

and capacity in the future. It was a speech that had given him more information than any other on this subject. He certainly thought that as far as this discussion had gone, it had given to the House a clear impression of the several routes, and hon. gentlemen would be disposed to believe that the arguments of his hon. friends were very cogent reasons in favour of the Fraser River route.

Hon. Mr. SCOTT said he thought the discussion they had heard would satisfy the House that there were a great many routes in British Columbia that were open to discussion, as to which they should ultimately accept in the interest of the Dominion. The hon. gentleman (Mr. Cornwall) had spoken with the greatest possible favour of the route by the Fraser River. The hon. gentleman spoke from this stand-point in a broad and general sense, but it would be remembered that the hon. gentleman desired that the line should pass in the vicinity of his own property.

Hon. Mr. CORNWALL disclaimed any sectional motives in advocating a survey of the Fraser River route.

Hon. Mr. SCOTT said he did not tax the hon. gentleman with any such motive, but it was only human nature that an hon. gentleman in advocating a line which passed his own residence, must speak of it with some partiality. The hon. gentleman had selected that portion of British Columbia, believing it to be the best for business and agricultural purposes, and naturally he would also select it as the best for railway purposes. The remarks they had just heard, had proved that this whole question was surrounded with a multiplicity of embarrassments, that the engineering difficulties were much greater than the people were disposed to imagine. Hon. gentlemen who were inclined to censure the Government for not commencing the expenditure of money in British Columbia, would now see it would have been very unwise, when even the members from British Columbia were not in harmony on the selection of the route in that Province. The hon. gentleman had quoted from the report of the Chief Engineer of 1874, but if he had read further he would have given some more valuable information respecting the impracticability of that route; that the work would consist of a large amount of bridging over deep ravines; several miles of protection works along the river would be required, and the proportion of excessively heavy work extended over 57 miles,

and included 7 to 8 miles of tunnelling. He did not know the chief engineer had obtained any further information, but he presumed he had. He found in the rough estimate of the cost of that route it was put down at thirty-three millions of dollars. The number of routes surveyed or partly surveyed was three, and they might be divided into the Northern, Central and Southern; the latter terminated at Bute Inlet, the Central terminated at Dean Channel, and the latter terminated at Gardiner Channel. Tete Jaune Cache was the point at which all the different roads converged. From that point west the road was located to Fort George, there crossing the Fraser River, and then running down to what was originally known as route No. 4 terminating at Bute Inlet. This was the favourite route, and it passed through a country somewhat superior in its capacity for settlement. Bute Inlet had been spoken of probably before any question of engineering difficulties had arisen. It had generally been looked upon as a very desirable harbour and he was not aware until hearing this debate, that any difficulty would arise in obtaining a harbour on the coast line at that point. The distance and surveys were all traced out to the coast line; it was not intended to stop at the extreme inland point as it was estimated that the line would at least go down to deep water. The route by No. 2 would be as his hon. friend would observe 513 miles, while the distance to Bute Inlet would be 550 miles. The cost, however, in the rough estimate of expenses that had been formed by the engineers, of that particular route, was placed at twenty eight millions of dollars, as compared with thirty-three millions of dollars by route No. 2 by the Fraser River to Burrard Inlet.

Hon. Mr. CORNWALL said the cost of Bute Inlet route had not been calculated down to deep water, but only to the head of the Inlet.

Hon. Mr. SCOTT said there were other lines north, which the engineers had condemned. The Government would be guided in the selection by the character of the country, its soil, climate, and general advantages. In the winter there was very little snow along the Bute Inlet route, and it was stated as a positive fact that horses and cattle remained out all winter.

Hon. Mr. CORNWALL said the hon. gentleman must be ignorant of the fact

*northern*