 $\frac{\text { Weanesday, Dtoember 7, } 187}{\text { Esquimalt the Terminus. }}$ It is upon no mere local or sectional grounds that we advocate E -quimalt as the firal western terminus of the Cans, dian Pacific Railway. If there is ong
condition or concomitant of Confederscondition or concomitant of Confedera-
tion more than another entitled to be regarded froin a national point of view, it is surely the railway; and the man
who can approach the subject withont experiencing patriotic emotions can bave small olaim to share the honor and rethe Greater Britain of the West. Those gigan ic enterprise as a mere inducemen or bait held out to the Pacific Colony $t$ enter the Confederacy make a grav mistake. No sucb consideration enter
ed the mind of the Canadian Cabinet in agreeing to garanatee the constroction o ably a necessity of Confederation; bu it is a great deal more. If its influenc-
es and interests were to be bounded should have less faith in its immediate accomplishment and success than we
have. The Canadian Pacific Railway must be regerded as the True North-
.west Passage which is to be the highway of nations and which is to secur
to Great Britaio ber preeminence upon sea and land, In tratt, the whole
scheme of Confederation, of which the
railway is an important part, must be railway is an important part, must
more or less regarded in the same light. It is with this view and in ths spirit sabject of the Pacific terminos of the
raimag. If it can be made to appear
that Esquimal posesses important adthat Esquimal, possesses impartant ad-
vantages which cannot be claimed for other places, it follows that local and
sectional interests should be made to yield to the general and national good;
for it is atike in the interest of the colony, the Dominion, and the nation a
large that tue boest possible route and large that teold be found. Esquimelt
terminue should
(and for present purposes it will be both proper and coovenient to consider
Esquimalt adid Vioviria as identical) must be regarded as the natural coms
mercial and maritime centre and dis. tribating point on the Painic. 1ts was not fail to secure to it that prond
preeminence. Commerce will never pass preeminenes. Coner a seat eighty or
Rsequimalt to seek
handred miles out of its way, and that too, through an intricate and dangerous
panth. Shipping will not readily pass
the sate and convenient harbor on quimatt to encounter the foriken-rock and dangers' presented alike by the
Haro and Rosgrio Strailso, In deating
with a question like this, it will not be considered onfair to assume the possi-
bility of San Janan and the neighboring
group of islande falling to the United group of islande falling to the Unite
States. In such an event, another ain very formidable objechion would be pre--
sented against having Itre transconti-
nental railway finally terminate ai Burn be complevely at the moroy of our
neighbor. 1 single -eatery/ would. et fectually forbid our passag. We have this point butcwith those who fear that
Great Britain will yield in the case of other territorial dispute with the United States, it canuot fail is now and is espe-
weight. Esquimate
cially to be, in the tuture, the head
 significant viewed in themselves, involve considerations of protection in time o
war, and conrenience in case of marioe title them to be taken into eccount in dealing with this sabject. It has bee
already intimated that. Eqquimalt pos seing from eigbty to one handred mile nearer to the great ocean track of com dian Pacific Railway will be thrown into direct competion waific railway, now in course of conn-
Paction
straction and likely to terminate at Nis qually, on Puget Sound. Should th Would be placed at a disadrantage a compared with the latter: bald posse an enormons advantage. It would, iv importanoe of this point. In order to
reach the termious of the Amerian ine commerce and travel must pass Ps hudred and foriy milles up the Sonnd or would it be to find a shorter, bu onger, road accoss the continent firt ot throw away so decided an adyan-
age-oue which must forever tell upon age-oue which must forever tell quon
 on our line at Esquimalt we shall not oaly
the more saccesfally compete with the ri
val line terminatiog on Puget Sond, but
ball, in a great measure, opable ihis ral line terminatiog on Puget Sound, but
shall, in a great measure, onabhe this
colony to profit by the progressive de-

 connection with the terminos quaestion,
of a selfis dosire to monopolize and
oncentrate. We regard it as of the high concenirate. We regard it as of the high est importance that shanld posesess a large and influential commercial and maritime town on the Pacific seeboard, Tha every circumstance of poition, natura
advantages and realized experience
 Union Paciio Road not long ago a Kiar
apoo Indian am a locomotive coming
down the track at the rate of thirty
miles an bour. He thooght it was an mite inported breed of buffilo, and was anz-
ions to secure it, bo as to take the
prize to the anvual estitition of Kickapoo Agricaltaral Society. bis haist-
tstened one of his lasoo to wis war
belt, and when the engine got near enbelt, and when the engine got near en-
ough, he threw the noose nicely over neceesary, but we mat as well relate that
ne locomotive did not stop. The engineer and fireman witnessed the most sucpeze made by any Kicka poo Indidan
apon the plains since the list of last Jan uary. There was an aboriginal faneral
at the next station when the engine arrived. The grave was not large ; they

baried a somall piece of copper-coloured meat fied to a string and enclosed is | meat fied to |
| :--- |
| surdine-box. |



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