

nion, and the difficulty of keeping such a line as the one proposed, would render it useless during the winter season. Some of the engineers had stated that the snow on the height of land was not so deep as on the lower levels in the vicinity of the lake. He had lived in the country for twenty years, and had opportunities for going inland himself and meeting the Indians who were in the habit of going back for furs. Within one or two miles of the lake shore the snow was very deep. The winds on the lake deposited the snow on the shore, and the consequence was that in the immediate vicinity of the lake the snow was very deep for two or three miles inland. So far as his information went, the snow if not deeper was certainly as deep on the height of land as on the lower levels a short distance back from the lake. The route over the height of land passed through a country that certainly would not be settled while there was an acre of land to be obtained in parts of the country with less inclement climate and more fertile soil. If this line was intended for any purpose it was to give uninterrupted communication with the North-West at all seasons of the year, but if it was liable to be snowed up and traffic suspended during the winter months, it would be practically useless. Owing to the intense cold on the height of land, the snow was very dry and the violent storms from Hudson's Bay carried it in clouds across the country filling all hollows with a dead level of snow. It would be useless to try to keep it open with snow-ploughs, and there was no population along the line to aid in removing the obstructions to traffic. A line had been surveyed for one hundred miles and explored the remainder of the way, running some thirty miles north of Sault Ste. Marie, which he thought would be found practicable and capable of extension westward. It was in a direct line from the mouth of French River to Fort Garry. The former point was in latitude $46\frac{1}{2}$; thirty miles north of that would be the 47th parallel. Continuing westward from Sault Ste. Marie, keeping about 25 miles from the shore of the lake, would give a route passing through a country abounding in minerals, two-thirds of which was fit for settlement and which was accessible from the lake. This route had been recommended by Sir HUGH ALLAN in

one of his speeches as the best and most practicable for the railroad. He highly approved of the course taken by the Minister of Public Works. That hon. gentleman had expressed no opinion as to the propriety of taking the line by way of Nipissing; that matter would have to depend upon the surveys to be made. Referring to the policy enunciated by the member for Cumberland of putting on two strong parties one at Nipegon and one at Red River, and having them work towards each other, he pointed out that by such a plan, judging by the progress made with the Intercolonial railway, it would take 75 years to complete the road from Nipegon to Red River, a distance of 416 miles. Moreover, under such a plan the road could be of very little service until it was completed. The hon. member for Cumberland had stated that he was prepared to prove that Nipegon harbor as an outlet for the traffic of the North-West was at least equal if not superior to Thunder Bay. In contradiction of that statement he would read two or three affidavits he had received from reliable parties who were thoroughly familiar with what they testified to. MICHAEL COLAN, of Thunder Bay, testified that he had lived at Fort William for 75 years, and he had never known Nipegon Bay open sooner than fifteen days after Thunder Bay was open, and he had often found it closed on the first day of June. It also froze up about a month earlier than Thunder Bay. He had started repeatedly from Thunder Bay after it was open and proceeded to Nipegon Bay, found it still closed with ice, returned to Thunder Bay and then returned to Nipegon and found it still frozen up. He (Mr. BORRON) read several affidavits to the same effect, and said his own knowledge and observation bore out this testimony. The reason that Thunder Bay was open sooner in the spring was that the entrance was wide and the swell of the lake broke up the ice, while Nipegon Bay was land-locked, and the ice remained in it till it was rotten and honey-combed. He proceeded to say that the route from Red River to Thunder Bay was thirty miles shorter than to Nipegon, and he therefore held that Thunder Bay was the proper outlet to Lake Superior of the traffic of the North-West. Even if the Government elected to make a railroad