

Attention is directed to the following points in the above statement :—

- (1.) That on the 7th June, 1873, an Order in Council was passed by Canada, fixing the Western Terminus of the Canadian Pacific Railway at Esquimalt.
- (2.) That it was done in view of the probability of the Railway running by way of Bute Inlet.
- (3.) That the alignment was wholly undetermined on the Mainland of British Columbia on the 7th June, 1873.
- (4.) That the Government of Canada in 1878, determined that Burrard Inlet should be the objective point on the Pacific Coast to be reached by Railway.
- (5.) That this determination was based on increased information.
- (6.) That the Government, therefore, cancelled the Order in Council fixing the Terminus at Esquimalt.
- (7.) That it was deemed necessary that further surveys should be made to find out the advantages of a more northern route, terminating at Port Simpson.
- (8.) That it was determined in 1879, to keep the whole question of the route of the Railway unsettled till the exploratory surveys from Port Simpson were made.
- (9.) That the Order in Council fixing the Terminus at Esquimalt was, consequently, revived, in April, 1879.
- (10.) That it was continued in force until October, 1879.
- (11.) That in October, 1879, Burrard Inlet was made the Terminus on the Pacific Coast of the Canadian Pacific Railway.
- (12.) That the fixing the Terminus at Burrard Inlet rendered the line between Esquimalt and Nanaimo unnecessary as a condition of the Union with British Columbia.

4. Before commenting on the points raised in Section 2 of the Report, it is necessary to advert to certain pledges of the Canadian Government to construct a Railway on Vancouver Island as part of the Canadian Pacific Railway, in case either the Bute Inlet route, or the Burrard Inlet route, was selected as the Main Trunk line.

(1.) During the Session of the Canadian Parliament in 1872, a Bill was introduced, intituled "An Act respecting Canadian Pacific Railway, 1872," and afterwards became law. Section I. of this Act is as follows :—

"A Railway, to be called 'The Canadian Pacific Railway,' shall be made in conformity with the agreement referred to in the Preamble to this Act, and such Railway shall extend from some point on or near Lake Nipissing, and on the south shore thereof, to some point on the shore of the Pacific Ocean—both the said points to be determined by the Governor and Council, and the course and line of the said Railway between the said points to be subject to the approval of the Governor in Council."

(2.) On May 28th, 1872, whilst this Section was under discussion in the House of Commons, and after Nipissing had been adopted as the Eastern Terminus of the Canadian Pacific Railway, Sir Hector L. Langevin, the then Minister of Public Works, whose Department included Railways,