

The Honorable Mr. *Girard*, from the Select Committee appointed to continue the investigation and to inquire into all the questions relating to the purchase of property at *Fort William*, for a terminus to the Canadian *Pacific* Railway, presented their Second Report.

Ordered, That it be received, and
The same was then read by the Clerk, as follows:—

(Extract from the Minutes of the Committee.)

THE SENATE,
COMMITTEE ROOM,
Wednesday, 1st May, 1878.

The Chairman submitted the following Report:—

THE SENATE,
COMMITTEE ROOM,
Tuesday, 30th April, 1878.

The Select Committee of the Senate appointed to continue the investigation and to inquire into all the questions relating to the purchase of the property at *Fort William*, for a terminus to the Canadian *Pacific* Railway, and to send for persons, papers and records, and examine witnesses under oath, and to report thereon with all convenient speed this Session, beg leave to present the following as their Second Report:—

That, although not strictly within the order of reference, your Committee received much evidence bearing upon the respective merits of the *Kaministiquia* River and *Prince Arthur's Landing* as harbours. In the opinion of your Committee, either may be made an excellent harbour—the *Kaministiquia* by dredging, *Prince Arthur's Landing* by a moderate expenditure on permanent works. The harbour of *Prince Arthur's Landing* is only exposed to easterly winds, a quarter from whence gales or squalls rarely blow on *Lake Superior*. The safety of this harbour was proved in evidence given by Mr. *Marks* before your Committee, that of 1,500 vessels which reported at the Customs House at *Prince Arthur's Landing* since 1869, not one of them had sustained damage, to his knowledge, from storm in the harbour, or had to leave it for shelter. Mr. *Kingsford*, an Engineer of the Department of Public Works, gave clear and very intelligent evidence before your Committee, and submitted plans for a pier or breakwater, which, for a comparatively moderate sum, would provide the shelter needed to make *Prince Arthur's Landing* one of the most commodious harbours on the great lakes, and, in point of safety, a perfect harbour of refuge.

The *Kaministiquia* River when once entered is completely land-locked, and can be made a commodious harbour. In the opinion of your Committee, the chief objection to placing the terminus of the Canadian *Pacific* Railway upon its banks, apart from the large periodical outlay for dredging, is the early closing of the river in autumn. The length of the season during which the Canadian *Pacific* Railway can be used to bring the products of the *North-West* to the marts and shipping ports of the Dominion, will depend upon the navigation of the waters with which the railway will connect. If it is made to terminate upon the bank of the *Kaministiquia*, its business season will be governed by the navigation, not of the great lakes, but of a sluggish stream of about 350 feet in width. As a rule, the *Kaministiquia* River closes, according to the evidence given before your Committee, about eight days earlier than *Thunder Bay* at *Prince Arthur's Landing*, and the placing of the terminus of the railway on the bank of the river will shorten, by the same number of days, the season during which the harvest of *Manitoba* can be transported through *Canada* to the seaboard.

If, notwithstanding this, the Government decided that the *Kaministiquia* afforded the best site for the terminus of the Canadian *Pacific* Railway, your Committee submits that the best point on the bank of the river has not been selected, whether