

## REPORT.

THE SENATE,  
COMMITTEE ROOM,  
Friday, 27th April, 1877.

The Select Committee appointed to enquire into and report,—

1st. As to the difference in length between the line of the Canadian Pacific Railway from Keewatin westward, and a more southern line by Winnipeg and south of Lake Manitoba to the nearest point common to both lines.

2nd. As to the cost of construction of each line; also the fitness of land for settlement along each line respectively, and also for the greater chance of an immediate remunerative line, with power to send for persons, papers and records, and which was also authorized "to examine into all the questions relating to the purchase of the property at Fort William for a terminus to the Canada Pacific Railway and to send for persons, papers and records, to examine witnesses under oath, and to report thereon to the Senate with all convenient speed this Session"; beg leave to make the following as their First Report on the subject-matter of the latter portion of the foregoing Order of Reference.

Your Committee having heard certain evidence, find it too late in the Session to continue the investigation, and therefore recommend that all further proceedings in relation thereto be deferred until next Session, then to be proceeded with in accordance with instructions from your Honorable House.

All which is respectfully submitted.

M. A. GIRARD,  
*Chairman.*

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## MINUTES OF EVIDENCE.

THE SENATE,  
COMMITTEE ROOM,  
Saturday, 21st April, 1877.

Mr. SANDFORD FLEMING, Chief Engineer of the Pacific Railway, was called, sworn, and examined as follows:—

Q. Was the terminus of the Pacific Railway located at Kaminstiquia by your advice?—It was fixed on consultation with me; I made no opposition to it.

Q. Did you recommend it?—I am not aware of having specially recommended it; I recommended it in a general way, which I will explain: I am not aware of having written any reports recommending it.

Q. Are you clearly of the opinion that it is the best site for the terminus on Thunder Bay?—I could not answer that question directly without some remarks. The object that we had in view from the first was to get the shortest line between the prairie region and the navigation of the St. Lawrence on Lake Superior. There are three points that were spoken of: Nepigon, Prince Arthur's Landing on Thunder Bay, and Fort William. Of the three, Fort William is the nearest available point to the prairie region, and on that ground Fort William has been selected. The navigation really extends two or three miles nearer the prairie region than Fort William, but it is not accessible by land; the banks of the river get higher, and we could not reach it very well by a railway.