

Halifax? Does the member representing St. John; does the member for Charlotte, representing St. Andrews? Are those members representing those districts, for the benefit of which, particularly, this road is to be built, saying: We are dissatisfied with this matter; the surveys have been insufficient; we want you to take more time, and to be sure you are right? No; those gentlemen who are most interested, whose constituencies are most interested, who have examined the question with the most care, stand shoulder to shoulder, differing as they do politically; the member for St. John joins the members for Halifax, and the member for Charlotte, representing St. Andrews, will stand by them on this vote, saying: We are satisfied with the survey and satisfied with the Megantic route; we do not wish delay, but we want the road to be built with all reasonable dispatch. Then, this line has been proved, by instrumental surveys, to be a practicable route. It is the short route; it is the best commercial route, for it passes through the State of Maine, in a way which will give it a larger trade than would be secured by any line running north of it; and this line is endorsed almost unanimously by members from the Maritime Provinces, irrespective of party, with one or two possible dissentients. It is for the benefit of the Maritime Provinces that this appropriation is being made. They have examined the question because they are interested parties. I venture to say that while the Blue Books of some hon. members have been locked up, others have been studying them at night, and they have come to an almost unanimous conclusion that this route is in the interests of the Maritime Provinces. Who is to stand in the face of these facts and gainsay them? If they are satisfied why should we not be satisfied? Ought we not to be satisfied? The results of further surveys of the different routes would not alter the conclusion reached, and, in fact, no further surveys are needed. I think the case for further delay is entirely unfounded. No case has been made out. The requirements have been fully met by the official documents, and every other point has been met, and there is no necessity for further surveys. And I believe this House will, with very great unanimity, come to the conclusion that this line should be built now, as the Provinces want it, in such time that the channels of trade will not have got worn and set, and the trade of the great west can be taken down to the Maritime Provinces. The members from the Maritime Provinces, one and all, desire this to be done by the Canadian Pacific Railway Company and by no other corporation. And we have evidence of that feeling in the position taken by their representatives. I have a report from Mr. Petersen, the engineer of the Atlantic and North-Western, stating that he has gone very carefully over the matter, and fully endorses the opinion of the Government engineer. What does Mr. George Stephen, president of the Canadian Pacific Railway Company, say. He says, in a letter read by the hon. member for Halifax, that in his opinion that is the best route in the interest of the country, and he does not admit his willingness to embark in any other enterprise, but is ready to proceed immediately with the construction of this road. Then all the parties interested in the Maritime Provinces and the Maritime ports, particularly the corporation which is to build the road, which aims to build the road, which is the only corporation which will build the road—all these are unanimous, and it is only the cavillers, only those who want to make political advantages, with few exceptions, who desire to obstruct or delay it. I say, with some few exceptions, if it is obstructed, it is for local considerations of that kind, which are not essential to the carrying out of the main enterprise, or for the sake of embarrassment.

Mr. GILLMOR. I had made up my mind that it was not necessary for me to say anything on this subject, but my hon. friend from Stanstead has rather enthused me, and

I wish to make a few remarks. The hon. gentleman has not magnified the importance of this enterprise, so far as the Maritime Provinces are concerned, and I am as much interested, and my constituency is as much interested, as any constituency can be. More than 40 years ago, energetic and enterprising men undertook to construct a railway from St. Andrews to Quebec, before this unfortunate Ashburton Treaty was completed. At the time we commenced with our preliminary surveys and explorations that treaty had not been decided, and some 35 years ago we commenced operations on a railway known as the St. Andrews and Quebec road, and during all those years, my constituents have been looking for a short line to Montreal, and they perceive now that their expectations are about to be realised. With regard to what my hon. friend from Quebec has said, that it was his opinion that the whole operation would end when they reached a particular point at Mattawamkeag, I must say that I do not share that fear. About nine years ago the Acting Minister of Railways and the hon. member for Stanstead, when this enterprise of the International line was about being commenced, without any expectation of receiving any aid, came to the Maritime Provinces, and to the county I represent, to look over the prospects and see if they could get the people to take any interest in the enterprise, so as to carry it to completion. If the object at that time was to go to Mattawamkeag, then to Portland and Bangor, I think they would have turned their attention to Portland and Bangor rather than coming to the Maritime Provinces. I believe the object of the projectors of the International line was to make the shortest and best connection with the Maritime Provinces, rather than to reach the ports in the State of Maine; and I have never seen any deviation, from that time to this. I do not think hon. gentlemen need have any fear of the road reaching Mattawamkeag, with the intention of stopping there, and letting the trade go to the United States. It would be out of place for me, even if I were able to do so, to go into the question of distance and curves and grades, and it would serve no useful purpose, but I am satisfied myself that the International is the shortest and best line, as a compromise line, for all the Maritime Provinces, and I am satisfied if we do not get that line, we will get no line in the Maritime Provinces. With regard to its cost, taking into consideration that the Maritime Provinces have paid their proportion of the \$100,000,000 towards the construction of our great transcontinental railway, the subsidy now proposed to continue this railway from Montreal to the Lower Provinces, amounting to \$3,400,000, is not a large appropriation for the benefit of the Maritime Provinces. If this line does not give us all the trade coming from the west, it will give us that which is quite an equivalent to the cost—a short, speedy, and cheap inter-provincial communication. I have been a little amused to hear my friends from Quebec charging that the present Government are going contrary to the interests of Quebec. During the whole time I have been here, Quebec has been paramount in the interest and favor of the Government, and never until this time has the Government been charged with neglecting the interest of Quebec. On the contrary, it has been said that the Government were unfairly influenced in favor of Quebec, and I think the Minister of Public Works, and the Ministry as a whole, have no idea of neglecting Quebec, and it is rather to their credit that, in a matter which is in the interest of the Dominion as a whole, they have had the courage of their convictions, irrespective of party or local interests, and that they have understood the true line to select for the best interests of the whole Dominion. Furthermore, this great Canadian Pacific Railway must be one great continued whole. I do not know whether they can construct the line on the present subsidy, but if this road is to be constructed at all, as I understood by the hon. member for Stanstead (Mr. Colby), it is to be con-