

the Government. From some of the speeches made, before the committee was appointed, it might have been expected that their report would be against the located line, as a matter of course. At the time the deputation was here from Manitoba, he took the deepest interest in the subject, and thought if it could be at all done, the route they advocated should be selected, but on looking very closely into the subject it became far from obvious that the best route had not been selected. He quite concurred in the view that the utmost consideration consistent with the public interest should be given to the question still, because it was desirable, if possible, that this line should be run as the first settlers in Manitoba desired; but one must look at the public interest, and he apprehended it would be found that the Government had arrived at their decision with a single desire to promote the welfare of the Dominion.

Hon. Mr. HAYTHORNE said, as a member of the committee, he thought it was but right he should state, as far as his own opinion was concerned, Mr. Fleming's choice was a very judicious one, and had only been made after patient investigation. In the first instance, he (Mr. Fleming) had been strongly impressed in favor of the line south of Lake Manitoba, but in consequence of the obstacles encountered in his exploratory surveys he came to the conclusion that the Pacific Railway should pass in the direction it is at present located. In common with other members of the committee he (Mr. Haythorne) was desirous that the report should be made unanimous. It would be only just and equitable if a route could be discovered through the province which would tap the trade of the settlers there, it should be adopted. However, he was satisfied explorations would only confirm the wisdom of Mr. Fleming's choice.

Hon. Mr. MILLER said he wished the honorable senators opposite (Mr. Brown and Mr. Haythorne) joy of all the capital they could make out of the report of the committee for the Government. If a majority of the committee had thought proper to make a majority report, they would have condemned the selection of the northern line as unwise, and that the true interests of this country, not to speak of the interests of the people of Manitoba, demanded the adoption of the southern route. The report of the committee did not approve of the line selected by the Government, but, to the contrary, suggested that further explorations should be made to ascertain the best route for the Pacific Railway.

Hon. Mr. WILMOT said, as a member of

the committee, he would be very much disappointed if the southern route should not be examined. There was evidence to show there was a feasible line south of Lake Manitoba, and if explorations should confirm it, the Dominion, as well as Manitoba, would be benefited by adopting it. The expense of the survey would not exceed \$20,000.

Hon. Mr. MACPHERSON said the report having been adopted unanimously, he did not wish to express an opinion upon the policy of the Government, further than was set forth in the evidence. It was clearly shown that there was a good, feasible crossing of the Little Saskatchewan—where the principal difficulty was supposed to exist—twelve or fourteen miles south of the Cart Trail. There was a depression in the banks, and it was easy crossing. It was a very censurable thing not to have had that country surveyed before going north of Lake Manitoba. From the evidence it appeared the officers merely looked up and down the Saskatchewan, at the Cart Trail crossing, and made up their minds it would be expensive crossing it. They abandoned a route through a fertile country, gave the go by to the settled part of Manitoba, and located the line through swamp, muskeg, rock, and lakes. There was nothing in this that the Government should take credit to themselves for doing. He was willing to leave it to the engineers to say whether the southern route was more feasible than the located line or not.

Hon. Mr. AIKINS said he had not the pleasure of hearing the discussion up to the present time, but he might say the report was uncommonly mild. He felt very strongly upon it, and if he had anything to do with preparing the report, he would have expressed himself very much more strongly in censuring the Government. The report did not reflect on them at all, but simply asked for further surveys before the next meeting of Parliament. There was no doubt in his mind, if the southern route was practicable it was better than the northern line. The road must not only be built, but it must also be run after its completion, and if it passed through a country unfit for settlement, it would never have freight. He hoped the Government would act on the recommendation of the committee.

Hon. Mr. SCOTT said Mr. Fleming's proclivities had been all in favor of the southern route. His first trial line was south of Lake Manitoba, and he made what he thought was an exhaustive survey.

Hon. Mr. AIKINS—He made no survey at all.

Hon. Mr. SCOTT said the chief embarrassment was on the Assiniboine, which the Chief Engineer thought it would be impos-