

stated, in reply to Mr. De Cosmos, that "should the Railway be carried to Burrard's Inlet, a Ferry will be established and a line will be carried to Esquimalt, as part of the Railway."

(3.) The following extract from the *Toronto Mail's* Report of May 28, 1872, confirms this Statement,—the part in parenthesis being added in both of the following extracts to make the sense clearer:—

"Mr. De Cosmos said the explanation was quite satisfactory in one respect; but he wanted to know whether the Government was prepared, in case the railway should start at Burrard's Inlet, to construct a branch line from Victoria to Nanaimo; and in case they take the Straits whether they will cause a line to be constructed along the East Coast;

"Mr. Langevin replied that the intention of the Government was to go (via Bute Inlet) to Esquimalt; but, of course, if it was impracticable they could not go; and should the railway be carried to Burrard's Inlet, a Ferry will be established and a line will be carried to Esquimalt as part of the railway.

"Mr. De Cosmos expressed himself perfectly satisfied with the explanation made."

(4.) The *Toronto Globe's* Report of May 28, 1872, corroborates the above Statement, and is as follows:—

"Mr. De Cosmos asked if the Government would pledge itself that, if the Railway were constructed to Burrard Inlet, a line would be built from Victoria to Nanaimo, (laughter), and that if it reached Johnson's Straits, one would be built along the East Coast to Esquimalt—(laughter.) If the Government would not do so, he would take the Statement of the Minister of Public Works for what it was worth—(loud laughter.)

"Mr. Langevin said it was the intention of the Government to go (via Bute Inlet) to Esquimalt; and if the line were carried to Burrard's Inlet, a branch would be extended to Esquimalt."

(5.) When the Canadian Pacific Railway was under discussion in the House of Commons on the 5th of April, 1876, Sir Hector L. Langevin then stated what the Government of which he was a member, in 1872, had done respecting the proposed line of Railway on Vancouver Island. His explanation, on that occasion as to the line of Railway on Vancouver Island, is so pertinent to the subject now discussed, that it is given in full to show that he gave a deliberate pledge in 1872 to British Columbia under instructions from the Cabinet of Canada, that a line of Railway should be constructed on Vancouver Island as part of the Canadian Pacific Railway. It is as follows:—

"This Railway was considered by the previous Government and Parliament as a necessity in view of our position, and as required by treaty obligation. When they gave the contract to Sir Hugh Allan and his twelve associates, they bound themselves to give the Company \$30,000,000 and 50,000,000 acres of land to construct a Railway from Lake Nipissing to Esquimalt, between which points lay the route of the Pacific Railway. If reference was made to the Acts they passed incorporating certain companies during that year, it would be seen that they were intended to build railways from Lake Nipissing to the Pacific Ocean, with power of extension to Esquimalt, and of building besides branch lines. The portion of the line from the inner waters of British Columbia to Esquimalt was not considered, and was not treated in these Acts as a branch, but as an extension and a portion of the Railway. He would go further—and these were matters of fact and history. When the Government of which he was a member was called upon in this House by the present member for Victoria, to state whether he had determined upon the Western Terminus of the line, he was instructed by the Cabinet to announce—as he did do openly—that they intended to make Esquimalt the Terminus. Moreover, an Order in Council was passed to that effect; and in the correspondence laid the other day before the House, it was so stated in a Minute of Council of the present Government. When the question came up under the present Administration, if he was not mistaken, the same course was followed."

This extract makes it perfectly clear that the Canadian Government had