

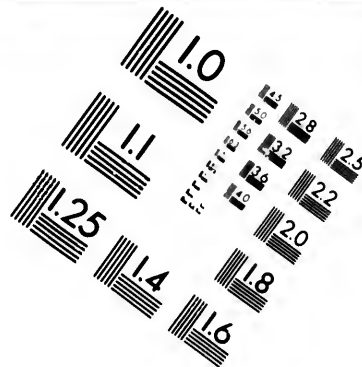
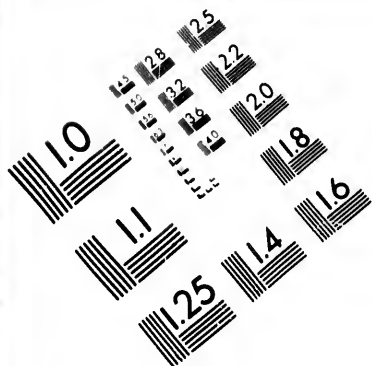
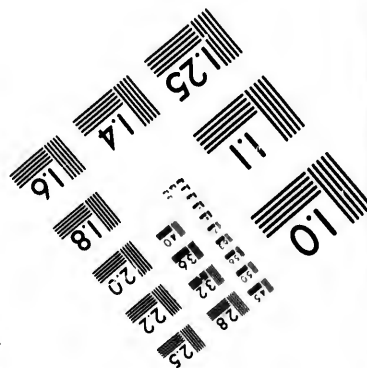
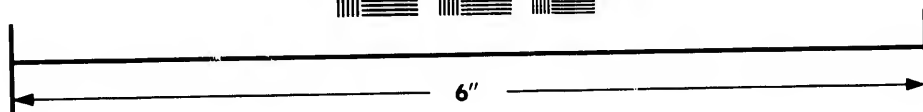
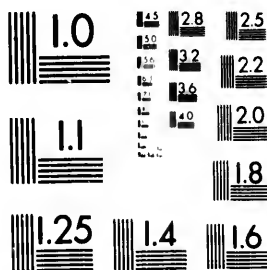


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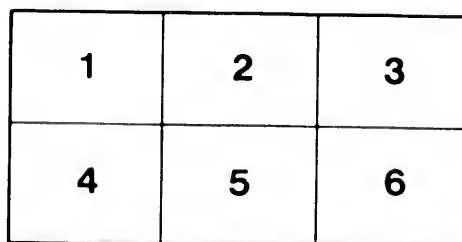
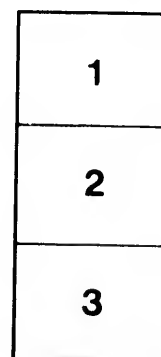
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To an ADDRESS of the HOUSE OF COMMONS, dated 20th February, 1879; for copy of any Order in Council passed in June, 1876, locating the line of the Canada Pacific Railway between Thunder Bay and a point at or near Fort George, in British Columbia, with all correspondence between the Dominion and Columbia Government respecting the same; also for a copy of an Order in Council of August or September, 1878, respecting the location of the line of the Canada Pacific Railway between Yellow Head Pass and Burrard Inlet, with all correspondence between the Dominion and Provincial Governments respecting the same; and also, a copy of any special report, if any, of any engineer recommending the location of the respective lines, and on what the Orders in Council were directly based.

By Command,

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 8th April, 1879.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 1st June, 1877.

On a memorandum dated 21st May, 1877, from the Honorable the Minister of Public Works, recommending that the line of the Canadian Pacific Railway, as laid down on a map prepared by Mr. Sandford Fleming, Chief Engineer of the said railway, a copy of which accompanies said memorandum, shall be determined as required by Section 1 of the Canadian Pacific Railway Act of 1874, and which line may be briefly described as follows:—

Commencing at Fort William, on the Kaministiquia River, following a north-westerly direction to the north of Lac-des-Milles-Lacs, and crossing the Winnipeg

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River at Keewatin; thence to a point on the Red River named Selkirk, as shown on the map; thence in a direct line to a point near Swan River, and Northcote; thence south-westerly to Livingstone; thence in a nearly due west direction to the crossing of the south branch of the Saskatchewan; thence in a north-westerly direction to the neighbourhood of Fort Edmonton; thence by the McLeod and Athabaska Rivers to Jasper House and Henry House, and thence to Tête Jaune Cache.

That in the event of Bate Inlet being selected as the western terminus of the said Railway, the line will follow the valley of the Fraser River from Tête Jaune Cache to the neighbourhood of Fort George; thence from the crossing of the Stewart River, at the junction of the Chilacoh River to a point near its source, thence in a direct line to the Nazco River, and ascending the valley of the Nazco River to the Chisicut River, towards Tatla Lake and Tatlayacoh Lake, and the east branch of the Homatcho River, and descend the valley of the Homatcho to the waters of the Pacific at Bate Inlet.

That in the event of the Dean Channel route being adopted, the above line will be followed from Tête Jaune Cache to near where it strikes the Nazco River; whence it will follow generally the line of the Blackwater River to Thruscha Lake; thence descend the valley of the Salmon River to the waters of the Pacific at Dean Channel.

The Minister further recommends that the sections referred to in the second clause of the Canadian Pacific Railway Act of 1874 shall be defined as follows:—The first section to begin at a point near the south of Lake Nipissing, and to extend to the neighborhood of Fort William, at the upper or western end of Lake Superior; the second section to commence in the neighborhood of Fort William and to extend to the crossing of the Red River at Selkirk, in the Province of Manitoba, a distance of about 412 miles; the third section to extend from the said crossing of the Red River, at the western end of the second section, to the boundary line of British Columbia, west of Jasper House; the fourth section to extend from the last-named point to the Pacific Ocean—the point to be named in a subsequent Order in Council after the completion of the surveys now in progress.

The Committee concur in the foregoing recommendations, and submit the same for Your Excellency's approval.

Certified.

(Signed)

W. A. HILSWORTH,

Clerk, Privy Council.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 15th April, 1878.

Sir,—In view of an early decision as to the route to be taken by the railway through British Columbia, the Minister has sent for the Engineer-in-Chief by a telegram of the 11th ultimo. As he is expected to arrive on or about the 23rd instant, you are directed to prepare a report giving your views as to the respective merits of routes Nos. 2 and 6, leading respectively to Burrard and Bate Inlets, in order that all the information obtainable may be laid before him on his arrival. Your report will, of course, be addressed to him.

I am, Sir,

Your obedient servant,

(Signed)

F. BRAUN,

Secretary.

H. J. CAMDIE, Esq.,
Engineer, C.P.R.

Canadian Pacific Railway.

Memo of distances from Fort William westward, *via* Yellow Head Pass.
From Fort William

	Intermediate Distances, Miles.	Distances West of Fort William, Miles.
To English River.....	112	112
" Keewatin (Rat Portage).....	185	297
" Selkirk.....	113	410
" Cartier (Mar. L. Manitoba).....	103	518
" North Cote (Duck Mountains).....	111	629
" Livingstone.....	52	681
" Saskatchewan (Crossing S. Saskatchewan)...	196	877
" Canlavenock.....	35	912
" Battleford.....	55	967
" Grizzly Bear Coulee.....	111	1,078
" Edmonton.....	119	1,197
" Siksika (Crossing N. Saskatchewan).....	23	1,220
" Langlade (Crossing Pembina River).....	55	1,275
" McLeod (Cross McLeod River).....	65	1,340
" Yellow Head Pass (Summit).....	113	1,453
" Grand Forks Junction, Burrard & Bute Inlet Lines.....	39	1,492
" Fort George Junction, Bute & Pine Pass Lines.....	204	1,696
" Chilacoh Month Junction, Bute & Dean Lines	37	1,733
" Waddington Harbor.....	266	1,999
" Frederick Arm.....	51	2,050
" Otter Cove (Ferry).....	15	2,065
" Quatsino (Island Railway).....	107	2,172
" Alhuni (Island Railway) from Otter Cove.	93	2,158
" Esquimalt (Island Ferry).....	183	2,248
" Dean Inlet (Kamsquot).....		1,941
" Burrard Inlet (Fort Moody) Open Sea.	2031	1,946

From Lake Superior to Burrard Inlet.

1. By Located Line by Yellow Head Pass.....	1,946
2. Northern Line <i>via</i> Arthabaska River and Yellow Head Pass.....	1,972

From Lake Superior to Bute Inlet.

3. By Located Line <i>via</i> Yellow Head Pass.....	1,999
4. Northern Line <i>via</i> Pine River Pass and Fort George.....	2,046

Details.

1. From Lake Superior to Northcote.....	629	
" Northcote to Yellow Head Pass.....	821	
" Yellow Head Pass to Fort Moody.....	493	1,946
2. From Lake Superior to Northcote.....	629	
" Northcote to Lac La Biche.....	540	
" Lac La Biche to Yellow Head Pass.....	310	
" Yellow Head to Fort Moody.....	493	1,972

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RAUN,
Secretary.

	Intermediate Distances. Miles.	Distances West of Fort William. Miles.
5. From Lake Superior to Northcote.....	629	
" Northcote to Fort George <i>via</i> Yellow Head.....	1,067	
" Fort George to Waddington Harbor....	303	1,999
4. From Lake Superior to Northcote.....	629	
" Northcote to Fort George <i>via</i> Pine River.....	1,114	
" Fort George to Waddington Harbor....	303	2,046

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 23rd May, 1878.

The Committee in Council have the honor to recommend that the Order in Council of the 7th June, 1873, fixing Esquimalt, in Vancouver's Island, as the terminus of the Canadian Pacific Railway, and requiring the conveyance to the Canadian Government of a strip of land 20 miles in width along the eastern coast of Vancouver's Island, between Seymour's Narrows and the Harbor of Esquimalt, be rescinded.

(Certified.)

(Signed) W. A. HIMS WORTH,
C. P. C.

To the Honorable
The Minister of Public Works.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 29th May, 1878.

SIR,—I am directed by the Honorable the Minister of Public Works to inform you that an Order in Council has passed on the 23rd instant, cancelling that of the 7th June, 1873, which designated Esquimalt, in Vancouver's Island, as the terminus of the Canadian Pacific Railway, and required the conveyance to the Canadian Government of a strip of land 20 miles in width along the eastern coast of that Island, between Seymour Narrows and the Harbor of Esquimalt.

I am further directed to state that as Burrard Inlet will, in all probability, be adopted as the western terminus of the Canadian Pacific Railway, it is deemed advisable that a strip of land should be reserved for the conveyance to the Dominion Government, in accordance with the 11th paragraph of the terms of the Union, along said line of railway, beginning at English Bay or Burrard Inlet, and following the River Fraser to Lytton, thence by the Valley of the River Thompson to Kamloops, thence up the Valley of the North Thompson passing near to Lakes Albreda and Cranberry to Tête Jaune Cache, thence up the Valley of the Fraser River to the summit of Yellow Head or boundary between British Columbia and the North-West Territories.

The Honorable the Minister of Public Works desires me to request you to convey the foregoing information to the Government of British Columbia in order that they may take the necessary steps to reserve the land in question.

I have the honor to be, Sir,
Your obedient servant
(Signed) F. BRAUN,

Secretary.

E. J. LANGEVIN, Esq.,
Under Secretary of State,
Ottawa.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General, on the 13th July, 1878.

On a memorandum dated 11th July, 1878, from the Honorable the Minister of Public Works, reporting that on the 1st June, 1877, an Order in Council was passed in accordance with the provisions of the Canadian Pacific Railway Act of 1874, defining the route of the railway between Fort William on the Kaministiquia River, and Jasper House and Tête Jaune Cache.

That the same Order in Council also defined the route from the last named point to the Pacific Ocean, in the event of the Bute Inlet or Dean Inlet routes being ultimately adopted; these being the routes through British Columbia, one of which at that time it seemed probable would be adopted.

That later information has shown that it would be in the public interest that the route of the railway from the neighbourhood of the Tête Jaune Cache should be towards Burrard Inlet.

The Minister therefore recommends that the route of the railway shall be defined generally as passing from the neighborhood of the Tête Jaune Cache, by the Albretha River to the North Thompson River, and descending the valley of the said North Thompson River, towards Kamloops Lake to the Fraser Valley at Lytton, and thence descending the valley of the Fraser by Yale and New Westminster to Port Moody, or such other point on or near Burrard Inlet as may be found most convenient for the purpose of harbor accommodation.

The Committee submit the above recommendations for your Excellency's approval.

(Certified.)

(Signed) W. A. HIMSWORTH,
C. P. C.

May, 1878.

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DEPARTMENT PUBLIC WORKS,
OTTAWA, August 21st, 1878.

SIR,—I have the honor to enclose copy of a letter of the 1st ultimo, from Mr. G. M. Sproat, Indian Reserve Commissioner, British Columbia, on the subject of a reservation made by the Provincial Government of certain lands immediately above and below Yale, on the Fraser River, which reservation Mr. Sproat supposes was made at the request of the Dominion Government, for some purpose connected with the deposit of steel rails in the neighborhood of Yale.

Mr. Sproat being anxious to know whether he may proceed with the allotment of Indian Reserves at Yale, without any reference to the above supposed railway reservation, I beg that you will advise me whether the lands referred to are to be permanently reserved for railway purposes; and, if not, whether there is any objection to the same, or any part thereof, being included in the Indian Reserves to be laid off at that place.

"I have the honor to be, Sir,

Your obedient servant,

(Signed) L. VANKOUGHNET,
Deputy Superintendent-General Indian Affairs.

F. BRAUN, Esq.,
Secretary of Public Works Dept.,
Ottawa.

INDIAN RESERVE COMMISSIONER-- BRITISH COLUMBIA.

(In Camp beyond Lytton),
1st July, 1878.

Sir,—Having noticed in the new-papers that certain lands immediately above and below Yale on the River Fraser have been reserved truly by the Provincial Government, as I suppose, at the request of the Dominion Government for some purpose connected with the deposit of steel rails in the neighborhood of Yale, I think it well to ask whether I may proceed with the allotment of Indian Reserves at that place without any reference to the above (presumed) railway reservation or whether, upon consultation with the Public Works Department, you have any instructions to give to me upon the subject.

The Indians have important fisheries beginning about one mile above the toll-house at Yale, which is near the northern boundary of the town; and though without examination I cannot say what it will be advisable to give them, I know they expect a considerable portion of the land on the right bank of the river beginning about $\frac{1}{2}$ mile below Yale and extending towards Raury's Bar.

The Indians generally along the Fraser River ask many questions about railway matters, and express a hope that if any of their land should be taken at any time for railway purposes they will be paid for their lands, and in this respect treated like white men.

I enclose for your information a copy of my letter of 15th May to the Chief Commissioner of Lands about reserving lands at Yale and on the River Fraser, pending my examination of Indian Land question in that district.

I am, &c.,

(Signed)

G. M. SPROAT,

Indian Reserve Commissioner.

The Honorable,
The Superintendent-General of Indian Affairs,
Ottawa.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, August 31st, 1878.

(Memorandum.)

The under-signed reports that by the eleventh clause of the agreement, under the terms of which the Province of British Columbia entered the Dominion of Canada, the Government of British Columbia engaged to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government might deem advisable, in furtherance of the construction of the Canadian Pacific Railway, an extent of public lands along the line of railway throughout its entire length in British Columbia (not, however, exceeding twenty (20) miles on each side of the said line), equal to the area which might be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and Province of Manitoba; the conditions of the agreement further providing that the quantity of land held under presumption, right, or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government, should be made good to the Dominion from contiguous public lands.

The under-signed further reports that by several Orders in Council in that behalf the necessary public lands of the North-West Territories and Province of Manitoba along the line of the said railway have been withdrawn from sale and settlement, pending the appropriation thereof for the purposes of the said railway; and the route of the line of railway through Manitoba, the North-West Territories and British Columbia having been now defined by Orders in Council, it is advisable that

the necessary appropriation should be made, and that the Government of British Columbia should be called upon to convey to the Dominion Government such extent of public lands in British Columbia as has been above specified.

The undersigned therefore recommends that all public lands in the Province of Manitoba and in the North-West Territories within twenty miles on each side of the said line of railway be set apart for the purposes of the Canadian Pacific Railway, and be appropriated in such manner as the Government may deem advisable in furtherance of the construction of the said railway.

The undersigned further recommends that the Secretary of State be authorized on behalf of the Government to inform the Government of British Columbia as to the route of the line of railway, notifying them that all public lands in the Province of Manitoba and in the North-West Territories within twenty miles on each side of the line have been set apart as above mentioned, and to request that Government, in accordance with their agreement in that behalf, to convey to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia, and to make good to the Dominion from contiguous public lands the quantity of land (if any) which may be held under pre-emption right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government.

Respectfully submitted,
(Signed) A. MACKENZIE,
Minister of Public Works

Copy of a Report of a Committee of the Honourable the Privy Council, appointed by His Excellency the Governor-General in Council, on the 23rd September, 1878.

On a Report dated 31st August, 1878, from the Honourable the Minister of Public Works, stating that by the 11th clause of the agreement, under the terms of which the Province of British Columbia entered the Dominion of Canada, the Government of British Columbia engaged to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government might deem advisable in furtherance of the construction of the Canadian Pacific Railway, an extent of public lands along the line of railway throughout its entire length in British Columbia (not, however, exceeding twenty (20) miles on each side of the said line), equal to the area which might be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba; the conditions of the agreement further providing that the quantity of land held under pre-emption right or by Crown grant, within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government, should be made good to the Dominion from contiguous public lands.

That by several Orders in Council in that behalf, the necessary public lands of the North-West Territories and Province of Manitoba along the line of the said railway have been withdrawn from sale and settlement, pending the appropriation thereof for the purposes of the said railway; and the route of the line of railway through Manitoba, the North-West Territories and British Columbia having been now defined by Orders in Council, it is advisable that the necessary appropriation should be made, and that the Government of British Columbia should be called upon to convey to the Dominion Government such extent of public lands in British Columbia as has been above specified.

The Minister therefore recommends that all public lands in the Province of Manitoba and in the North-West Territories, within twenty (20) miles on each side

of the said line of railway, be set apart for the purposes of the Canadian Pacific Railway, and be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway.

The Minister further recommends that the Secretary of State be authorized, on behalf of this Government, to inform the Government of British Columbia as to the route of the line of railway, notifying them that all public lands in the Province of Manitoba and in the North-West Territories within 20 miles on each side of the line have been set apart as above mentioned, and to request that Government, in accordance with their agreement in that behalf, to convey to the Dominion Government, in trust to be appropriated in such manner as the Dominion Government may deem advisable, in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia, and to make good to the Dominion from contiguous public lands the quantity of land (if any) which may be held under pre-emption right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government.

The Committee submit the foregoing recommendation for your Excellency's approval.

Certified.

(Signed)

W. A. HILSWORTH,

C. P. C.

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, Sept. 20th, 1878.

SIR,—I have the honor to transmit two copies of the plan showing the line of the Canadian Pacific Railway through British Columbia as now defined, together with a copy of the Orders in Council of the 3rd instant setting apart a certain area of land on either side of the line throughout the Province for the purposes of the railway; and I am directed to request you to obtain from the Government of British Columbia a conveyance to the Dominion Government, in trust, of the extent of public lands mentioned in the said Order in Council.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

F. BRAUN,

Secretary.

The Honorable R. W. SCOTT,
Secretary of State.

Canadian Pacific Railway Survey—Western Division.

VICTORIA, B. C., October, 1878.

SIR,—I beg to acknowledge the receipt of yours of September 2nd, asking me to report on a communication from the Indian Reserve Commissioners in British Columbia, regarding the allotment of certain Indian lands near Yale.

And I have the honor to submit the following suggestions:—

The fisheries referred to as commencing about one mile above the toll-house at Yale are on points of rock projecting into the river which will not be touched by the railway, and there will be sufficient space to dry fish between the river and the line which, in that locality, need only be fenced on one side.

They can, therefore, without inconvenience to the Government, be at once reserved for the Indians with a strip of land of such width as the Commissioner may consider desirable - provided they are made to understand that they will not be remunerated for unimproved lands taken for railway purposes.

A portion of the land on the right bank of the Fraser River, beginning one and a half miles below Yule, may be required for a station-yard, and it may save trouble if the matter of granting a reserve in that neighborhood can be left in abeyance for the present, or until the site for a yard shall have been selected.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

H. J. CAMBIE.

F. BRAUN, Esq.,

Secretary Public Works Department,
Ottawa.

DEPARTMENT OF SECRETARY OF STATE,

OTTAWA, 26th November, 1878.

SIR - With reference to the letters from your Department of the 29th May and the 20th September last, I am directed to transmit to you herewith for your information a copy of a despatch from His Honor the Lieutenant-Governor of British Columbia, and of the Minute of his Executive Council therein referred to, on the subject of the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the main land of that Province.

I may mention that the letters of the 31st May and the 23rd September referred to by His Honor, were addressed to him from this Department, enclosing for the information of his Government copies of the communications from your Department of the dates above cited, and that the letter of the 7th September was also from this Department, enclosing a copy of the Order of His Excellency the Governor-General in Council of the 3rd of that month, on the subject of the route of the Canadian Pacific Railway.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

EDOUARD J. LANGEVIN,

Under Secretary of State.

The Honorable

The Minister of Public Works.

GOVERNMENT HOUSE,

VICTORIA, B. C., Nov. 9th, 1878.

SIR, - I have the honor to enclose to you herewith a copy of a minute of my Executive Council, dated 5th inst., calling the attention of the Dominion Government to despatches of the 31st May, 9th and 23rd of September, 1878, respectively, having reference to the reservation and conveyance for the purposes of the Canadian Pacific Railway, of land on the main land of British Columbia, and requesting that the present Dominion Government will be good enough to communicate their views on said despatches to the present Government of this Province as soon as possible.

I have, &c.,

(Signed)

A. N. RICHARDS,

Lieutenant-Governor of British Columbia.

Honorable the Secretary of State,
Ottawa.

30

Copy of a Report of the Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the fifth day of November, 1879.

The Committee of Council consider it advisable to respectfully invite the attention of the Dominion Government to their predecessors' despatches of the 31st May, 9th of September and 23rd of September respectively, referring to the reservation and conveyance, for the purposes of the Canadian Pacific Railway, of land on the main land of British Columbia, and to request the present Dominion Government to be good enough to communicate their views on said despatches to this Government as soon as possible.

The Committee would observe that the land mentioned has been fully reserved for railway purposes, and that every facility should and will be given to the Dominion Government to enable them to commence railway construction in the Province at the earliest practicable moment.

The Committee advise that this minute be approved, and that a copy thereof be forwarded to the Dominion Government.

Certified.

(Signed)

THOS. HUMPHREYS,

Clerk of Executive Council.

1st Session 4th Parliament, 42nd Victoria, 1879

RETURN

(43 k)

To an Address of the of House Commons, dated 26th February, 1879.—For copy of any Order in Council passed in June, 1876, locating the line of the Canada Pacific Railway between Thunder Bay and a point at or near Fort George, in British Columbia, with all correspondence between the Dominion and Columbia Governments respecting the same, &c., &c.

Printed by Order of Parliament.

OTTAWA:

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