

Comparing the existing route to Europe *vid* the Grand Trunk Railway from Montreal to Portland, 297 miles, and the ocean passage from that port, 2,810 miles, with the route of the proposed line to St. Andrews, 385 miles, and the ocean passage thence, 2,730 miles, there would be an increase of railway transit, by the proposed line, of 80 miles, but a decrease of 80 miles in the ocean transit, which, taking into account the difference in the rate of speed, would place the advantage on the side of the proposed route, an advantage which its promoters expect to increase by their low grades and flat curves. Comparing the route *vid* the Grand Trunk Railway to Portland and thence to Liverpool with the proposed route *vid* Louisburg, Cape Breton 764 miles, and ocean transit 2,240 miles, there would be an increase of 467 miles of rail transit, but a decrease of 570 miles in the ocean transit, the proposed route not only reducing the actual distance between Montreal and Liverpool from 3,107 miles to 3,004 miles, but affording a very considerable saving in time through the difference in the two modes of travel. In comparison with the existing route from Halifax to Montreal, the Company expect to save no less than twenty-nine hours in the transit of mails and passengers by the adoption of Louisburg as the ocean terminus. Further, they represent this port to be one of the finest land-locked harbours in the Dominion, and open all the year round.

The Minister recognizing the nationally important character of the contemplated line, recommends that Parliament be asked, during the present Session, to approve of the grant of a subsidy to this Company towards the construction of that portion of their proposed road in the Island of Cape Breton—the said subsidy not to exceed \$3,200 a mile for a distance of 80 miles, or a total of \$256,000.

The Committee concur in the foregoing recommendation of the Minister of Railways and Canals, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

THE INTERNATIONAL RAILWAY COMPANY.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 19th May, 1883.

On a Report dated 14th May, 1883, from the Minister of Railways and Canals, submitting an application dated 25th April ultimo, for assistance, made by the International Railway Company, incorporated under the name of the St. Francis and Megantic International Railway Company, by the Act 33 Vic., Chap. 54, with powers to construct a line of railway from Sherbrooke in the Province of Quebec, to the boundary line separating that Province from the State of Maine, there to connect with a line to be built in Maine, intersecting the European and North America Railway, forming a continuous line to Canadian Sea Ports.

The Minister states that the Company represent themselves to have already constructed and in operation the portion of their road between Sherbrooke and Lake Megantic, about 70 miles, and to have under contract and construction 16 miles additional, from Lake Megantic to the boundary line, and that in view of the large through traffic which the shortness of the route so to be created, may be expected to produce, the Company consider it essential that the track should be laid with steel rails, and they ask in view of the National character of their line, that aid may be granted by the Government of the Dominion, towards the replacing with steel, certain iron rails now in use, and the laying of the portion of the road now under construction.

The Minister considering that the representations made by the Company as to its importance as a National road are well founded, and that it should receive such assistance, recommends that Parliament be asked to sanction the grant of a subsidy of \$3,200 a mile, for a distance of 49 miles, or a total not exceeding \$156,800, provided that the extension of this road through Maine, connect with New Brunswick, at or near Vanceborough or south of that point.