

any other expanse of water. The winds blow there as well as they will on Lake Ontario or any other open bay."

Q—*Was the Government guided solely by considerations for the public interest in making the choice?*

Much of the evidence already given tends very strongly to a satisfactory assurance on this point. It is only necessary to further add the following:—

Hon. Alex. Mackenzie testified:

Q—I should like to ask you first as to the selection of the Kaministiquia for the terminus of the Pacific Railway—how it was arrived at?—When I took charge of the Public Works Department, an engineer of the name of Murdoch had been sent to survey the line from the Kaministiquia River, or, more particularly, from Thunder Bay. I do not know that it was from the Kaministiquia River, westward. When we obtained information regarding the work, in the spring we (that is Mr. Fleming, Mr. Trudeau, my deputy and myself), had repeated consultations about it, and my own impression was that it would be better to bring the railway to Pointe de Meurons, that being the head of the deep water navigation in the Kaministiquia River, so as to have the whole length of the river for harbor purposes, and save so many miles of railroad. Mr. Murdoch, I understand, had in the meantime surveyed a portion of the river bank where it was ultimately located. Mr. Fleming, Mr. Trudeau (my deputy) and myself had frequent consultations about it. I knew nothing technically myself. I had been in the Kaministiquia River, and knew generally what sort of a river it was, the formation of the banks, the depth of the water, and also the depth of water on the bar. I had that general information; and Mr. Fleming seemed to be quite clear, as well as Mr. Trudeau, that that was the best place to locate it. I coincided with that view, and it was selected by general acquiescence of the heads of the Department; the Chief Engineer; I also understood the district engineer, my deputy and myself.

Q—Your own opinion, however, was that the site should have been higher up than the point ultimately chosen?—Yes, it was my impression, and Mr. Fleming and Mr. Murdoch both said the high banks above would make it practically impossible to get to any point high up on the river bank.

Q—It was then brought down to the nearest available point?—It was brought to where it is. I do not remember all the reasons, as it was in general consultation of an oral character rather than written communications; but it was brought where it is wholly by the engineer and by me.

What more is needed? Surely nothing; a clearer case could not have been made out, if the Select Committee of the Senate had gone to work to justify the selection made by the Government. Mr. Mackenzie, anxious to save the expense of every mile of railway he possibly could, was himself favorable to locating the terminus at a point further up the river, but from this he was dissuaded by the engineers in connection with the Department, the high banks of the river at that place being held as an almost insuperable obstacle to the construction of docks. Between the Kaministiquia River and Prince Arthur's Landing, the Minister had really no choice; his professional advisers favored the former; his own common sense also favored it, and the weight of all the testimony taken since goes to justify the wisdom of the selection. At this terminus it is expected that in time a large commercial city will grow up. Let us see for a moment how it will compare, as to situation, with the leading cities of the world. From Mr. Kingsford's evidence it will be seen that the Kaministiquia "presents a marked parallelism to the rivers which have led to the commercial pre-eminence of Chicago and Milwaukee." Taking other American cities, we notice that Detroit is situated on a river, and Cleveland, Buffalo, Oswego, New York, Philadelphia, Baltimore, Richmond, Wilmington, Mobile and New Orleans, all either lake or seaports, and all carefully hugging the river for perfect harborage. In the old world we find London, Liverpool, Glasgow, Dublin, Belfast, Cork, Lyons, Marseilles, St. Petersburg, Calcutta, Pekin—in fact nearly all of them—situated on rivers. That the same wise forethought was displayed in selecting the site of that future Canadian city, which is destined to grow on the shores of that mighty lake, is cause for thankfulness and congratulation.

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

It may be necessary to say at the out-