

very within a distance of about forty-five miles of the St. Lawrence. We have to follow the line of the state of Maine, and following that line we believe we can abridge the distance between Moncton and Levis by from 120 miles to 140 miles.

75 Miles Between the Two Lines.

Between these two lines of railway, the one extending northward along the shore of the St. Lawrence, and the line which is now laid down on the map, there will be a distance at every point of at least 30 miles, and at some points of at least 75 miles. It is impossible, under these circumstances, therefore, to say that the second line will parallel the Intercolonial railway. First of all how can we say that the line is parallel at all? What is the definition of a parallel line? I could not conceive that one line is paralleling another because they start at the same point and end at the same point, but they only become parallel lines when it is possible for the people living between these two lines to use either the one or the other of them. This is a condition which does not apply to the present line which we are contemplating. There will be a distance of 30 miles, which alone would prevent communication from one to the other, but, in addition to that, between these 30 miles, there is a chain of mountains which it is very difficult for people to overcome. Therefore, I say it cannot be fairly stated that this line is going to parallel the line that we already have in existence. I stated a moment ago that the line of the Intercolonial railway was placed where it is for political reasons. Certainly, those who built that line, those who conceived it, those who planned it, never contemplated at the time that the day would come when it would be used for transcontinental transportation, yet, scarcely had the last rail been put down, scarcely had a train commenced to run upon it when it was discovered that the long, tortuous meanders of the line were a serious impediment to trade, even to the comparatively small trade of the Canada of that day.

Former Agitation for a Shorter Line.

An agitation immediately commenced in the maritime provinces, in the province of Quebec and even westward in the province of Ontario, to have a shorter line built between the centre of confederation

and the eastern ports of Canada. Those who were in the House of Commons in the years 1880, 1881, 1882, 1883 and 1884 will remember that almost every session allusion was made to the fact that the Intercolonial railway could not serve the purposes of the growing traffic of Canada, and that we had to find a shorter line of railway than we then had. The feeling became so strong, that the government of Sir John Macdonald had to give heed to it, and in 1884 the following resolution was introduced by Sir Charles Tupper, then minister of railways and canals:—

For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax, by the shortest and best practicable route, a subsidy not exceeding \$170,000 per annum for fifteen years, or a guarantee of a like sum for a like period, as interest on bonds of the company undertaking the work.

Mark the language of this resolution.

For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax, by the shortest and best practicable route.

There was an admission that the line of the Intercolonial Railway was not the shortest and best practicable route, that it could not serve the purposes of the growing trade of that time, but, strong as is the admission contained in the resolution, it is perhaps still better that I should give the commentaries made on that occasion by Sir Charles Tupper himself to illustrate and develop the thought that is there contained. He said:

Then a very strong feeling has grown up in the maritime provinces, and not only in the maritime provinces, but throughout Canada, because I believe that from British Columbia down through the Northwest Territories, through the province of Ontario, and in the province of Quebec, there has been a strong and general sentiment that this great inter-oceanic line of the Canadian Pacific Railway would be incomplete if we were obliged to have our Atlantic terminus in a foreign country. I believe the sentiment is not at all confined to Nova Scotia or Prince Edward Island, or the province of New Brunswick, but I believe it has taken just as deep hold of the minds of our friends of the other provinces almost as it has in the maritime provinces. Although every effort has been made to render the operation of the Intercolonial railway as successful as possible, although more has been accomplished in the development of the country, the development of the trade and business of the country, through the agency of the Intercolonial railway than any person on either side of this House a few years ago