

sidy of \$3,200 a mile for a distance of forty-nine miles, or a total not exceeding \$156,800, provided that the extension of this road through Maine connects with New Brunswick at or near Vanceborough or south of that point.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

SHERBROOKE, 15th May, 1883.

SIR,—I beg to enclose a petition for aid to the International Railway, to be substituted for the petition sent before, as we find it will be absolutely necessary to build from Sherbrooke to Lennoxville instead of using the Grand Trunk.

I have the honor to be, Sir, your obedient servant,

E. T. BROOKS, *Vice President.*

HON. SIR CHARLES TUPPER, *Minister Railways and Canals.*

To Hon. Sir Charles Tupper, Minister Railways and Canals :—

The Petition of the International Railway Company,—HUMBLY SHOWETH :—

That they were originally incorporated by the Parliament of Canada in the year 1870 under the name of the St. Francis and Megantic International Railway Company, for the purpose of constructing a line of Railway from Sherbrooke, in the Province of Quebec, to the Province line separating the Province of Quebec from the State of Maine, then to connect with a railway about to be built to join the European and North American Railway, so as to form a continuous line from Montreal to St. John, New Brunswick, and other Canadian ports ;

That they have now built and in operation the line from Sherbrooke to Lake Megantic, but using the Grand Trunk Railway from Sherbrooke to Lennoxville, as they were by their charter permitted to do, a distance of about four miles ;

That they have under contract, and now being constructed, sixteen additional miles from Lake Megantic to the Maine boundary, which will be completed this season ;

That when the line through the State of Maine is built, for which purpose a company has been incorporated in Maine, this will form by far the shortest through route from Montreal and the West to the seaboard in Canada, and from the fact of its location and length, as connecting the old Province of Canada with the Lower Provinces, assumes a Canadian and national importance ;

That when completed it will, necessarily, as the shortest through route to the seaboard, carry a very large proportion of passengers and freight going from Montreal and the West to the sea, and for that purpose it is essential that they should have a first-class road ; and Petitioners are so constructing their said road, but are unable to purchase steel rails for all their line ;

That twenty-nine miles of said road as now running are laid with iron rails, and it is necessary to replace them with steel, as well as to lay with steel the sixteen miles now being constructed from Megantic eastward to the boundary line, and in addition four miles which it is found necessary to construct from Sherbrooke to Lennoxville ;

That Petitioners believe that, owing to the national importance of their road and having received no assistance from the Dominion, they are now entitled to the aid of said Dominion to enable them to make it in every respect a first-class road ;

Wherefore, they humble pray that you will be pleased to take this, their petition, into consideration, and that you will be pleased to recommend that an appropriation sufficient to lay said forty-nine miles of their railway with steel rails, costing about \$3,200 per mile, be made to them by the Government of Canada, and as in duty bound, they will ever pray.

SHERBROOKE, May 15th, 1883.

E. T. BROOKS, *Vice President.*