

location has been altered and brought back to the original site. AND THIS IN THE FACE OF THE STATEMENT MADE BY THE CHIEF ENGINEER TO THE ROYAL COLONIAL INSTITUTE, THAT THE CHANGE TO THE SWAN DISTRICT HAD BEEN MADE AS THE RESULTS OF YEARS OF LABORIOUS SURVEYS AND STUDIES, AND AFTER THE QUESTION HAD BEEN THOROUGHLY VENTILATED BEFORE A PARLIAMENTARY COMMITTEE DURING OVER A YEAR. The reader is referred to Vol. 9—1877-78—Reports and Proceedings Royal Colonial Institute. Again the Minister of Railways, it appears, has been expressing himself of late as favorable either to the building, or subsidizing, by the Dominion of a line of railway from Lake Nipissing to Sault Saint Marie. Is not this an open avowal of the practical abandonment of the *connecting link* between Thunder Bay and Lake Nipissing, and in reality moving the Eastern terminus up to the head of Lake Superior? What then becomes of our great national railway from the Atlantic to the Pacific entirely through Canadian territory? It is clear to-day, that if the railway is ever built Westward from Lake Nipissing it will be carried up North and practically take the Hewson route, but with this essential difference—as the General says—that it will reach tide water over the two sides of the triangle instead of direct over its base.

And the administrative capacity presiding over the construction of the road may be judged from the following, among facts too numerous to detail: The Parliamentary reports reveal the astonishing facts, that there were no surveys, no location, no exact information in the hands of the Cabinet of the day when the country was committed to the building of the road between Thunder Bay and Selkirk; that the contractors were upon the ground before the location was made and claimed damages accordingly.