

be taken from Tête Jaune Cache, westward, either to Bute Inlet, Dean Inlet or Burrard Inlet. This is the position of the matter. Mr. Hunter made, no doubt, some valuable accessions to our knowledge of that country, but none that would have a material effect, particularly, owing to the political considerations to which I have referred. He is at present preparing a map which will show the general character of the country by either of the two lines, namely, that which has been located from Livingstone,—the point of divergence, if the Southern route (already located) was adopted—to Jasper House Pass; and the one which would traverse the country crossing the North Saskatchewan about Fort à la Corne, and taking, as nearly as possible, a direct route by Slave Lake, about the centre of the country traversed by the Smoky River, between the Peace River and the mountains, thence in as straight a line as possible on the slope of the Rocky Mountains to the Pine River Pass. The hon. member for Cariboo (Mr. Thompson) who has moved for these papers, has stated that the distance is about the same, quoting Mr. Smith's report. Apparently, the distance is the same, but actually, it is not. The distance upon the map is, as nearly as possible, the same by both routes, but the distance depends a great deal upon the amount of curvature which would have to be undertaken in crossing some of the formidable valleys which would be reached in the neighbourhood of Peace River, and any rough country which might be reached. I pointed out, a few evenings ago, that crossing one of the small rivers on the route proposed, south of Lake Manitoba in the North-West Territories, necessitated lengthening the line by nine miles, thus adding very materially to the curvature which would have to be overcome. So far as the engineers are able to ascertain, the distance by Pine River Pass to Fort George, the objective point common to both routes, is longer by about fifty miles. The curvature, however, upon the already located route, brings the distance, as nearly as possible, to the same mileage as the Northern route. But, if the percentage of curvature on the Pine River

Pass route should be the same as that on the Jasper House Pass route then the mileage would be increased by the difference which is apparent upon the measurement of the map, namely, fifty miles. These are, generally speaking, the facts which have to be considered in this connection. As soon as Mr. Hunter has his extended report prepared and the map ready, no time will be lost in submitting them to this House, as a matter of course. It is of little use bringing up his hurried and temporary report, as it is really all embraced in the information which Mr. Smith has collected in his general report, which is now before the House.

MR. ROSCOE said that if the Bute Inlet route was selected, the work of construction might proceed from that point to Fort George, while exploratory surveys might be made through the Pine River Pass, to determine whether the road should be brought by that route or not.

MR. MACKENZIE: There is no doubt of that. If the Bute Inlet route on its own merits, taking the whole line, was considered the best, it might possibly be arranged, in that case, that the construction of the part west of Fort George might be proceeded with, and that part east of Fort George might be proceeded with as far as the surveys were concerned.

SIR JOHN A. MACDONALD: Fort George is a common point?

MR. MACKENZIE: Fort George is a common point both to the Pine River route and Bute Inlet route as now located; the precise point might not be precisely at Fort George, but within a short distance of it. There is a watershed to be overcome between Fraser River, immediately east of Fort George, and what may be called the summit waters of Peace River; or to speak more precisely, the summit waters of Parsnip River, the great southern branch of Peace River, which joins the other branch before piercing the mountain range through which Peace river flows. We do not know very accurately, indeed, it is very imperfectly known, what difficulties might have to be overcome in obtaining a crossing over the summit at that point. The summit