

Columbia in the construction of the Western end of the Canadian Pacific Railway, either on the Seaboard or elsewhere.

(14.) That up to July 1, 1880, \$16,488,759 had been expended on the Canadian Pacific Railway, of which about \$13,400,000 had been spent in construction east of the Rocky Mountains, whilst only two months' work, in construction, had been done by the Contractor in British Columbia.

(15.) That up to November 30, 1880, the total amount expended on the Canadian Pacific Railway was \$18,600,402.36 and of that sum up to December 31, 1880, exclusive of Surveys, only \$367,655.40 had been expended in actual construction in British Columbia.

(16.) That the route of the Railway from Burrard Inlet to Yellow Head Pass, the Eastern Boundary of British Columbia, had been fixed by Order in Council in 1878; and that, notwithstanding that fact, a further postponement of construction for a year was made to effect Surveys commencing at Port Simpson near the South Eastern extremity of Alaska, about 500 miles from the Settlements in the Province, and thence eastwardly to Peace River, with the evident object of securing a year's delay; for it was well understood, all the time, in the Department of Railways and Canals, that when construction commenced, it would be on the route between Burrard Inlet and Yellow Head Pass.

(17.) That persistent and unnecessary delays were made respecting the commencement of the Railway in British Columbia, at variance with the letter and spirit of the Railway Clause of the Terms of Union; and that, at the end of the ten year period for completion of the Canadian Pacific Railway, there is still further delay as the work has not yet been commenced on the Seaboard.

(18.) These facts show the great wrong that has been done to British Columbia by Canada,—and, it is submitted, warrant the interference of Her Majesty's Imperial Government, to secure to the Province, prompt, certain, and substantial relief.

3. The Section 2 of the Report is as follows :—

“ II. On the 6th June, 1873, in view of the then probability of the Railway running by Bute Inlet, an Order in Council was passed declaring that Esquimalt should be the Terminus of the Railway on the Pacific Coast, but the alignment on the Mainland was, at that time, wholly unde-
“ terminated.

“ In May, 1878, the Government, on increased information, determined
“ however, to select Burrard Inlet as the objective point on the Pacific
“ Coast to be reached by the Railway; and they cancelled the Order
“ relating to Esquimalt. Still further examinations were, however, deemed
“ necessary, particularly with reference to the advantages of a still more
“ northern route which should terminate at Port Simpson; and, to keep the
“ whole question entirely free until additional exploratory surveys should be
“ made, the Order in Council of June, 1873, was in April, 1879, revived,
“ and continued in force until October, 1879,—when the selection of
“ Burrard Inlet was finally made as the terminus on the Pacific Coast of
“ the Canadian Pacific Railway, rendering unnecessary the line between
“ Nanaimo and Esquimalt as a Condition of the Union with British
“ Columbia.”