

of it, which the Bill now before us deals with, from Harvey to Salisbury, has not been built, and cannot be built under the arrangements which were then made for it. Hon. gentlemen will remember that for a length of time there was a considerable amount of agitation as to obtaining a shorter line in connection with the Canadian Pacific Railway and the ports of the Lower Provinces—shorter than the Intercolonial Railway—and for that purpose a charter was granted in 1881 or 1882 to a railway company, covering that route, under the name of the Great European and Short Line Railway. They got a subsidy from this Government for the purpose of building it. That resulted in nothing. The company were unable to go on with the work, and after a time another plan was suggested and adopted for the construction of this line, and \$170,000 a year, for a period of fifteen years, was set apart for the purpose of aiding in its construction. That, I think, was done five or six years ago. That resulted in nothing. It was found it could not be done, in point of fact, with that assistance. Then, in 1885, I think it was, by the Act 48 and 49 Vic., chapter 58, the subsidy was increased to \$250,000 a year for twenty years, and under that subsidy the International Railway Company offered to build this road. It was for the purpose of that construction the line was divided into three sections. The third section is the one which is now before the House and referred to in this Bill. The road ended at Matawamkeag, where connection was formed with the railway system already existing, and by means of obtaining running powers over the New Brunswick Railway, which extends into it from Matawamkeag, a connection was secured with St. John and Halifax by the Intercolonial Railway. But this route was a circuitous route. It was considerably longer than the third section of the Short Line would have made it, if it were constructed, and it has been considered important, as the object really was to obtain the shortest possible line to the seaboard, that the original design to have this line built to the shortest possible connection with the Intercolonial Railway, should be carried out. The International Railway Company, which undertook

this enterprise, transferred over its rights in the contract to the Atlantic and North-Western Railway Company, and it was really the Atlantic and North Western Railway Company that constructed the two sections which are now on the point of being opened, but they were unable to continue the construction of this section. The consequence was that it either had to be abandoned, or the Government have to take some other mode of getting it built. There was out of that \$250,000 an annual payment of about \$63,400, reserved and specially appropriated to the construction of this section for twenty years. It was set apart for this section and applicable to this section, and this was the aid which, under the vote of 1885, the company was entitled to for this route. The Government have formed a plan for doing it which, in their opinion, will not be any more expensive under this Bill than the plan which is indicated in the measure to which I have referred—that is to say, we propose to take away this subsidy of \$63,400 for twenty years, and appropriate it for the construction of this road. The actual distance from the point east of Harvey, three miles, where it is proposed that this section shall start, to the point where the road is intended to reach the line leading to Salisbury, which is about five miles east of that, is 142 miles. From the point of junction near Harvey to the point of junction near Salisbury the distance by the existing route is 142 miles. The distance between the same points which it is proposed to construct is 115 miles, so that there are 27 miles of distance saved on this great trans-continental route.

HON. MR. TURNER—Is that 142 miles surveyed, or is it just as the crow flies?

HON. MR. ABBOTT—The 142 miles is in operation; the other is surveyed, and we have the plans here. A report has been made by two engineers. Everything has been done, short of the final working survey, in which the exact quantities will be taken; but a profile has been made, a line has been located which, it is confidently anticipated, will be improved when the final location is settled.

HON. MR. MILLER—Is it contemplated in that line to use what is known as the Temple Bridge?