

May 28, 1872

the only argument was on the ground of a great eastern trade. It would be seen, from the distance given in the report of the Minister of Public Works, that from the mouth of Juan de Fuca Straits, Esquimalt was distant at least eighty miles, while Burrard Inlet was 140 miles distant; so that there was only a difference of sixty miles, which was nothing compared with the great distance across the Pacific. If the terminus were at Burrard Inlet a very slight divergence would effect a connection with the American system of railways. The terminus of the Northern Pacific Railway was to be at a point not thirty miles distant from New Westminster, and a tremendous advantage would be gained by placing the Canadian line in immediate connection with the American lines. If the line was carried to the north of Bute Inlet that advantage would be lost, and it could only be carried there with the intention of extending it to some point on the Island, for that inlet was at least 160 miles north of Burrard Inlet. Mr. Waddington's pamphlets showed clearly that the cost of constructing a line to Victoria by way of Bute Inlet would be something like \$20,000,000, and the Government would not incur such an expense for the small advantages of a gain of about sixty miles in the eastern trade. If the line were carried to the north of Bute Inlet, it was carried away from the best portions of British Columbia and from the largest expanse of navigable waters in the Province.

He desired to refer to the San Juan question, which had been very much overrated. The only value of that question was in its military aspect. Now Burrard Inlet could be made a second Sebastopol, and in the event of war with the United States could be made impregnable. He apologized for keeping the House so long, but hoped it would be seen that Victoria as a terminus was one of the most exposed possible, while Burrard Inlet could be made impregnable and that a railway to Burrard Inlet would pass through the best portions of British Columbia, and would also connect with the American railway. (*The hon. gentleman was cheered heartily on taking his seat.*)

Hon. Mr. LANGEVIN said the western terminus had not been decided upon, because they had not determined on the exact route, and proceeded to explain, in reply to the remarks of the member for Victoria (Mr. De Cosmos), when,

Mr. De COSMOS said the question he wished to put was whether, in case the engineers and the Government decided that the railway shall reach the Pacific at some point on Johnstone Strait, the Government would undertake to construct a line of railway from that point to Esquimalt.

Hon. Mr. LANGEVIN replied that the Northern Pacific Railway ended at Puget Sound, and the competition which that line will make with the Canadian Pacific Railway renders it desirable to select a terminus that will put us in the best possible position for competition with the American railways. If it should be decided that we can cross Seymour Narrows or Johnstone Strait with a railway train, there can be no doubt that the interests of British Columbia and the Dominion as a whole will be better served by adopting that route. It will give us a good harbour on the Pacific and place us in the best possible position with the American railways. If a railway

bridge cannot be built over Seymour Narrows or Johnstone Strait, the question will be to see whether a ferry cannot be maintained to carry across. Mr. Waddington's name had been mentioned in the public documents that gentleman published before his death. He argued very strongly in favour of a steam ferry across Johnstone Strait. He thought that one bridge might be built, but for the larger reach a ferry might be necessary.

The next point was whether, if practicable, the railway should be taken to Burrard Inlet. He had no doubt that the government would consider it necessary to bring the railway to that point. The object was to bring the railway to the nearest point on the Pacific, and the nearest point to compete with the American railways, but it has not yet been decided whether a proper crossing can be obtained at Seymour Narrows. Examination and surveys are now going on.

Mr. De COSMOS said the explanation was quite satisfactory in one respect, but he wanted to know whether the Government was prepared, in case the railway should start at Burrard Inlet, to construct a branch line from Victoria to Nanaimo, and in case they take the Straits whether they will cause a line to be constructed along the east coast.

Hon. Mr. LANGEVIN replied that the intention of the Government was to go to Esquimalt; but of course if it was impracticable they could not go, and should the railway be carried to Burrard Inlet, a ferry will be established and a line will be carried to Esquimalt as part of the railway.

Mr. De COSMOS expressed himself perfectly satisfied with the explanation made.

AFTER RECESS

The House again went into committee on the Pacific Railway Bill.

The first clause of the Bill, as amended, was adopted to the following effect:

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, at the south shore thereof, to some point on the shore of the Pacific Ocean, both the said points to be determined by the Governor in 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.

Upon the second clause being put,

Hon. Sir GEORGE-É. CARTIER said it was his intention further to amend the bill so as to embody the amended resolution adopted in committee of the whole with regard to the money subsidy, by providing that the payments should be made in installments according as the railway progressed, taking into account the difficulties and costs of construction of the various sections. Another amendment he had to propose was with regard to the company to be incorporated by the Government in case an