

service, as I entirely disagreed with the course the engineer-in-chief was following, insisted on providing me with horses and Indians to take me down to Yale, as that was probably the last opportunity the Hudson Bay Company would have, in British Columbia, of doing me a service and showing their appreciation of my long social intercourse and business transactions with the company since my arrival in British Columbia in the year 1858.

On arriving at Victoria I met, and soon formed a very friendly acquaintance with the late Mr. Marcus Smith, which lasted until his death. We shortly afterwards left Victoria for Ottawa and in due course arrived there. I was, as I fully expected,

#### VERY COLDLY RECEIVED

by the engineer-in-chief. He unnecessarily caused my detention in Ottawa after the auditor had passed my accounts in a manner satisfactory to me. He caused the accounts to be sent to another auditor to be gone over again and I had to wait because I could not get my hard earned pay, and actually had to borrow money to pay for my board and lodging.

After several months the engineer-in-chief sent me a cheque for my pay to the time of the completion of the first auditing and would not pay me anything for the time I was compelled to wait, as I had no money to get away, and would not pay me any salary for the time I had to wait for the second auditing, nor would he pay me anything for the expenses I had incurred during the whole time I had been in Ottawa. I protested at this unjust treatment, but without avail. The unjust treatment I received was not in accordance with the written terms of my engagement, made in 1871, and I was defrauded out of a large amount, which

the Dominion Government still owes me and ought to pay. I consider that the engineer-in-chief acted both dishonorably and dishonestly to me.

After getting entirely clear of the engineer-in-chief and of the useless and expensive surveys he continued to make for several years after I left the service, and the country tired of his theoretical vagaries and caused his resignation, and I had gone to make my headquarters in Winnipeg for the purpose of getting a personal knowledge of the country west from Lake Superior to the Rocky Mountains, which I obtained, and also of the line the engineer-in-chief was trying to have adopted via Selkirk, the Narrows of Lake Manitoba and thence north-erly. I did my utmost, in various ways, to get the line adopted back to my line in order that Winnipeg should be on the main line and the valley of the Columbia reached which would necessitate the line passing through the Eagle Pass and thence to Vancouver. My exertions finally led to the

#### ADOPTION OF THE PRESENT LINE

from Revelstoke to Vancouver, where it terminates at the magnificent harbor of Burrard Inlet and has brought into existence the flourishing and beautiful City of Vancouver, which is destined to be the finest commercial and progressive city of the Dominion of Canada, and from which other important railways will radiate—the City whose site I pre-empted in 1859 when I sunk shafts to try and find coal in "Coal Harbor."

It is very gratifying to me that my exertions, extending over a period of nearly a quarter of a century tended very materially to insure the welfare and prosperity of many thousands of people throughout British Columbia, as well as through the country extending from the Rocky Mountains to Winnipeg.

