

## 3

## No. 2.

*The Earl of Kimberley to the Earl of Dufferin.*

My Lord,

*Downing Street, January 15, 1874.*

I HAVE the honour to acknowledge the receipt of your despatch of the 26th of December,\* inclosing a copy of a despatch from the Lieutenant-Governor of British Columbia, with a copy of a Minute of his Executive Council, referring to the non-fulfilment on the part of the Canadian Government of the XIth Article of the Terms of Union between that Province and Canada in respect to the construction of the Pacific Railway.

I have, &c.  
(Signed) KIMBERLEY.

## No. 3.

*The Earl of Dufferin to the Earl of Carnarvon.—(Received May 28.)*

My Lord,

*Ottawa, May 15, 1874.*

I HAVE the honour to inclose, for your Lordship's information, a newspaper report of the speech delivered by Mr. Mackenzie, on the 12th instant, when introducing resolutions for a Bill to provide for the construction of the Pacific Railroad, together with a summary of this speech, and an article from the "Globe" newspaper of the 12th instant, explanatory of the Government project.

I have, &c.  
(Signed) DUFFERIN.

## Inclosure 1 in No. 3.

*Extract from the Toronto "Globe" of May 12, 1874.*

THE CANADIAN PACIFIC.—THREE years ago, when, by the compact with British Columbia, the Dominion of Canada engaged within ten years to construct a railroad from Lake Nipissing, in Ontario, to the Pacific Ocean, the Government of the day possessed absolutely no information as to the nature of the vast undertaking to which they pledged the good faith and resources of the country. The whole of the intervening period since that rash bargain was made has been occupied in ascertaining, at an enormous cost, what the commonest prudence should have suggested to be the first proceeding. Even yet, we believe, the information obtained is not complete, although, probably, sufficient may be known to justify a fair estimate of the difficulties to be encountered and the stupendous character of the task to be performed. In the end we shall probably gain by the delay. The question to be settled was not merely by what route it might be practicable to span the continent of British North America. The construction of the road will be a work of years, but that period will be as nothing in the lifetime of a nation; whilst the method of constructing and operating this gigantic enterprise in the manner most likely to ensure success, and to secure the largest possible benefits at the lowest possible cost is a matter that may affect the welfare of the Dominion for all future time. Prudent calculations and cautious movements to-day may count for millions in the next half century. We shall doubtless be able to judge, when the reports of the various surveys, so far as they are completed, are before the public, how far the investigations that have been going forward since 1871 have accomplished the desired results. In the meantime we shall give an outline of such general information as we have been able to collect on the subject.

The readers of the "Globe" are already informed of the main features of the scheme about to be submitted to Parliament. The outlines of that measure indicate, to some extent, the conclusions of those on whose explorations it is founded. The area which has been subject to survey can hardly cover less than 1,000,000 square miles. Its extreme limits embrace 54 degrees of longitude and 10 of latitude, or, reduced to miles, represent 2,700 miles in length, and from 300 to 500 miles in breadth. A large proportion of this was, three years ago, an unknown wilderness. If a comparison of the extent of what we will call the Canadian Pacific territory were sought in the eastern hemisphere