

the Canadian Line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements of success.

"It has been found impossible to make any comparison with the Northern Pacific Railway, projected through the territories of the United States to Puget Sound, as no reliable information could be obtained respecting distances, gradients, elevations, or probable route, except on that portion of the undertaking east of the Red River.

THE INDIANS.

"The Indians along the whole route proved remarkably friendly, when the nature and objects of the several expeditions were explained to them. Many of them rendered valuable service in various ways, in connection with the work of exploration."

REPLY TO OBJECTIONS.

In consequence of some objections that were made in Parliament to his Report on the Pacific Railway exploration, as to the point selected for beginning the easterly end of the survey, he made the following supplementary remarks:

"In the selection of a point for beginning the survey, three main objects had to be kept in view:

1st. "A connection with the Railways of the Province of Ontario.

2nd. "A connection with the Railways of the Province of Quebec.

3rd. "The discovery of a practicable line for a Railway through the wilderness country extending northerly and westerly by Lake Superior to Manitoba.

"The Government considered that a point between the Georgian Bay and the river Ottawa, in the latitude of Lake Nipissing, would generally meet the first two objects, viz: the connection with the existing Railway System of the country.

"The third object appeared, at the time the survey began, the one of chief importance, as grave doubts were entertained by many as to the possibility of piercing the long extent of rugged country believed to exist, with a practicable line for the Railway.

"The Government was extremely anxious that a practicable line should be discovered, with as little delay as possible, and in order the more effectually to accomplish this object, the Engineer appointed to conduct the surveys was left untrammelled as to the course to be pursued.

"The Government simply decided that the survey should begin in the latitude of Lake Nipissing, somewhere between the Georgian Bay and the river Ottawa; the duty and responsibility of finding a practicable line thence westerly devolved upon me.

"The distance between the Georgian Bay and the river Ottawa, in the latitude referred to, is in round figures about 100 miles. Lake Nipissing is situated about midway, and with its different bays, practically occupies about fifty miles, or about half the whole distance.

"It was clear that a line for the Pacific

Railway, to connect with the railways of Canada to the south, must pass either to the east or to the west of Lake Nipissing.

"Every known source of information respecting the country lying between Lake Nipissing and the northern bend of Lake Superior, was fully and carefully consulted by me, and all accounts agreed as to the exceeding roughness and impracticability of the country for Railway construction on a line drawn from any point between the Georgian Bay and the west end of Lake Nipissing.

"The country on a line drawn up the valley of the Ottawa from a point east of Lake Nipissing, seemed on the other hand much more promising.

"I satisfied myself that to attempt the discovery of a favorable line on a moderately direct course from the westerly end of Lake Nipissing to the north side of Lake Superior, could only be made at a great expenditure of time and money, and without much hope of success.

"My duty and object were not to court failure, but to aim at success by the most direct course, I, therefore, decided to look for a satisfactory solution to the problem of practicability, by beginning the survey at a point east of Lake Nipissing.

"The importance of bringing the Pacific Railway as near as practicable to the system of Railways converging at Toronto, without going too much out of the direct course to the seaboard, is fully recognised. In relation to this point, I wish to draw attention to certain facts which will probably set some misapprehensions at rest.

"Lake Nipissing is situated directly north of Toronto. The Northern Railway, the Nipissing Railway, the Whitby, Bowmanville, Port Hope and Cobourg Railways, with their extensions, as now projected, lead to a point in the Muskoka District named Bracebridge. Bracebridge is due South of and actually nearer the East end of Lake Nipissing than the West end.

"It seems clear, therefore, that if a point to the east of Lake Nipissing be found not more distant from Fort Garry than a point on the west side of this lake, the most direct connection between Fort Garry and the Railways of Ontario would be by the east side of Lake Nipissing.

"I am perfectly satisfied from all the information acquired respecting the geographical position of the different points referred to, and the physical features of the intervening country, that the probability of finding a more favorable and shorter line by the west side than by the east side of Lake Nipissing, is very small.

"Be this as it may, I trust the explanations given with regard to the commencement of the survey are satisfactory. Of course in beginning instrumental examinations, it was necessary to fix on some definite point. I selected Mattawa as this point for similar reasons to those which governed me in making the survey east instead of west of Lake Nipissing.

"I do not, however, wish it to be understood that I consider it impracticable to build the Railway nearer the east end of Lake Nipissing than Mattawa, and thence to such point south of it as the Government may select."