

Mr. BLAKE moved the adjournment of the debate.

Motion agreed to, and debate adjourned.

Sir HECTOR LANGEVIN moved the adjournment of the House.

Motion agreed to; and the House adjourned at 12:20 a.m., Wednesday.

HOUSE OF COMMONS.

WEDNESDAY, 17th June, 1885.

The SPEAKER took the Chair at half-past One o'clock.

PRAYERS.

LIQUOR LICENSE ACT, 1883.

Sir HECTOR LANGEVIN moved that the consideration of the amendments made by the Senate to Bill (No. 92) 'An Act further to amend 'The Canada Temperance Act, 1878,' and 'The Liquor License Act, 1883,' be made the first Order for Thursday after Routine Proceedings.

Motion agreed to.

CANADIAN PACIFIC RAILWAY RESOLUTIONS.

The House resumed the adjourned debate on Mr. Pope's proposed motion, that Mr. Speaker do now leave the Chair for the House to go into Committee of the Whole to consider certain proposed resolutions respecting the Canadian Pacific Railway Company.

Mr. BLAKE. When the House adjourned last night, I was adverting to the question of the route of the railway, upon which something requires to be said, not merely in consequence of the intrinsic importance of the question, but also because reference has been made to it by hon. gentlemen opposite in connection with the other important question of grades, curves and alignment of the road. I pointed out that I had not been able to assent to the views that it was a prudent thing to change the route of the Canadian Pacific Railway. The hon. gentleman, the Secretary of State, declared—as I showed from the language of Sir Charles Tupper last night, erroneously—that the surveys which had been made under the auspices of the hon. member for East York (Mr. Mackenzie) had been entirely useless. I admit a portion of these was less useful than it would have been had the route adopted by both Governments, that by the Yellow Head Pass, been fortunately retained. It is to be remembered that the present Government, as well as the Government of my hon. friend, formally adopted that route which these surveys led them to conclude was the proper route; and it was not until after the enterprise had been placed in the hands of the Canadian Pacific Railway that the present Government agreed to a change of route. That change was dictated by considerations which did not give due attention to the topographical features of the country through which the road was to pass. I make that statement without hesitation, because the public papers prove that there had been no ascertainment of a real practicable route when the company began to press upon the Government to accede to their determination to go south. I believe the company speculated on the possibility of a route being found through the Rockies, the Selkirk and the Gold ranges, and that they were anxious to secure a southern route through the prairies for two reasons. First, because it was known to be an easier line, one requiring no considerable bridges, requiring none, in fact, of importance except one across the Saskatchewan and a much less expensive one across the Assiniboine, thus being a better

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railway country, in that respect, than the other line, and therefore affording cheaper construction. Secondly, and perhaps a more important object to them, because they believed it would enable them more effectually to control and dominate the traffic of the North-West. The nearer they got the main line to the international boundary, the less danger there would be for them of pressure for the construction of a line south of their line. These were the points of view of the policy of the Canadian Pacific Railway which led to this conclusion. They built their line through a country which is not equal to the territory of the central route. I point to the fact that the statement made by the First Minister is before the House, which shows that not a single homestead has been taken up between the 3rd and 4th meridian on the 48 mile belt, and between the 4th and 5th meridian only 23 homesteads have been taken up, thus giving a total of 23 homesteads on more than 400 miles of railway, stretching between a point close to Moose Jaw and a point close to Calgary. I point to that fact as one of great consequence and importance. I point also to the second fact, that between the 3rd and 4th meridian, the company has accepted 524,100 acres, while in that same area between the 3rd and 4th meridians it has assumed to reject 126,720 acres, or about one-fourth the area accepted. That figure is also of great consequence. I do not believe there is any serious dispute as to the proposition that the territory is in fact inferior. I observe that in the speech of Sir Richard Temple, made in Winnipeg, in September, 1884, he used these expressions on this subject:

"They were anxious to impress the consideration that the Canadian Pacific Railway was only the beginning of the vast railway system, nothing more or less than the main artery from which must branch out many veins, the backbone of the body politic, the limbs, arms, toes and fingers yet to come.

"The Canadian Pacific Railway runs through a rich country no doubt, but still not the richest, the richest country was far to the north, and to that country branches must extend. Critics said that the main line ought to have been taken farther north, but no doubt the wisest course has been followed, because the main trunk runs nearly as straight as an arrow from ocean to ocean.

"The remaining work of constructing branches was what ought to be called the crying want of the North-West.

"They had heard many remarks from many farmers to the effect that branch railways were wanting towards the south from the main line of the Canadian Pacific Railway so as to make connection with the railways advancing upwards from the United States.

"The great and pressing importance of these matters should receive consideration."

Now, this gentleman voiced, I suppose, the general information of those whom he had met in the extended tour which he and his confreres of the British Association took through the North-West, and gives them as the impression of the people of the country with reference to the relative quality of land on each route, and also as to the necessity of branch lines southward as well as northward. He also points to the wisdom, in his view, of building a straight line, but we know that, in railway construction, it is not always the straightest that is the shortest line. The question of curves and the question of grades tend materially to determine the practical shortness of a line of railway. There is also the question of the comparative character of the climatic conditions of the two passes. In the Yellow Head Pass, as is found by the reports of the engineers who visited that region for a long time, who traversed it frequently, and also by the reports of explorers and travellers for many years through that country, there are no traces of avalanches or snowslides. But, both on the Rockies and on the Selkirks, and perhaps on the Gold Range, at the crossings of the Canadian Pacific Railway, the case is entirely different. If you refer to the papers laid on the Table, you will find that Mr. Vice-President and General Manager Van Horne applies, I think in the month of September last, to be allowed to make permanent for some years the temporary line round a portion of the main proposed line in the Kicking Horse Pass, and the reason why he proposes to