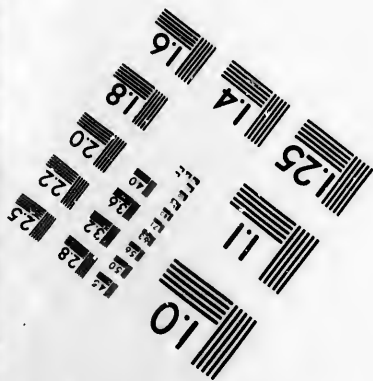
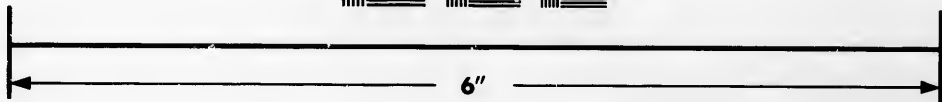
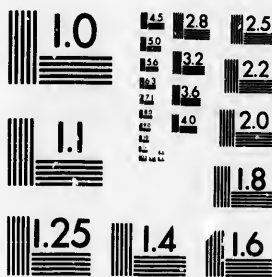


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.4 1.28  
1.32 1.25  
1.22  
1.20  
1.8

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

1.01

**© 1982**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distortion le long de la marge intérieure
- Blank leaves added during restoration may  
appear within the text. Whenever possible, these  
have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- Additional comments:  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Includes supplementary material/  
Comprend du matériel supplémentaire
- Only edition available/  
Seule édition disponible
- Pages wholly or partially obscured by errata  
slips, tissues, etc., have been refilmed to  
ensure the best possible image/  
Les pages totalement ou partiellement  
obscurcies par un feuillet d'errata, une pelure,  
etc., ont été filmées à nouveau de façon à  
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
								✓			

The copy filmed here has been reproduced thanks to the generosity of:

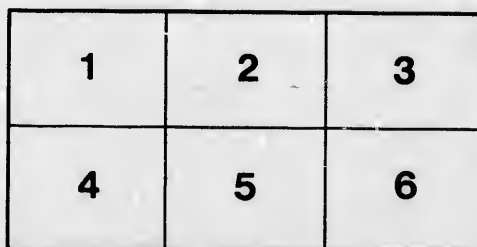
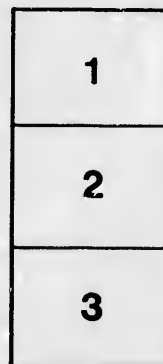
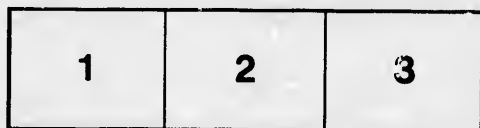
Harold Campbell Vaughan Memorial Library  
Acadia University

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Harold Campbell Vaughan Memorial Library  
Acadia University

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "À SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

errata  
to

pelure,  
on à

A 656  
P 44

UNIVERSITY MICROFILMS  
SERIALS ACQUISITION  
300 N ZEEB RD  
ANN ARBOR MI 48106

PETITION AND LETTER

OF THE

Great American & European Short Line Railway,

IN REGARD TO THE

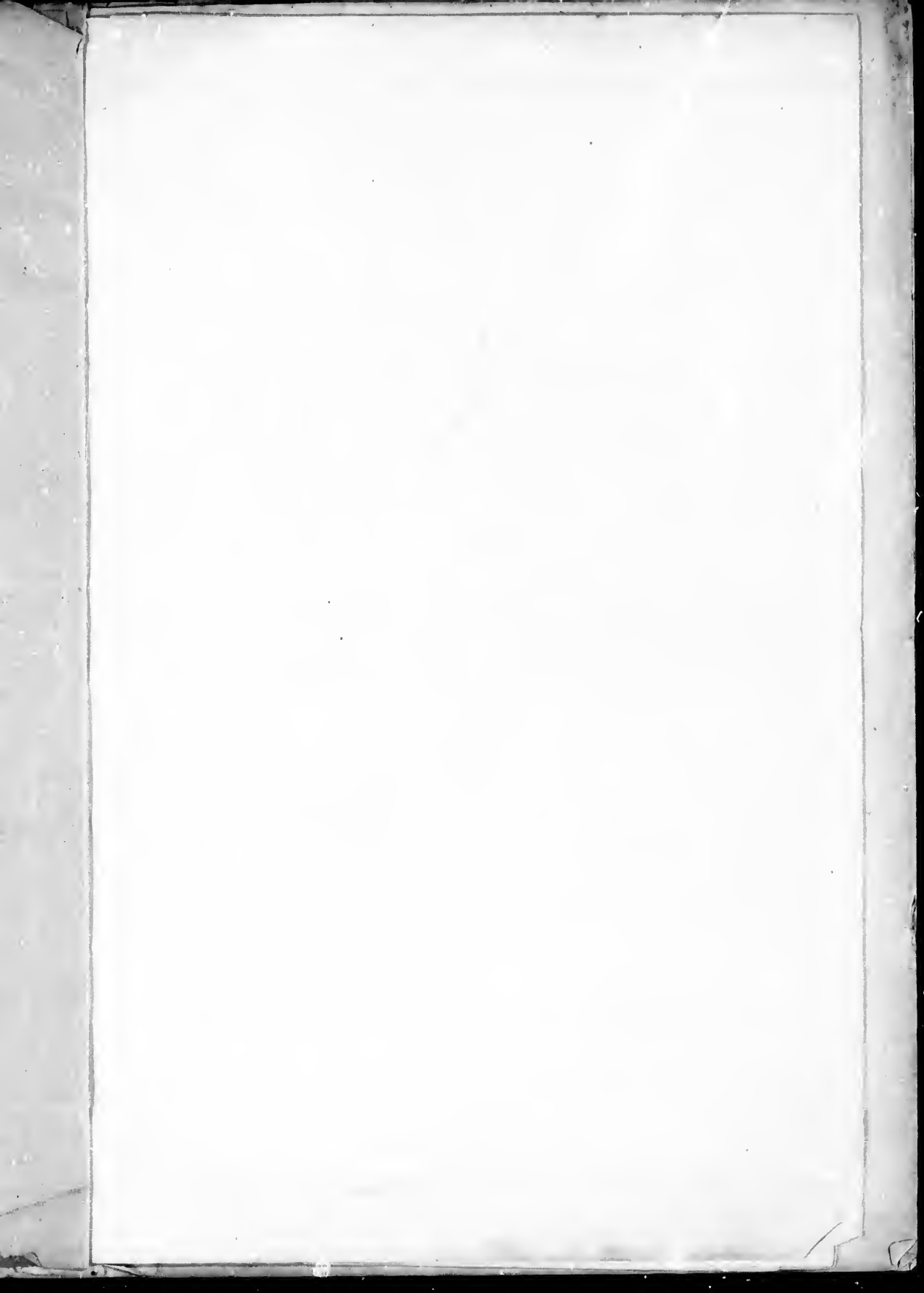
COMPLETION OF ITS AIR LINE

FROM

MONTREAL TO LOUISBURG, C.B.

*Ottawa, April 18th, 1883.*

1777  
1777





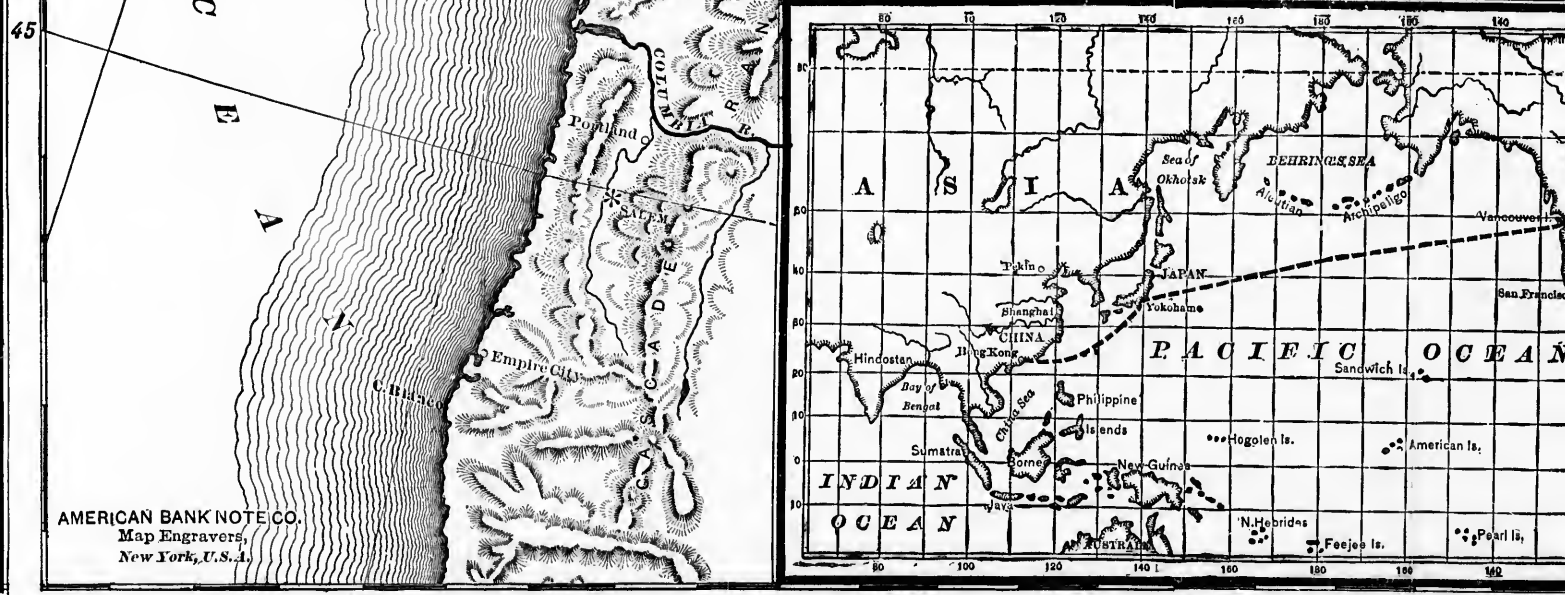
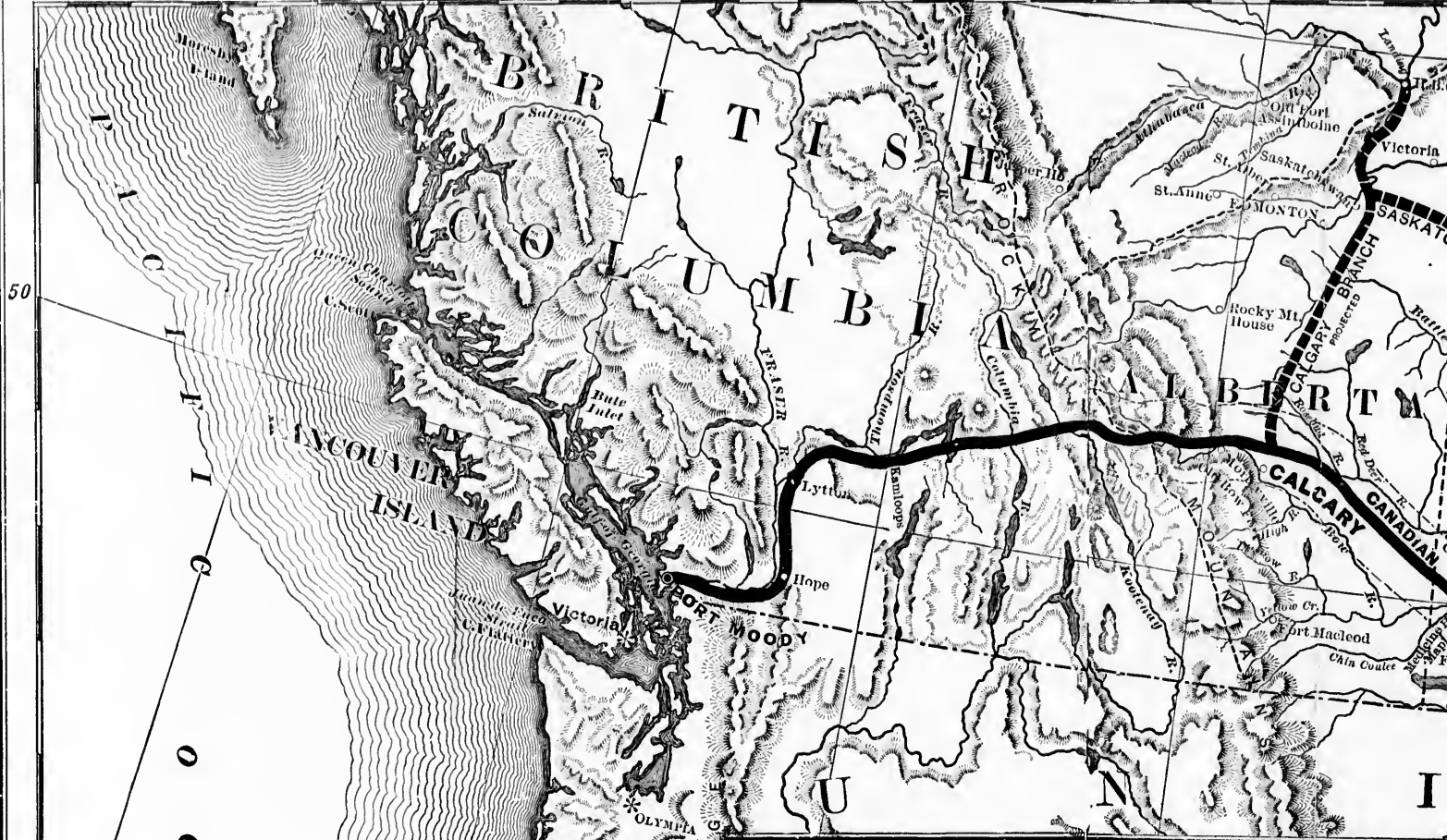
135

130

125

120

115



AMERICAN BANK NOTE CO.  
 Map Engravers,  
 New York, U.S.A.

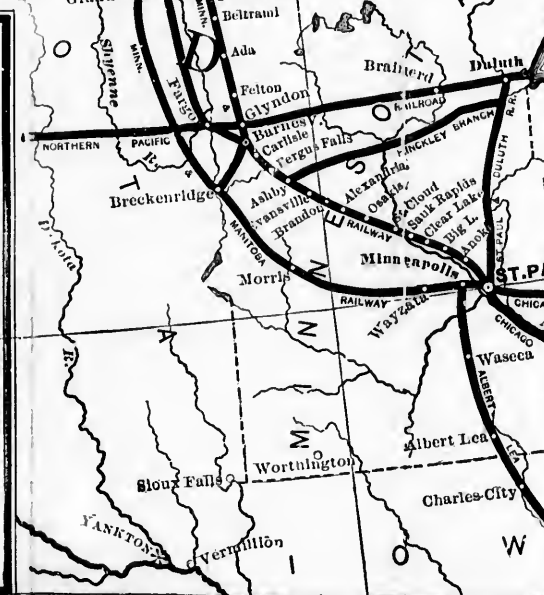
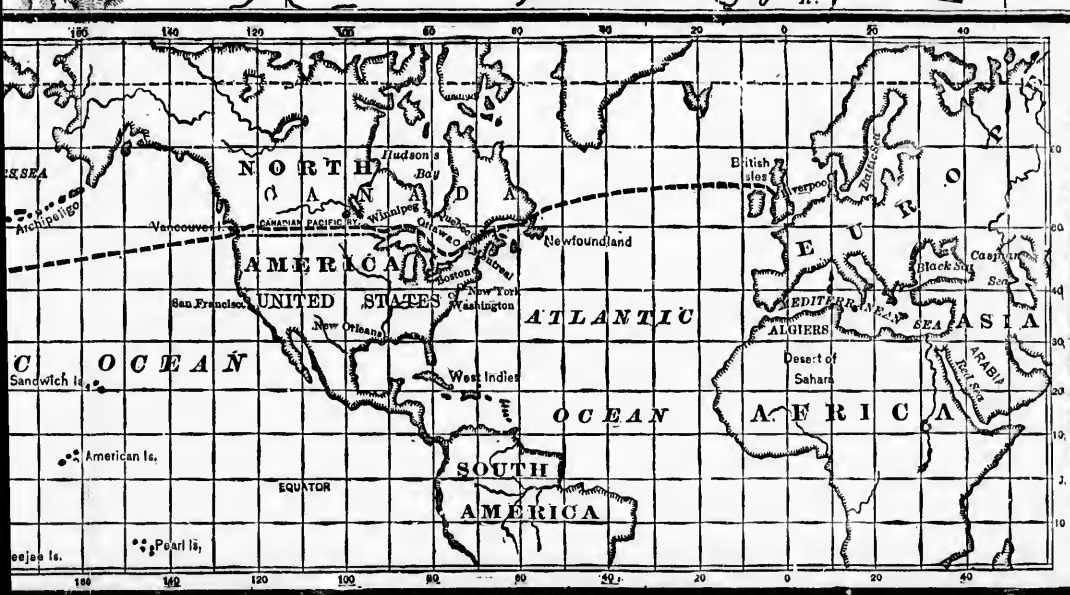
125

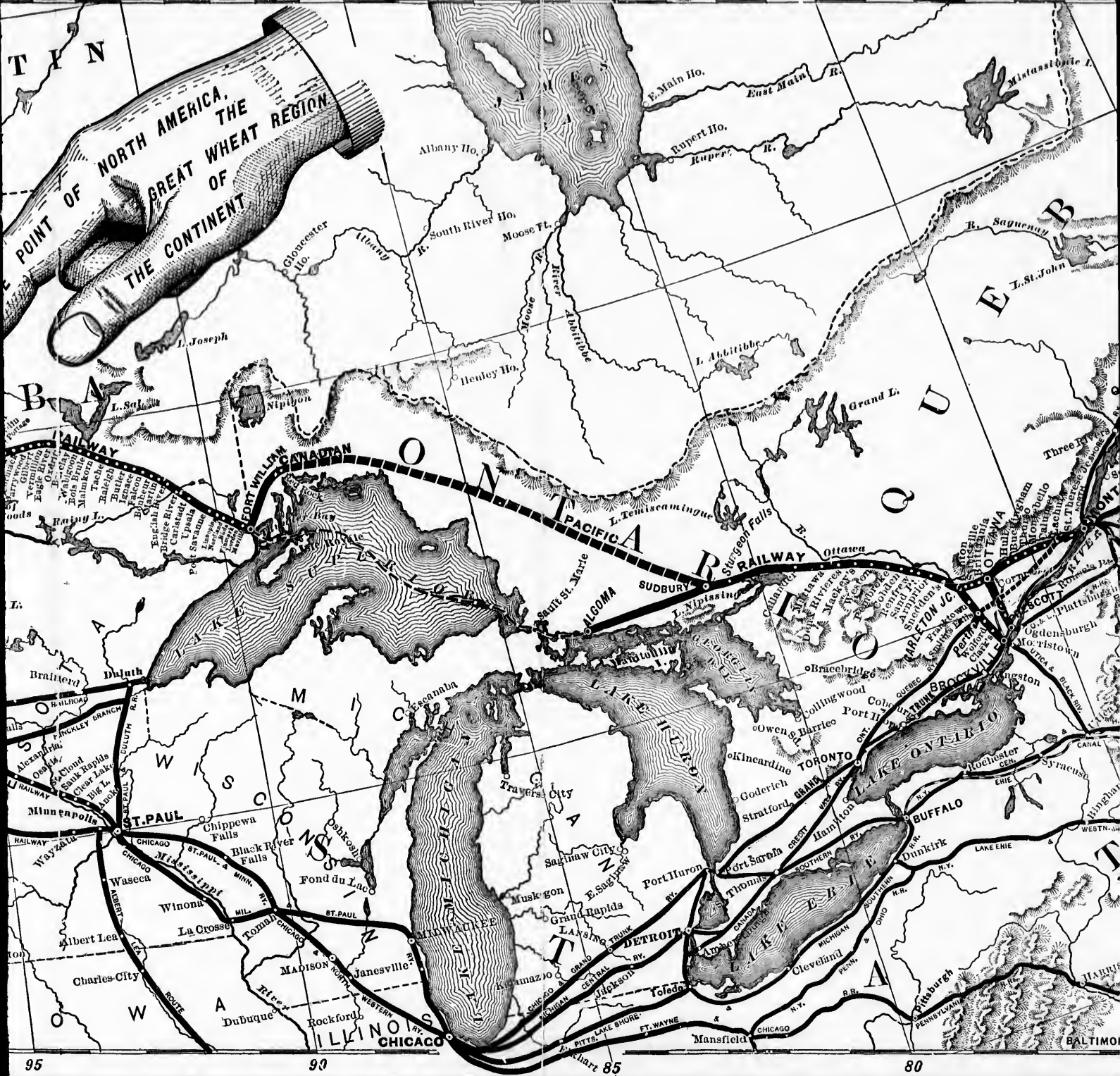
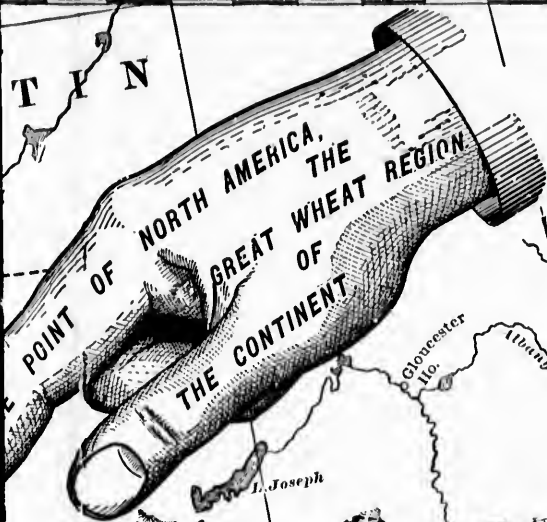
120

115

110









### Comparative Table of Distances.

	MILES.
From Montreal to Port Moody (Pacific terminus).....	908
From New York to Port Moody, via Canadian Pacific Railway and Montreal.....	8,288
From New York to Port Moody, via Canadian Pacific Railway and Brockville.....	8,104
From New York to San Francisco, via Central and Union Pacific Railways and shortest connecting lines to the United States.....	8,331
From Liverpool to Montreal.....	2,790
From Liverpool to New York.....	3,040
From Liverpool to Port Moody, via Canadian Pacific Railway and Montreal.....	5,080
From Liverpool to San Francisco, via United States route.....	6,850
From Liverpool to Yokohama (Japan), via Montreal and Canadian Pacific Railway.....	11,018
From Liverpool to Yokohama (Japan), via New York and San Francisco.....	12,038

The above distances, via Canadian Pacific Railway, are by the Kicking Horse Pass, a route lately discovered by the Company's engineers, which shortens the line over ninety miles, and gives it the easiest gradients through the Rockies of any of the Pacific railroads.

To H

*This  
Company*

- 1st.—
- the Domin
- 2nd.—
- 3rd.—
- Trunk Air
- through th
- Brunswick,
- Eastern Co
- Europe; d
- making the
- 4th.—
- foundland
- meantime
- forming a c
- 5th.—
- time, there
- some 308 m
- 6th.—
- wise, and ce
- 7th.—
- that your I
- to connect
- 8th.—
- ing some 90
- on July 28t
- 9th.—
- in operation
- 10th.—
- route, as co
- second only
- of the Inter

A  
HE  
. G



*To HIS EXCELLENCY THE GOVERNOR GENERAL IN  
COUNCIL.*

*This Petition of the Great American and European Short Line Railway  
Company* HUMBLY SHEWETH :

1st.—That your petitioner is a Company duly incorporated and organized under an Act of the Dominion Parliament passed 7th May, 1882.

2nd.—That it is also incorporated by an Act of the Colony of the Parliament of Newfoundland.

3rd.—That the object of the said Acts is the formation and construction of a National Trunk Air Line under one management, from the termini of the Canadian Systems at Montreal, through the Province of Quebec, across the State of Maine, through the Provinces of New Brunswick, Nova Scotia and Cape Breton, and the Colony of Newfoundland to a point on its Eastern Coast, above the ice and fog limits, thereby giving the shortest and safest transit to Europe; drawing the bonds between the Dominion and Newfoundland closer and closer, and making the Maritime Provinces the great highway between the Eastern and Western Continents.

4th.—That your Petitioner has not sufficient data in regard to the Cape North and Newfoundland portions of its line to undertake their construction at once, but proposes to build in the meantime in the Island of Cape Breton only its branch to Sydney or Louisburg, thereby forming a continuous Air Line from Montreal to Louisburg.

5th.—That the total length of this Air Line is about 764 miles; and that at the present time, there are on different portions of it, but owned and controlled by separate companies, some 308 miles in operation, and 109 miles under construction.

6th.—That your Petitioner proposes to acquire these portions, either by purchase or otherwise, and consolidate them into its own Company.

7th.—That the negotiations for the acquisition of the completed portions are so far advanced that your Petitioner is in a position to begin the immediate construction of the links necessary to connect them.

8th.—Your Petitioner would call your special attention to the fact that it is now constructing some 90 miles of its Railway in Nova Scotia under a contract made with Your Government on July 28th, 1882.

9th.—That by the completion of its Line across Maine, it will connect with Lines already in operation, and become the Royal Mail route to the Maritime Provinces and Europe.

10th.—That the completion of the construction and consolidation of Lines on the proposed route, as contemplated by this Company (Your Petitioner), is of the greatest National importance, second only to that of the Canadian Pacific, and it will be the natural extension of that road and of the Intercolonial to the winter Seaports of the Maritime Provinces.

A

HE 2810

. G 73 A 46

111050

11th.—Your Petitioner believes that the completion of its system through Cape Breton will have a greater tendency to draw the Colony of Newfoundland into the Dominion than any other argument that can be used.

12th.—Your Petitioner desires most respectfully to call your attention to the differences between the subsidies granted to the Canadian Pacific, and in fact to all other railways built in the Dominion, and to the subsidy under which this Company is building and asking for.

13th.—Your Petitioner therefore prays that you will grant it a cash subsidy to aid in the completion of its Lines proportionate to their relative cost of construction, as follows:—For the construction and completion of those portions of its Air Line between Montreal and Louisbourg, not to exceed 295 miles, the sum of (\$1,200,000) one million two hundred thousand dollars, to be distributed as follows:—

*a.*—In the Province of Quebec, between Marie-ville and Lennoxville, about 55 miles, the sum of \$3,200 per mile, a total of \$176,000.

*b.*—In the Province of New Brunswick, between Fredericton and Bay Verte, about 100 miles, the sum of \$3,200 per mile, a total of \$384,000.

*c.*—In the Province of Nova Scotia, between Bay Verte and Pugwash, about 40 miles, the sum of \$3,200 per mile, a total of \$128,000.

*d.*—In the Island of Cape Breton, between the Straits of Canso and Sydney or Louisbourg, about 80 miles, the sum of \$6,400 per mile, (as the cost of construction will there be more than double the other portions specified,) a total of \$512,000.

14th.—Your Petitioner further prays that you will grant it an adequate Postal subsidy for the carriage of Mails, after the completion of its Line to Houlton.

15th.—Your Petitioner further prays that you will grant it free running powers over the Intercolonial Railway, between Salisbury and Painswick Junction, at which points it intersects the other Railway.

16th.—Your Petitioner further prays that you will grant it a cash subsidy for the construction of a Line from a point, either at the Straits of Canso, or on its Line to Louisbourg, in the direction of Whycoqamah and Cape North, not to exceed 30 miles, a sum of \$6,400 per mile, a total of \$182,000.

And your Petitioner, as in duty bound, will ever pray, &c., &c.

*The Great American and European Short Line Ry.*

By CHARLES L. SNOW,

*Chief Engineer and Gen'l Manager*

OTTAWA, CANADA, April 16th, 1883.

Cape Breton was  
on than any other

Referring to the petition of this Company, asking for certain subsidies, from the Dominion Government, to aid in the completion of its projected Railway from Montreal through the Provinces of Quebec, New Brunswick, and Nova Scotia, to Louisburg, Cape Breton.

I have the honor to submit a map of the route with tables showing its length and the saving in distances over all other existing, projected or possible lines.

The route as shown having been adopted by the directorate of my Company, and its construction determined upon, provided the aid asked for is granted, I have prepared for your information a brief statement of the details of its location, and the advantages which we consider will be to the whole Dominion of Canada.

According to the arrangements which have been perfected, our trains will run out of and into Montreal over the tracks of the South Eastern Railway, as far as Chambly, and make close connection with the Canadian Pacific over the new bridge.

At Chambly we will acquire the branch which the South Eastern have built as far as Marieville and complete it to Lennoxville.

At Lennoxville we acquire the International Railway as far as constructed to Moose River, O., on the western border of Maine.

From this point we will build across the State of Maine to Houlton, on the western border of New Brunswick.

At Houlton connection will be made with New Brunswick Railway for St. Andrews and St. John. The distance from Montreal to St. Andrews will thus be 385, against 340 miles to Boston via the Vermont Central, and 300 to Portland via the Grand Trunk Railway, but these differences in mileage as against our line will be more than compensated by our low grades and flat curves.

From Houlton we will run over the New Brunswick Railway to Woodstock Junction, and from them acquire the Fredericton Branch of that Railway to Gibson, opposite Fredericton, the St. John River.

From Gibson we will build to Salisbury, a Station on the Intercolonial Railway, and thence will run through Moncton over that Railway to Painsec Junction.

At Moncton we will make connections with trains from Quebec and St. John, and for Halifax. From Painsec Junction we will build to the Eastern Border of New Brunswick, near Baie Verte, at which place connection will be made with the Cape Tormentine Railway for Prince Edward Island.

From Baie Verte we will build to Pugwash, Nova Scotia, where we join our line now under construction to New Glasgow.

From New Glasgow we will acquire the Halifax and Cape Breton Railway now in operation to the Straits of Canso.

The Straits, at the location of the proposed ferry, are about 2,700 feet wide, are never frozen over and remarkably free from ice. Through cars will be crossed upon boats built expressly for that purpose, as is done at many places in the United States.

From the Straits of Canso we will build over the most practicable and advantageous route to the harbor of Sydney or Louisburg. These ports are already connected by a railway which we propose to acquire.

The miles in operation, under contract and remaining to be built are shown in table "A" annexed, and if the subsidy asked for be granted, the entire line between Montreal and Louisburg will be in operation by January 1st, 1885.



Our Company was formed for the purpose of building and operating a Railway from Montreal to Cape-North, in the Island of Cape-Breton, running a line of steamers thence to Cape-Ray, the nearest point in Newfoundland, and constructing a road across that Island to Bonavista on its extreme eastern coast in order to obtain the shortest possible ocean route to Europe for the transportation of passengers and mails from a point which should be above and beyond the fog and ice limits, that renders the passage which all steamers have to make from off Cape-Race, Newfoundland, to the Atlantic ports, so dangerous.

However it is not the intention of my Company to undertake the construction of the Cape-North and Newfoundland portions of its projected line until further investigations are made in regard to its practical ability, but to acquire and construct the shortest possible line from Montreal to Louisburg, Cape Breton, as marked upon the accompanying map, and it is for that purpose only that assistance is now asked.

I need scarcely call your attention to the fact that at the present day, only that route which insures the shortest and quickest transit can successfully compete with all rivals in the matter of mails and passengers, and up to a certain distance (which is yearly becoming greater) of freight as well. The enormous volume of traffic between Western Canada and Europe will naturally find its way by that route in the case of mails and passengers, which makes the quickest time between the Continents—and in the case of freights by that route which gives the shortest distance to the sea board.

It is with a view of showing the advantages of our Line in these respects that the annexed table of distances "B. & C." is submitted. That table will hold good for all points west of Montreal, as all traffic must pass through that city.

I think that our Line meets the wishes of all Canadians who favor a National Port as compared to an American one and who prefer that Canadian freights, passengers and mails should be shipped and received at their own Ports rather than at those of the United States.

The Maritime Provinces are practically separated, so far as quick Railway transit is concerned, from Western Canada by the geographical intrusion of the State of Maine. Still more by the fact that the shortest routes to the Canadian sea boards (as shown by the map) are occupied in part by separate small companies and being operated for Local purposes they only act as feeders for American roads.

None of those Companies possess the strength necessary to construct the roads which would unite them.

This my Company proposes to undertake, and to acquire as many of those smaller roads as lie in its projected route, to consolidate them into its own system, and to operate them as a National Trunk Line.

You will also observe that, as our road will directly compete with all lines leading to American Ports, its business will be essentially Canadian.

By our route the fine harbors of St. John and St. Andrews will be brought (within a few miles) as near to Montreal, as the nearest American Harbors of Portland and Boston are to that city—so that similar freight rates can be offered by our road and the business kept in Canadian Territory.

While these Ports will be the natural outlet for Canadian freights, Louisburg which possesses one of the finest land-locked harbors in the Dominion, and open all the year around will be the port for the shipment and reception of mails, passengers, and express freights to and from Europe.

By our line the Island of Cape Breton will be given a railway communication with the rest of Canada, and its wonderful mineral deposits open for development, but this can only be afforded them—from a commercial point of view—by a Company building and operating as we propose a great through line.

Assuming that railway travel is faster than steamer in the proportion of three to one, and the speed of an express mail train at 45, and that of a steamer at 15 miles per hour—such a train would run from Louisburg to Montreal in 17 hours, while a steamer would take 70 hours. That is, if a steamer bound for Montreal would touch at Sydney or Louisburg to land her mail and passengers, they would be in Montreal 53 hours, or over two days ahead of that steamer. The converse is also true as mails and passengers would be enabled to leave two days after a steamer had left Montreal and catch her at Sydney or Louisburg while she is coaling there.

In like manner in a steamer bound for St. John or St. Andrews, mails and passengers landed at Louisburg would reach Montreal in 26 hours, and if bound for Halifax, 17 hours quicker than if landed at those Ports.

Comparing our line and time from Louisburg with the present ones from Halifax, as a winter route for mails and passengers, you will ascertain that we will save 29 hours in their transit to and from Montreal.

We therefore feel no hesitancy in asking aid from the Dominion Government to complete our system as an undertaking of National importance to Canada for the following reasons:—

1st—Because we will join the railway systems of Central with Eastern Canada by the shortest possible line.

2nd—Because we will open the ports on her own seaboard nearest to her railway and commercial centres for the shipment and reception of her freights.

3rd—Because we will create in her territory the universal route and short line for mails and passengers to and from Europe.

4th—Because we will bring all the Capitals of her Maritime Provinces the nearest possible to her own Capital.

5th—Because we will complete the complement of her Pacific Railway to the Atlantic Ocean and form with it a grand continuous and short railway line between the most extreme ports in her Dominion.

6th—Because our line will produce and promote a great expansion of trade of all kinds between Western Canada and the Maritime Provinces.

Hoping then that the Government may consider the completion of a trunk line of 800 miles of railway in its territory as proposed by us of sufficient national importance to grant the aid asked for.

I have the honor to be

Most respectfully

Your ob't servant,

CHARLES L. SNOW,

*Chief Eng. and Gen. Manager*

*Gl. Am & Eu. Short Line Ry.*

PUGWASH, N. S., April 17, 1883.

TO THE HON. SIR CHARLES TUPPER, K.C.B.

*Minister of Railways and Canals.*

**TABLE "A."**

*Miles in Operation, under Contract and to be Built, to complete Air Line between  
MONTREAL and LOUISBURG.*

Division.	From	To	Length of Division.	Miles in Operation.	Miles under Construction.	Miles to be Completed.	Total Distances from Montreal.
Quebec.....	Montreal.....	Moose River, P. O..	163	90	73	..	163
Maine.....	Moose River, P. O..	Houlton.....	130	..	..	130	293
New Brunswick..	Houlton.....	Baie Verte.....	221	108	..	113	514
Nova Scotia.....	Baie Verte.....	Straits of Canso....	170	80	60	30	684
Cape Breton.....	Canso.....	Louisburg.....	80	..	..	80	764
Totals.....			764	278	133	353	764

Total distance from Montreal to Louisburg..... 764  
 " In Operation..... 278  
 " Under Contract..... 133  
 Total in operation Jan. 1st, 1884..... 411  
 Balance to complete..... 353

**TABLE "B."**

*Comparative Statement of Distances of present and proposed Routes*

**BETWEEN**

MONTREAL	—AND—	ST. ANDREWS,	LIVERPOOL.
Via G. T., I. C. Ry., St. John and Grand Southern.....		835 x 2,730	3,565
" G. T., I. C. Ry., Rivière du Loup and N. B. Ry.....		562 "	3,293
" G. T., (Danville Junction,) B. M. and N. B. Ry.....		544 "	3,274
" Megantic Route, (Mattawamkeag,) B. M. and N. B. Ry.....		370 "	3,100
" <b>Gt. A. and E. Short Line, (Houlton,) and N. B. Ry.....</b>		<b>385</b>	<b>3,115</b>
MONTREAL	—AND—	ST. JOHN.	LIVERPOOL.
Via G. T. and I. C. Ry.....		745 x 2,740	3,485
" G. T., I. C. Ry., Rivière du Loup and N. B. Ry.....		588 "	3,328
" G. T. (Danville Junction,) B. & M., and St. John and Maine.....		585 "	3,325
" Megantic Route, B. & M., and St. John and Maine....		412 "	3,152
" <b>Gt. A. and E. Short Line (Houlton,) N. B. and St. John and Maine....</b>		<b>410</b>	<b>3,150</b>
MONTREAL	—AND—	MONCTON.	
Via G. T. and I. C. Ry.....		666	
" G. T., I. C. Ry., Rivière du Loup, N. B. Ry. (Woodstock Junction,) and <i>Gt. A. and E. S. L. Ry.</i> .....		610	
" G. T., Boston and Maine, St. J. and M., and I. C. Ry.....		675	
" Megantic Route, B. and M., St. J. and M., and I. C. Ry.....		512	
" <b>Gt. A. and E. Short Line Ry.....</b>		<b>476</b>	
MONTREAL	—AND—	HALIFAX.	LIVERPOOL.
Via Intercolonial Railway.....		845 x 2,480	3,325
" Grand Trunk and St. John.....		862 "	3,342
" Rivière du Loup, <i>Gt. A. and E. S. L. Ry.</i> , and I. C. Ry.....		800 "	3,280
" Megantic Route, and St. John and I. C. Ry.....		700 "	3,180
" <b>Gt. A. and E. Short Line and I. C. Ry.....</b>		<b>653</b>	<b>3,133</b>
MONTREAL	—AND—	LOUISBURG.	LIVERPOOL.
Via I. C. Ry. and <i>Turo.</i> .....		994 x 2,240	3,234
" " Oxford and <i>Gt. A. and E. S. L.</i> .....		964 "	3,204
" Rivière du Loup and <i>Gt. A. and E. S. L.</i> .....		890 "	3,130
" <b>Gt. A. and E. Short Line Ry.....</b>		<b>764 x 2,240</b>	<b>3,004</b>

**TABLE "C."**

*Distances saved by GREAT AMERICAN & EUROPEAN SHORT LINE  
over Existing Routes.*

BETWEEN	Via Shortest Present Route.	Via Gt. A. & E. S. L.	Miles saved.
Montreal and Fredericton.....	561	<b>373</b>	188
" " St. Andrews.....	544	<b>385</b>	159
" " St. John.....	585	<b>410</b>	175
" " Moncton.....	666	<b>476</b>	190
" " Charlottetown, P.E.I. (Cape Tormentine)	784	<b>543</b>	241
" " Pictou.....	831	<b>581</b>	253
" " Halifax.....	845	<b>653</b>	192
" " Louisburg or Sydney.....	994	<b>764</b>	230

