

benefit of 10,000 or 15,000 people on the Pacific coast."

The hon. gentleman did not then say anything about having accepted the Carnarvon terms without any proviso against increased taxation.

"At the same time we admitted that we were under moral obligations to the people of British Columbia to carry out, as far as possible, the promise that our predecessors had made. They were the trustees of the public as we were, and my idea was this: that we should begin at Fort William, at which point there is excellent water navigation during seven or eight months in the year, as soon as possible, without waiting for the completion of the surveys west; that from there we should build in as straight a line as possible to the crossing point of the Winnipeg River at Keewatin; that we should build as much of the west end as would bring us from Selkirk to the waters of the Lake of the Woods at Keewatin; and on the east end as much as would take us to Shebandowan Lake. We have found that we can build the road between Selkirk and Fort William, the distance supposed to be 432 miles but is not more than 408 by the surveyed line. We have contracts going on which will enable us to have the road from Selkirk to Winnipeg River, 110 miles by the end of next season; and we have contracts to English River 114 miles from Fort William westward."

It is very interesting to note here that the line from Selkirk to Keewatin, embraced in contracts 14 and 15, were to be finished at the end of 1878, and that nothing is hinted about having utterly failed to carry the line to Shebandowan Lake, which was well known to the hon. member long before. He then continues:

"At the distance of about 70 miles (from Fort William) we reach the waters of Lake Mille Lac. When we reach there two points west and east, we have only a few portages. I think six in all, the longest three miles, and others very short, which we can overcome by cheap tramways for some years, and then we get into Rainy Lake. From the east end of that lake to where the railway touches the Lake of the Woods, at Keewatin, we have well on to 200 miles of clear navigation, with one lock at Fort Frances. We therefore took a vote of Parliament, and proceeded to build one large, deep lock with a lift of 23 feet, to overcome the obstacles. We ask where is the charged impropriety? Did we give the contract improperly to any person. The whole wrong about it is, according to these gentlemen, that we did the work by days' labour instead of by contract. * * * It was a shocking thing for one to employ men by the day, and put the work in charge of a skillful engineer and fireman, to execute a work which, when completed, will give us a highway through our own territory, which we can use for a number of years until we

are able to build the 180 miles in the middle between the sections of railway under contract."

The hon. gentleman has often said he never intended to delay the construction of that central portion of the road for any great length of time; but in that speech he indicated very clearly that he intended, for some years, to utilise the water stretches by way of Fort Frances, as has already been shown by the extract from the speech that I have quoted, and has been proved time after time by his utterances here and elsewhere, but the hon. gentleman's memory is a most accommodating one. It was then the intention of the late Premier to make connection by way of several portages through Rainy Lake, Fort Frances Locks, Rainy River, and the Lake of the Woods, which would carry the traffic of the west from the point where the railway from Red River terminates, to the point connecting with the railway again at Port Savanne on Lake Mille Lac, or at Lake Shebandowan, as he still asserted in 1877, although that route had been abandoned and the contract cancelled in 1876. That contract was entered into for the railway construction from Fort William to Lake Shebandowan, forty-five miles, with Sefton, Ward and Company, on 5th April, 1875. At that moment the late Government had no knowledge whatever of the route, although the hon. member for Lambton gave us to understand there had been sufficient surveys, and that the agreement was based on specific quantities of work to be done. But the quantities, which it has been found were mere guesses, were made up in his Department in Ottawa, and had no relation whatever to this work. It was found, after much of the work had been done, that a practicable line could not be found to Lake Shebandowan. The Government then carried the route, for some reason I cannot understand, except to give an opportunity of settling with Sefton, Ward and Company, forty-two miles beyond the point of departure at Port Savanne, on Lac des Milles Lacs. The mistake made was precisely the same at the other end, where a contract for specified quantities was given for the work without the slightest knowledge of the route, and in fact, as we now know, before any engineer had ever been on the line. The Engineer (Mr. Carre) had examined but