472 miles, or to Halifax, 248 miles more. I am expressing these fears because I cannot help entertaining them, and that is another strong reason why I feel that we ought to have had these other lines surveyed before we were called on to vote. There is another matter to which I would like to draw the particular attention of the Government. In the explanations or the assurances which have been given, I have not understood that the Government have yet made it clear that their intention is, after this vote has passed the House, and when these subsidies are granted, and the contract is entered into for the purpose of carrying into effect the law which will be enacted upon these resolutions, to insist on the parties who undertake to construct this line securing the lines that are already built to St. Andrews, to Fredericton and to St. John. Hon. gentlemen must understand that the first point where this line will strike the existing system of railways in the Province of New Brunswick is at Mattawamkeag.

Mr. WELDON. No; it is in the State of Maine.

Mr. LANDRY (Kent). Mattawamkeag is not in New Brunswick, but the New Brunswick system runs into the State of Maine; and the first point it strikes to reach the New Brunswick system is Mattawamkeag. From that point it goes to Macadam Junction. From that point, to St. Andrews, it takes one route; to St. John, it will have to proceed over the same route for some distance; and to Moncton or Salisbury, it will have to go as far as Harvey, and then branch off again, and go by a new line to Fredericton, then across the St. John River to Salisbury, by an entirely new route, and then proceed on the Intercolonial Railway to Halifax. So that there are three different branches which this company, when they enter into a contract with the Government, would have to secure or obtain running powers over—one to St. John, another to St. Andrews, and a new line to Salisbury. I have followed the discussion and have read the speeches which have been delivered on this question, and it has not yet been made clear to me that it is the intention of the Government, before entering into a contract for the building of those portions of the line, to see that the company have running powers over those different roads.

Mr. WELDON. All the roads west of St. John are under one management.

Mr. LANDRY (Kent). But they are not under the management with whom the contract is to be entered into, and arrangements would have to be made with that one management. Now, I have given expression to fears I entertain; and notwithstanding those fears, notwithstanding the great regret I feel that we are not in a position to make a more intelligent choice to-night, yet, as the great majority of the people of New Brunswick favor this short line, I reluctantly vote for it, although I should not feel that reluctance if I were sure these figures were correct.

Mr. COLBY. I trust I shall be in a position shortly to relieve the anxiety of my hon. friend, a gentleman in whose candor and discernment, and in whose desire to do the right thing, I have the most abundant confidence. My hon. friend would see his way clear in this matter did he not think that we should have further information with regard to the all-Canadian route. He assents to that proposition. He, like every loyal Canadian, would desire most earnestly, were it possible, that the short line should be an all-Canadian route. There can be no two sentiments about that. Unfortunately, however, by the Ashburton capitulation, as it is sometimes called, the State of Maine is so far projected into the Dominion of Canada that the northern boundary line of that State is more than 100 miles north of a direct line drawn from Montreal to Moncton. Consequently, it is absolutely impossible, in the nature of things, that a short line from