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(2.) Was the Government guided solely by considerations for the public interest in making the choice?

(3.) Having regard to all the circumstances was the value paid reasonable and just?

In the discussion of matters bearing on these questions nothing will be advanced but what cannot be supported by evidence; indeed, it is intended to allow the evidence to speak for itself on every possible occasion.

(1.) Was the choice of the terminus a judicious one? Originally there were three points contending for the honor and advantage of the terminus—Nepigon, Prince Arthur's Landing, and Fort William. The former, however, was early abandoned as impracticable, the choice virtually resting between the other two. In coming to a decision, the consideration of greatest importance, of course, was the question of a harbor. The future had to be regarded as well as the present; accommodation for a trade we all expect to see developed in the course of years had to be provided, and it was desirable to do it at a cost somewhat commensurate with our present circumstances. Of course, a present economy which the conditions of the future might prove to be a false one, could not be justified; not more could an increased expenditure to make an artificial harbor when the most perfect of natural ones was equally available, and at a comparatively moderate cost. Touching the relative merits of the Kaministiquia and Prince Arthur's Landing it may be said that the evidence strongly favored the former:

Mr. Wm. Murdoch, a civil engineer, who made surveys at Nepigon, Prince Arthur's Landing and Fort William, and who was a hostile witness, owing, it is presumed, to his dismissal by Mr. Mackenzie in 1874, testified that the river opened earlier than Thunder Bay. When asked which was the better as a harbor, the reply was, "I favor the Kaministiquia as a harbor." On this point however, perhaps the evidence by practical seamen would be of more value, and naturally a large number of them were examined.

Mr. Archibald McMaugh, captain of the propeller Ocean, and who has navigated the upper lakes for years, was asked: "What is your conclusion as to the relative advantages of the two points as a harbor? Answer—"The conclusion I would come to is that the one is a har-

bor and the other is not." Q—"Which is the harbor?" A—"The river is the harbor." Q—"Are you clear about the superiority of one harbor over the other?"

A—"Yes; I have no hesitation in saying that the Kaministiquia is superior to the other; I would not look upon, or could not look upon the Landing as a harbor; I look upon it as a dock on the lake shore."

Q—"Could 20 or 30 good sized vessels be on the Kaministiquia at the same time, lying there as in a harbor, and leave room to go about for other vessels that would arrive at the terminus?" A—

"I know that they could from practical experience, for it is as wide in a good many places as the Chicago River; it is almost as wide as the widest part of the Chicago River at the railway dock, and I have been all through both harbors."

Q—"How does the Kaministiquia, in its present state, compare with the Chicago River as it was then (before the removal of the bar)?" A—"I should say the Kaministiquia, in its present state, compares very favorably with what the Chicago River was. It has a much better entrance than we can get through at any time." Q—"With further dredging in the mouth of the river, do you suppose that the facilities for approaching Prince Arthur's Landing are any better than they would be at the Kaministiquia?" A—"If the Kaministiquia was sufficiently dredged I should think there would be no difficulty at any time for a vessel to go there, and compared with the other place, it would be safer—in fact it would be taking a land-locked harbor in preference to running on to the shore of the Bay. At present Prince Arthur's Landing is affected with the southeast winds. There is a fetch of twenty to thirty miles with the wind from about southeast round to east north-east. There would be a sweep also from Thunder Cape to the Landing of about fourteen miles, and the opening is somewhere between eight or nine miles wide to Isle Royale." Q—"Can you make any comparison between Thunder Bay and Hamilton Bay?" A—"Nothing further than that there would be a much longer sweep of sea in Thunder Bay from any of those points than there would be in Hamilton Bay; along the Great Western dock at Hamilton is a very unsafe place for vessels to lie in an easterly wind."

Robert McMaugh, captain of the propeller Dominion, was called and sworn.

Q—"Had you any difficulty in entering