

HON. MR. POWER—I did not state it as a fact. I stated it as an approximation.

HON. MR. PLUMB—You did not use that term at all.

HON. MR. POWER—I appeal to the chair to preserve order. The hon. gentleman has no right to interrupt me. If he is able to establish that I mis-stated anything he can do so after I have done, but it is altogether improper to interrupt one as he is doing.

HON. MR. PLUMB—It is very easy to establish it: I do not think I shall take the trouble.

HON. MR. POWER—I was just saying, when I was so improperly interrupted, that the mistake which I made when dealing with the International was that I made it some 20 miles shorter than it really was, and I made that mistake in the distance between the end of the railway and Matawamkeag. I thought the distance was somewhat less than it really is. Mr. Schreiber's report makes the southern route 47 miles longer to St. John and 56 miles longer to Halifax and Moncton than the central route. Then another element which enters into the construction of a railway of this sort is the summit-level, and I notice that although the Address which was presented by this House to His Excellency asked for a statement of the highest summit level on each of those routes, the report brought down gives none of the summit levels. I do not wish to say that there is any improper object in that omission; but I may be allowed to state that the summit on the Southern or International road is admitted to be considerably higher than on any of the others. Then the grades on the International Railway are as high as seventy-four feet to the mile, and there are a good many of them; and on the portion of the contemplated road east of Moosehead Lake, the Engineer Spoffard, and his assistant Burpee, report a very difficult road to construct with a continuance of heavy grade. That road will involve the construction of a bridge across Moosehead Lake, which if built in the usual way of iron with stone founda-

tions would probably cost about half a million of dollars. On this southern route at the border the summit is nearly 1900 feet; then after crossing Moosehead Lake which is about 1,000 feet above the sea level you have to go up some 600 feet within a very few miles.

HON. MR. KAULBACH—It is not proposed to cross Moosehead Lake.

HON. MR. POWER—If my hon. friend reads Mr. Schreiber's report he will find that it is proposed to cross it. I think, in fact, that will not be done, because it is alleged that by crossing Moosehead Lake the saving in going to Matawamkeag over the other way going round by the Bangor and Piscataquis road would be only some thirteen miles, and the steep grades that have to be gone up between Moosehead Lake and Matawamkeag would more than counterbalance that gain. The road would be practically longer to go over these hills than to go round; and I have no doubt the road will go round and not go up. If the figures given for the Central route are correct, and as far as we have had an opportunity of verifying them they have been shown to be quite accurate, then there is no comparison whatever between the Central route for the short line of railway and any other route. It is incomparably the best. I will not go over the advantages other than the character of the road which I mentioned before. I may briefly say that one of the great advantages is that it would have the whole northern part of the State of Maine to itself and could not be tapped by any American line or any American port. Hon. gentlemen are probably aware that a good deal of controversy has arisen between Mr. Schreiber and one of the engineers employed by the Department in connection with these surveys, that is Mr. Light. I do not propose to enter into that controversy at any length. Mr. Light has answered for himself, and the figures speak for themselves. I have, for my own satisfaction, made a little calculation—taking the recognized figures—with this result: That the length by the southern line, the International line—the distance from Montreal to St. John, leaving out the question of gradients and all that, but just taking the distance in