

am. They are set out in Mr. Light's report and in other places as well ; but I wish to call attention, more particularly to the line from the east end of the International Railway, to the north end of Chesuncook Lake. There is no need of going to any point west of the eastern end of the International, because that is a common point. Mr. Duffy's survey started from that point, and went north of Moose Head Lake, and Mr. Spofford's survey started from that point and went across Moose Head Lake. In the report of the Chief Engineer of Railways, the lines running across Moose Head Lake are Nos. 5 and 6, and the lines running north of Moose Head Lake are numbered as 8 and 9. Hon. gentlemen will find, on referring to pages 8 and 9 of Mr. Schreiber's report, that the length of the line from the eastern end of the International Railway to St. John, New Brunswick, by the line running across Moose Head Lake, is 472 miles. Hon. gentlemen will find that the distance by the other line running north of Moose Head Lake and north of Chesuncook Lake—the line surveyed by Mr. Duffy and Mr. Vernon Smith—is exactly the same. I wish to call attention to the fact that Mr. Schreiber admits that to be the case. It appears from the tables in his report, and he admits it in his remarks on those tables. Then Mr. Schreiber makes it appear that while the lines are of the same length to St. John, the Mattawamkeag is one mile shorter to Halifax. I am not going to detain the House by an analysis of the figures, but I shall point out in a few words that this is simply impossible. The two lines—the line to Halifax and the line to St. John—are common as far as the station called Harvey, some twenty-four miles from Fredericton, on the existing railway running into St. John. Mr. Schreiber's report points out that as far as Harvey the two lines—the one running north of Moose Head Lake and that running across the Lake—are of the same length. It was suggested by Mr. Vernon Smith, the engineer who made a survey of the eastern end of the northern line, that a point some five miles west of Harvey should be selected as the point of divergence between the line running to St. John and the line running to Halifax. The reason Mr. Smith selected that point is that by diverging there, you would

reach Fredericton in a shorter time than by going on to Harvey and thence to Fredericton ; and any hon. gentleman who looks at the map will see that when you run down to Harvey and up to Fredericton you take two sides of a triangle, whereas if you take the point of divergence five miles west of Harvey and go direct thence to Fredericton you have but one side of a triangle, which must be shorter than the other two, and Mr. Schreiber's statement that this northern line is longer to Halifax than the other is totally incorrect. The lines are the same length to Harvey, and from Harvey to Halifax as well as from Harvey to St. John, while by Mr. Smith's direct line the distance is less. If the question was between this line running north of Moose Head and Chesuncook Lake, and the line running across Moose Head Lake, I think the reports of the engineers would be enough to decide the case, because the engineers who made the survey of the line north found a very easy line throughout, with easy grades, and with a very moderate degree of curvature ; a line very easy to build, and with very few heavy bridges on it—almost none at all—and one can see that from the fact that Mr. Duffy who made a careful estimate of the cost of his line from the International to Lake Chesuncook, estimated it a little over \$15,000 a mile. Mr. Smith estimated the cost of his road, the eastern portion of the line, at something over \$16,000 a mile ; and anyone who reads Mr. Spofford's report or Mr. Burpee's report, will find it impossible to tell what the cost of the road from Moose Head Lake to Mattawamkeag would be. A careful perusal of the reports of the surveys they made will establish the fact that the line is a very difficult one ; that the grades are serious—a grade of 66 feet prevailing for some considerable distance, and that it will be quite impossible to get the grade there down to the commercial standard of 53 feet. There is this feature in connection with the matter, that by taking the road north of Moose Head and Chesuncook lakes the business going over that road could not be tapped by any American road or port. The line does not come in close proximity to any American road or harbor. That is a matter of very great consequence ; and, further, the road would