

look it up, there it was—the acknowledgment of the registration in the city of Winnipeg. I have this from Mr. Young himself, whom the commissioners dared not put on the witness stand. If it had not been for Mr. Young it would have been charged in this report that the plans had never been registered. This land, after the plans were filed, became the property of the Crown, and no immediate increase in value could take place. The commission charges that there was great delay in filing the plans, which were registered. Let us examine into the facts of the matter—they may be interesting.

#### **An Entrance to Coast of.**

Two ways were suggested of getting into Winnipeg. The first was by following the line of the Canadian Northern along a somewhat tortuous course, crossing one of the main streets of the city of St. Boniface, and thus getting into Winnipeg. When Mr. Gordon Grant became chief engineer of the Transcontinental, he looked into that matter, and at once reported to the commission against going into Winnipeg by following the line of the Canadian Northern railway, and recommended that a straight line should be constructed through St. Boniface, across the river and into Winnipeg station. Mr. Young disagreed, preferring the other route, as he had a perfect right to do. The commissioners came to my office, accompanied by representatives of the Canadian Northern railway, of the Canadian Pacific railway, of the Grand Trunk Pacific railway, and their own engineer. It was the duty of the head of the Railway Department at that time to locate that entrance. I undertook the task. I heard everything everybody had to say. The Canadian Pacific railway ably put forth its claim, which was that the straight entrance would interfere with their shunting cars in or near St. Boniface. Mr. Beatty argued this strongly and ably, and Mr. Creelman came to see me once or twice. The Canadian Northern Railway Company argued that it would injure their yard property at St. Boniface if the straight railway entrance was made. I listened to them; I got all the information I could get; the arguments were put before me in writing too. I went over the situation thoroughly, and I said: The Transcontinental railway will not play second fiddle to any other road going into the gateway of the western country. Let not this commission or this Government blame the Transcontinental Commission; I am here not to defend, but to boast of the entrance into Winnipeg of the Transcontinental railway. When that was done, what occurred? As strong legitimate pressure, as could be brought to bear on any man, was brought to bear on me to reverse that decision, and members of the Government, particularly my hon. friend, if he stays for any time in the Railway Department, will understand what that means. I did not change my views, but I did this: I went to the city of Winnipeg to be sure that I had not made a mistake; I went out over the proposed line along the Canadian Northern line on foot. I walked the proposed route, afterwards taken for the straight entrance in to the city of Winnipeg, and I came back to the city of Ottawa and told the Prime Minister of the day that I was unalterable in my view that that was the proper entrance for the Transcontinental, and I