

the Intercolonial they took the very worst route possible—(*Loud cries of "No, no"*)—and there was no reason why the same might not be done again. The true policy was for the House to determine, as far as possible, the route of any great work. On a previous evening it had been moved that, until the survey was complete, and the House had chosen the route, no contracts should be given out, but the House deliberately rejected that proposition and it now proved that the line would probably commence at a point forty-five miles north of Lake Nipissing, and that a branch line would be run down to touch the south corner of the lake to connect with the Ontario Railways. That plan would increase the distance from Toronto and other points on the lake by some fifty or sixty miles and the object of the amendment was to run the main line to the southwest of Lake Nipissing, even though the main line might have to be lengthened.

An increased distance of fifty to sixty miles was very serious and would operate very prejudicially to the country. The elevation of Lake Nipissing above the Georgian Bay was only some sixty feet, and if so there would be no serious difficulty in traversing the southeast shore of the lake. Nothing was known of the country to the south of the lake except from the experience of a few surveyors who had made a hurried journey through the country, and there was no reason to doubt that a practicable line could be found in that direction. Mr. Fleming's report pointed out that the rough country was between Lake Nipissing and the northern bend of Lake Superior. The line could not go, however, to the northern bend of Lake Superior. It was exceedingly necessary and desirable that the House should declare explicitly as to the course of the line, and it was of immense importance to the people of Ontario.

Hon. Mr. McDOUGALL (Lanark North) asked whether the hon. gentleman would desire to bind the Government to construct the line to the south of the lake, when it might be impossible to do so.

Hon. Mr. BLAKE said his amendment stated that such should only be done if practicable.

Hon. Mr. WOOD said the main inducement to the people of Ontario to increase the great expense involved was the hope that the line would connect with their railway now proceeding northward to Lake Nipissing, and it was always understood that the eastern terminus of the line should connect with the railway system of Canada. No one could say that the route along the south shore was impracticable; indeed, as he understood it, the difficulties were further west, on the north shore of Lake Superior, and by a curve the same route as would be traversed by running to the north of Lake Nipissing would be reached in a short distance westward of that lake. It must be borne in mind that the advantage of the railway would depend on the facilities with which it could be reached from the settled portions of Canada, and if the route on the south shore were impracticable how could the main line be reached by any railway from Ontario? If Ontario were compelled to contribute five-ninths of the interest on the whole debt incurred in the construction of the railway, she would not give her land unless satisfied with the

route which the railway would traverse, and the House should understand that.

The members were then counted on the **Hon. Mr. BLAKE'S** amendment, with the following result: Yeas, 32; Nays, 43.

Hon. Mr. BLAKE'S amendment was therefore lost, and **Hon. Sir GEORGE-É. CARTIER'S** adopted.

Mr. De COSMOS said he would now desire to call the attention of the Committee to the western terminus of the line. It would be seen that the wording of the measure would admit any arm of the Pacific being considered the Pacific Ocean for the purpose of a terminus for the railway. At the time of the Union one of the delegates to Canada, on his return to British Columbia, maintained that the Pacific Ocean, referred to in the terms of the Union, meant the Pacific above and west of Vancouver Island; while another view of the matter was that the terms referred to any point of the ocean. If the committee would refer to the map they would see the difficulties the railway would have to encounter in a commercial sense if the terminus now proposed were adopted. From the distance given in the report of the Minister of Public Works, it would be seen that Victoria was ninety miles nearer the Pacific than Burrard Inlet. Immediately opposite to Victoria was the westernmost harbour of the United States, and if the Canadian Railway terminated at Burrard Inlet, it would be at a great disadvantage compared with the Northern Pacific in doing business with other countries.

Another point raised in British Columbia was that, in case no other route should be found practicable than the railway following the valley of the Fraser, it was asked and demanded that a line of railway should be constructed on the east coast of Vancouver Island, and he desired to ask the Government whether they would construct such a line under these circumstances, connecting Nanaimo with Victoria, and, in case the railway should reach the Pacific at Bute Inlet, whether they would extend the line of railway along the east coast of Vancouver Island and consider that extension an integral part of the Pacific Railway. This was very important to the section of the country he represented.

Mr. NELSON said the hon. gentleman had taken the ground that the railway was to terminate on the Pacific Coast, and that a terminus on the island waters between Vancouver's Island and the main land was not the Pacific coast, and at the same time he advocated that the line should be taken to Victoria or Esquimalt.

Mr. De COSMOS said he had merely stated that one view taken was that the Pacific Ocean, intended by the terms of union, was some point west of the Straits of Juan de Fuca.

Mr. WILLSON said if that view was taken the ideas of making the terminus at Victoria or Esquimalt must be given up. The question was not whether the terminus should be at Victoria or at some point on the outside of the Island, but where it should be in the interests of the Dominion. It was argued that great advantages would be gained in making Victoria or Esquimalt the terminus; but