

of communication with the fertile valleys of the North-West, it would largely assist in solving the great difficulty that lays in the way of constructing the Canadian Pacific Railway, directed itself as vigorously to that question as possible. They obtained the services of an active and energetic navigator to report on Port Simpson. After receiving his report, I have no hesitation in saying that, in my opinion, no such port is to be found on the Pacific coast as Port Simpson. It is easy of access, and well sheltered within, and all that can be desired in every respect. But we found, on having the three routes examined, from Port Simpson to Peace River, Pine River, and Fort George, that the route to Burrard Inlet was 150 miles shorter than that to Port Simpson, and we found that the country through British Columbia, *via* the Peace River or Pine River, was not more favourable for settlement, than the Burrard Inlet route, but that, in addition to its being 500 miles north of Victoria, we had to encounter a very unfavourable climate. The rain-fall was very incessant on the coast, and there was no extent of country fit for settlement between the coast and five or six hundred miles where we would strike the Peace River Pass. Mr. Fleming pointed out in his report the great advantages it possessed as a line easier of construction, but, after full deliberation, we come to the conclusion that we would not be acting in the interests of the country if we rejected the Burrard Inlet route, which had been adopted by the late Government. The fact that the hon. gentleman, after careful consideration, had adopted that route, was greatly in its favour, and we had no hesitation in adopting it. The Burrard Inlet route has this advantage: It has a good harbour, and only thirty miles across the Narrows are the valuable coal mines of Nanaimo. Within thirty miles you have great coal deposits, and in close proximity abundant quantities of iron ore, sufficient, I hope, to induce enterprising capitalists to undertake the manufacture of the iron rails required in British Columbia. You have a most valuable fishery on those coasts, and, as is well known, you have splendid forests of timber. You have, from Burrard Inlet up toward Yale from fifty to one

hundred miles of land valuable for settlement. The width is large enough to provide homes for a large and thriving population. I fully acknowledged, last year, that Kamloops district was a superior one. Yale is at the head of the tide water, and you can reach it easily from the shores of the Pacific. Steamers go daily from Victoria to Yale, and by the construction of 125 miles of rail you can reach the Kamloops district, which gives us communication with the great central plateau of the Rocky Mountains, through which 150 miles of the line will run, extending 140 miles south to the United States, and 200 miles running northward, with a fine climate and luxurious vegetation. The country is the most important and the most suitable for settlers to be found in the whole of the Province of British Columbia. I am sorry to detain hon. gentlemen opposite, while I read a few words from the "Guide to British Columbia," in which this country is described.

MR. MACKENZIE: Who wrote the description?

SIR CHARLES TUPPER: I am not able to say who it was written by, because I do not find the name of the author given; but I am happy to tell hon. gentlemen opposite if they are at all sceptical as to the value of the authority, they will find a similar description in the able report of Mr. Dawson, of the Geological Survey of 1877, which affords abundant confirmation of what I shall here read. Speaking of the New Westminster district we find the following:—

"The Fraser River does not come from the Cascade range, but from the Rocky range. It is the only river in British Columbia (except in the far northwest of the Province) which has strength to cross the dry country between the Rocky and Cascade ranges, and get through the latter range to the sea. It is fed in its course by streams running from every point of the compass—a noble river, but navigable only for considerable stretches, owing to rapids. Yale is the head of steamboat navigation from the sea. After bursting through the mountain passes at Yale and Hope, the Fraser is a tranquil, steady, clay-coloured stream for the latter part of its course."

"This country, on the lower portion of the Fraser, is what I may call the New Westminster district. It is in general a wooded district, but has large tracts of open, arable, and grazing land, delicious atmosphere—no malaria or ague—water carriage, facilities for shipment. Snow begins in January, and is gone by March; not continuous; plenty of