

a country that will be settled in the future, and a country from which I believe the railway will derive a good profit before long. Now, the great point for the maritime province people to consider is the route to be followed between Quebec and a maritime port. For myself I am in favour of the port of St. John. I am in favour of it because I am well acquainted with the advantages that that port possesses over any other. I do not say that our port is more handsome than any other, but I think that it affords shipping facilities of the very best order. Its excellence has been approved by disinterested men who reported in its favour for cattle shipment. The officers that were sent out by the British government admitted that there was no port on the Atlantic coast, which included every port in the United States, that possesses advantages for the shipment of cattle equal to those afforded by the port of St. John. I think the opinion of these disinterested men may be taken to be as near the truth as possible. I believe that if the line ran to St. John it would be better for the merchants of Canada. I do not say anything against the idea of turning off and running to Moncton; but no man in this House can persuade me that it is advantageous, after reaching Moncton, to go 189 miles farther, a distance which is practically unnecessary. From Chipman to St. John the distance, we are told, is fifty miles; we are also told that it is fifty miles from Chipman to Moncton. I think the distance will be found shorter to St. John than to Moncton. However, when they arrive at St. John, goods can go on board ship, but when they arrive at Moncton, they have 189 miles further to go. Then we must consider that the cheapness of the transportation of these goods to Great Britain is the principal feature when we are endeavouring to compete with American lines. The freight can be carried from St. John to Liverpool as cheaply as it can be carried from Halifax to Liverpool. If there is any advantage, it is in favour of St. John. People who send steamers to St. John on speculation, irrespective of grain or other goods, are always sure of getting a cargo of deals, it matters not in what season of the year. For this reason, I oppose building a line that is adapted to business for only six months in the year while the other six months it will benefit the United States. Let us benefit ourselves all we can, consistently with the interest of business.

Mr. OLIVER. My geography, perhaps, is not as accurate as that of some of my critics, yet I do not think they came out very well in the display. I would like to say that in the figures I have taken down there is this difference; the present route by the Intercolonial Railway between Quebec and Halifax is 129 miles longer than the proposed route across the province of

Mr. TUCKER.

New Brunswick. Passengers, then, using the present Intercolonial Railway to Halifax have to travel 129 miles further than they would have to travel if this Moncton proposition is carried out. But, if I do not mistake the facts, even adopting the suggestion made by the hon. member for Cumberland (Mr. Logan), freight will have to be carried about 100 miles further than it otherwise would be required to be carried in order to reach St. John. That is to say, taking a direct line, or as direct as possible, down the St. John valley to St. John, approximately, 100 miles shorter than going around even by Chipman, as he says. Now, I submit, that, as between 100 miles longer for freight and 129 miles longer for passengers, the interests of this country would be in favour of the shorter freight route instead of the shorter passenger route.

Mr. WADE. May I ask the hon. gentleman (Mr. Oliver) a question? How does he make out that the freight route to St. John is 100 miles more? Where does he get his figures? I contend that his figures are not correct.

Mr. OLIVER. It is 89 miles from St. John to Moncton. This proposed point to Chipman is 50 miles from Moncton and 50 miles from St. John. Now, it must, therefore, be in the neighbourhood of 50 miles on the way from Moncton towards St. John. But it is 89 miles by a direct line from St. John to Moncton by rail. Then any point 50 miles from St. John and 50 miles from Moncton must be about half of 89 miles from St. John.

Some hon. MEMBERS. Oh, oh,

Mr. OLIVER. I am stating my position in answer to the hon. member for Annapolis (Mr. Wade), who asked me to give the basis of my calculation. According to my calculation, the position is as I state.

Mr. TALBOT. Have you seen the map?

Mr. OLIVER. Yes, I think I know as much about the map as the hon. member (Mr. Talbot). If Chipman is approximately about half as far east of St. John as Moncton is, it takes that much difference to get to Chipman, and that much back, and take the two together it makes approximately 100 miles. That can be noticed on the map as easily as it can be figured out, and there is no question about it. Let me further point out that the suggestion of running the road direct to Moncton involves the crossing of certain divides and lengthening of the road beyond an actual air line; whereas the proposition to follow the St. John river as much as possible gives not only a shorter line, but, probably a better grade. Now, if it is a matter of so little account that the road shall reach the ocean port, that it shall go to a certain point and be spider-legged from there, why not just as well go to St. John and then take a short run around to Moncton and to Halifax. It is no further to