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Ontario, and he believed further surveys of this part of the country would show that the engineering obstacles were not too great to be overcome. He hoped that local prejudices would not be allowed to interfere with the settlement of the matter, but that it would be considered not simply from an engineering point of view, but with regard also to the great commercial questions involved.

Hon. Mr. BLAKE said it was quite obvious that the matter was in the vaguest condition at present. The amendment did not give a pledge that the line should pass on the south side of Lake Nipissing. It would pass on the north and east, and if the amendment was adopted could take a turn so as to terminate at the south. He would move that the motion of the Minister of Militia be amended by striking out the words "or near," and substituting the words "on the south shore of Lake Nipissing."

Hon. Sir GEORGE-É. CARTIER explained that he intended his amendment to read in that way.

Hon. Mr. BLAKE said the only question then was as to whether the line should go north and east or south and west, and he would move that, if found practicable, the south and west route should be adopted.

Hon. Sir GEORGE-É. CARTIER thought the hon. gentleman should be satisfied with the terminus on the south shore.

Mr. SHANLY thought the word "south" should be left out. He could not see why the line, if built on the east should hurt Ontario at all, and if one run was as good as the other, the easiest should be selected. He thought the clause should read so that the terminus should be on Lake Nipissing without specifying any particular point.

Hon. Mr. McDOUGALL (Lanark North) thought there should be a clear understanding as to the policy of the Government with respect to the location of the road. The object of the Act, as he read it, was to connect the Pacific Coast with the railway system of Canada, so as to bring the trade through the settled portions of the country; and he thought a majority of the House would favour the shortest route which made such connection. Our railways were already being built towards Lake Nipissing, and he had no doubt they would be able to connect at some point. It was not desirable to put in the Act a provision which would compel the Government to carry the line to the south. It might not be practicable.

Mr. JONES (Leeds North and Grenville North) was strongly opposed to taking final steps in fixing the location in the absence of definite information. The Grand Trunk was an instance of the misplacing of a line. It ought to have been located farther inland. Supposing this line was located on the north shore of Lake Nipissing, would it be supposed that it would not be extended farther in after years? It was most absurd to say it would not. The best thing to do was to leave the question open till more definite information could be obtained from the Engineers.

Hon. Sir FRANCIS HINCKS said all the speakers had treated the question as though the Government were going to build the road, whereas it was to be built by an incorporated company, and the original proposition was that the Canadian Pacific Railway was to connect with the railway system of Canada, but it was necessary to fix on some common point by which that object could be attained. Hence the selection of Lake Nipissing. The words of the proposition were doubtless at first necessarily vague, but the object was to select a point from which the line could be constructed in the cheapest and most direct manner.

Hon. Mr. BLAKE said it was quite true that the line was to be built by a private company, but the interests of the country must be guarded. We were making a blind arrangement by agreeing to give a bonus before the route was definitely settled.

Hon. Sir JOHN A. MACDONALD said it seemed that the hon. gentleman could not refrain from drawing imaginary conclusions from the remarks of the Minister of Finance (Hon. Sir Francis Hincks). The hon. gentleman knew quite well that it was the interest and desire of the Government and of every government to get the best line for the country. They could have no other object. They had no other object. If every individual of the present Government were out, and gentlemen opposite were in office, those gentlemen would feel the same obligation as the present Government to do the best they could and get the best possible line. The Minister of Finance was quite right in saying that it was of great consequence that the Government and the Company should work together; but the Government were responsible to the country, and if the Company would not agree to the terms the Government thought proper in the interests of the country, they would not get the contract.

The point before the Committee was simply this, that from the present information it was not known whether a satisfactory or good line could be got running to the south of Lake Nipissing. The Engineer did not think that such a line could be got. That might be or it might not. The Minister of Public Works had already stated that the Government would see that exhaustive explorations were made before the point was decided, and that the decision would be guided by such explorations, and by the consideration of the interests of the whole Dominion.

There was a subordinate yet important question as to the connection of the line with the railway system of Ontario, and that could be secured whether the line ran to the north or to the south of the lake, by making a connection down to a point south of Lake Nipissing. That was only a matter of justice to the people of Ontario, who would have to contribute so largely to the construction of the railway, so that while the line must be settled in the interests of the whole Dominion, it must be brought down to a point where it could connect readily with the Ontario system of railways.

Mr. Hon. MACKENZIE said the House had had experience of confiding in the Government in a matter of this kind. In the case of