

obstructed by the snowfall, the snowfall not being so great on the coast of Lake Superior as it would be on the interior line. There will also be greater advantage in construction. While you would be compelled to carry on the construction of the interior line to a large extent from the two ends, the one from the head of Lake Superior running eastwardly, and the other from Callander Station running westwardly, access by the various rivers and inlets from the waters of Lake Superior will enable this work to be attacked at different points along the line, and will enable supplies to be thrown in much more easily than otherwise would have been the case, and in that way enable the time to be very much shortened during which the line can be constructed than would be possible if constructed on the interior line. As I have said before, I have every reason to believe that it will be found quite practicable to construct a good line in that locality, and it will be obviously desirable to do so for the reasons I have mentioned, in case it be found practicable. When that day arrives it is proposed to adopt the location of the line, and then to treat all that portion of the line from Callander Station running to within twenty-five or thirty miles of Sault Ste. Marie, on by the head of Lake Superior to Thunder Bay, as a portion of the Canadian Pacific Railway proper. It is also proposed, during the coming summer, to finally locate the line from Thunder Bay to the head of Lake Superior running eastwardly, and it is expected that by the end of the present season they will be enabled to put under contract some fifty or sixty miles of road running from Prince Arthur's Landing in this direction towards meeting the other line which is being extended from this side. Now, Sir, I may say that there will be an additional advantage from having the line constructed in the mode proposed, because so soon as the waters of Lake Huron at Algoma Mills are tapped there is a means of bringing traffic from these waters on to the line, and the proximity of the line to the waters of Lake Superior will also furnish an additional means of reaching the main line and carrying on the traffic in connection with it. It is expected by the Government, as I held out the hope a year ago, that we will open the road from Prince Arthur's Landing through to Winnipeg in the month of July next—not that the road will be completed, but that that will be accomplished to which we have steadily worked, the getting a through track laid over that distance, so that we may carry immigrants into the great North-West through our own country, over the lines of railway from Quebec to the waters of the Georgian Bay, thence by water to Prince Arthur's Landing, and so over our own line into the great North-West, furnishing a much