

eries, the development of which, will contribute largely to increase the Federal revenue.

6th. That this railway will be a direct and important feeder of the Intercolonial Railway, and will convey, through that road, the produce of the soil and of the fisheries of the whole district of Gaspé, to all the markets of the Dominion, and thus our fish markets will no longer depend upon the United States.

7th. That the Federal Government has granted a mail subsidy of \$12,000 for the services of a steamer running during the summer months between Campbellton on the Intercolonial and Gaspé Basin.

That the above sum represents a capital of \$300,000 by computing interest at 4 per cent., and that your petitioners are confident of being able to construct their road and keep it in operation, with an additional subsidy of \$300,000, making \$6,000 per mile for one hundred miles.

8th. That before and since Confederation assistance has been given by the general Government to several local railways.

9th. That the District of Gaspé comprises a territorial extent of 5,510,000 superficial acres, with a population of 45,000 souls.

10th. That the construction of this railway will establish a direct communication between the whole District of Gaspé and the Province of New Brunswick, thus making it an almost Interprovincial Railway.

11th. That this road will very materially contribute to the development of our fisheries, not only on one particular coast but upon the whole Gulf of St. Lawrence, and in consequence any appropriation from the Federal Government towards the construction of the said railway, would compensate for the disadvantages under which the population of that district labored by the terms of the Washington Treaty.

Your petitioners, therefore, pray that your Government may be pleased to take into consideration the exceptional position of the population to be benefited by the construction of the Baie des Chaleurs Railway, and that a measure may be introduced during the present Session to grant assistance to this enterprise, proportionate to what has been given to similar undertakings in other Provinces.

And your Petitioners as in duty bound will ever pray.

THOMAS MCGREEVY, *President B.C.R.R. Co.*  
 LOUIS ROBITAILLE, *Vice-President B.C.R.R. Co.*  
 L. J. RIOPEL, *Director B.C.R.R. Co.*

QUEBEC, February, 1883.

OTTAWA, 7th April, 1883.

SIR,—The petition asking for aid for the Baie des Chaleurs Railway, under cover No. 31,003, having been referred to me for such information as I am enabled to give, I have the honor to report that the line is proposed to form a connection with the Intercolonial Railway, at or near Matapedia station, and to follow near the shores of the Restigouche River, and the Baie des Chaleurs to Paspébiac, a distance of about 100 miles, with an extension of about eighty-eight miles to Gaspé, at some future day.

Under the direction of Mr. P. S. Archibald, Chief Engineer of the Intercolonial Railway, Mr. Green, of Montreal, made a survey of the proposed line to Paspébiac, the distance is given at a small fraction under 100 miles to Paspébiac, and a further distance to Gaspé of eighty-eight miles, and he estimates the cost of construction as follows, viz. :—

Matapedia to Paspébiac, 100 miles.....	\$2,592,150
Paspébiac to Gaspé, 88 miles.....	2,690,000
Total.....	<u>\$5,282,150</u>

And gives as his estimate of the cost for equipping the section between Matapedia and Paspébiac, \$100,000. Mr. Archibald gives it as his opinion that the estimated cost of construction is too low, and certainly if there is to be any great volume of traffic, the amount set down for rolling stock is, most assuredly, too low, but if a very