

a disadvantage with respect to Halifax. The hon. gentleman began his speech by stating that that would be the result of the expenditure, and, he seemed to think, the principal result. Now, that is not the case. An arrangement was entered into for the construction of the Short Line Railway, which would afford shorter communication than was furnished by the Intercolonial Railway with St. John and Halifax both. Now, it just happens that that portion of the contemplated road which would shorten the distance to St. John has been completed; the portion which is to shorten the distance to Halifax materially, and to give Halifax some advantage over her previous position, is now under consideration; and we have our friends from St. John, having got all that the original undertaking was to give them, declaring that Halifax shall not have the advantage which the original undertaking proposed to give, and not to Halifax alone. It is a most misleading thing to say that it is a question between Halifax and St. John. Every point east and south of Salisbury is benefited by the shortening of the distance between Harvey and Salisbury. The whole of the Province of Nova Scotia, the whole of the Island of Cape Breton, whose interests and attractions have been so warmly set forth by the hon. gentleman from Richmond, will benefit by the shortening of this distance as much as Halifax. The hon. gentleman from Richmond gave us to understand that the leader of the Government had not spoken with that vivacity and force which he generally exhibited.

HON. MR. MILLER—I did not say that.

HON. MR. POWER—I so understood my hon. friend. I was going to say that the same remark could not be applied to the hon. gentleman from Richmond, for he spoke with all his usual force and vivacity, and his heart was evidently in the work. The hon. gentleman from Richmond, who may be regarded as representing the opposition to this measure, began by saying that he did not propose to go into the history of this matter, that that had been set forth by the leader of the House. I know that time is of value just now, but this matter is of very considerable consequence to a large por-

tion of the Dominion, and I think it necessary to briefly state the history of this scheme. The agitation in favor of a short line from Montreal to the Lower Provinces originated, if I am not mistaken, in the city of Halifax. There were resolutions in the City Council and Chamber of Commerce of Halifax, and there were communications in the Halifax newspapers, pointing out that the Intercolonial Railway did not give us anything like the shortest line, and that the distance might be very materially shortened—that is, the distance between the railway system in the neighborhood of Montreal and the railway system at Moncton. A company was incorporated, as the hon. leader of the House has told us, about 1882, and a subsidy was provided for the company in that year, with the view of building this railway, the shortest possible line from Montreal to the Lower Provinces. That company proposed, I think, to go to the Island of Cape Breton. They did not propose to adopt the route that has been selected for the Government railway, or by the route adopted by the Atlantic and North-Western Company. They proposed, as I have been informed, to start from Richmond and to go north of the mountain region of Maine to Fredericton, and thence across to Salisbury. Either that line, or the line selected by the Government, shortened the distance to St. John at least 200 miles. It would shorten the distance to Halifax probably 100 miles. The road has been constructed now to make the connection to St. John; the distance from Montreal to that city is shortened about 200 miles; for all practical purposes the distance to Halifax is shortened almost nothing. The hon. gentleman who is now High Commissioner to England stated in public speeches on several occasions—he stated in Halifax on a public occasion—that the contract had been entered into for the construction of the road to Salisbury. He did not say for the construction of a road to Mattawamkeag, but for the construction of a line to Salisbury. When the resolutions under which this road has been constructed were before the House of Commons, in the year 1885, the hon. Minister of Public Works, who had charge of the measure at the time, solemnly stated in the other Chamber, on