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developed by this means, we could secure the construction of a 4 ft. 8 1/2 inch railway from Lake Nipissing to the Pacific, he was satisfied Canada would make a good bargain, one that would do credit to the Government which proposed and carried it out, and that would be productive of great benefit to the country. (*Hear, hear.*) Believing that, he would heartily give his assistance and support, however humble they might be, in order to carry this measure into effect. (*Cheers.*)

Hon. Mr. LANGEVIN read from the report of the survey to show that the best practicable line eastward from the head of Lake Superior, was on the plateau north of the height of land. He also entered into an explanation of the lines that had been surveyed in British Columbia, and that were still under examination. As the result of this explanation, he said he had no doubt that a good line, with easy grade, and presenting in no part extraordinary engineering difficulties, would be obtained from the whole extent of the railway from the Pacific coast to Lake Nipissing.

Hon. Mr. MACKENZIE said he did not intend to discuss this question upon its merits, and by assenting to the resolutions in Committee, would not consider himself in any way compromised. His object was to obtain all the information he could, in order to be able to discuss the bill intelligently when it came up for second reading. Now the hon. gentleman (Hon. Sir George-É. Cartier) had led the House to believe that it was intended to commence the railway at Lake Nipissing; while from the map and report of the Chief Engineer, it would appear that it was the intention to start at the Mattawa, the distance between which and Lake Nipissing, was somewhere about seventy or eighty miles.

Mr. SHANLY: The hon. gentleman is wrong; it is forty-two miles.

Hon. Mr. MACKENZIE asked how far it was from Lake Nipissing to the Georgian Bay.

Mr. SHANLY Sixty miles, and the whole distance from the mouth of the Mattawa to the mouth of the French River on Georgian Bay, is 132 miles.

Hon. Mr. MACKENZIE said it appeared from the survey, that the starting point would be considerably east—forty two miles at least—of the point where it would be most convenient to bring the Pacific Railway system in Ontario. It would in fact follow the general course of the Ottawa River, from the Georgian Bay east thus making Montreal the ultimate terminus of the road. Now, he held that the starting place should be at a point midway between Lake Nipissing and the Georgian Bay, so that both lines of communication—the interior line, by way of the waters of Lake Ontario, and the line which ended at tide water, at Montreal—should be equally accommodated. He was willing to leave the matter in the doubt cast upon it by the discrepancy between the Chief Engineer's report and the statement of the hon. gentleman, for he had not so much confidence in the Government as to give

them the latitude of determining whether the starting point should be at the mouth of the Mattawa, or between Lake Nipissing and the Georgian Bay. (*Hear, hear.*)

He thought it was due to the people of Ontario, that the starting point should be so fixed that an outlet would be equally easy, either by way of existing lines in that Province, or by way of the Ottawa River to Montreal. The people of many municipalities, many of them poor and ill able to afford it, had taxed themselves heavily in order to build railways to open up the unsettled parts of the country, and he thought that under these circumstances, the Dominion Government ought to show some disposition to accommodate them, and not place the eastern terminus at a point which would practically cut off the railway from connection with existing lines in Ontario. (*Hear, hear.*)

Then with regard to the route north of Lake Superior, he would like to know the reasons upon which the opinion was founded, that there was no practicable line south of Lake Nipigon. The survey had been so incomplete that it was impossible to arrive at a clear opinion on this point, and he thought further information should be given concerning it. With regard to the whole question as to the construction of this road, his view had always been that the use of existing lines of water communication in summer and the American lines in winter to Fort Garry, and thence the construction of a good wagon road west to the Pacific, would suffice for our present wants. But that view had been set aside by the House, and, being in the minority he had only to bow to its decision.

Now, however, when the House was called upon to provide means for the construction of this railway, gentlemen on his side of the House, without committing themselves to the principle, were bound to direct public attention as well as the attention of the House to the matter, in such a way as they believed to be in accordance with the public requirements of the country and the dictates of common sense. (*Hear, hear.*)

Mr. De COSMOS had not intended to occupy the attention of the House at so late an hour, but as a British Columbian, he could not let the discussion pass without making a few remarks. He thought the construction of the Canadian Pacific Railway would tend greatly to the development of the Dominion, and the world at large. He expressed his satisfaction at the manner in which the Opposition had come forward to aid the Government in the great work. Before British Columbia had completed her negotiations with the Dominion, they had displayed opposition to the union and had it not been for the exertions of hon. gentlemen on the Government side of the House, and he thought some on the Opposition side, British Columbia would not now be part of the Dominion. He was glad to see that the Opposition were in favor of the Canadian Pacific Railway, and for his part he was quite willing to forget their former hostility. He regarded Esquimalt as the only terminus on the Pacific coast.

He was fully persuaded that the subsidy proposed by the Government was ample to provide for the construction of the line.