

ment at once. I did not say he was. At all events the hon. gentleman has to-night frankly stated that he would have done the same under similar circumstances, and that he believes it was proper not to publish the map. I do not claim to have any knowledge of the country affected by the map, but I did think it a very serious thing to issue a map which gave, as I had reason to believe from enquiries I made, wrong information affecting prejudicially a part of the country which will, in my opinion, be one of the most valuable districts in the North-West. It was a very serious matter to allow that map, which was characterised in such strong terms by some of the principal officials in the Department as erroneous, to become public property and mislead migrants and everyone connected with the Public Departments. I am very glad the hon. gentleman has vindicated my action in that respect.

MR. DECOSMOS: This map, it is claimed, covers the ground that was shown on a certain celebrated map that was sent to the Paris Exposition, that was prepared in the office of the Minister of the Interior, and exhibits the information gathered by the Chief Engineer of the period, Mr. Marcus Smith. Without wishing to deny what has been stated by the hon. the Minister of Railways or the ex-Minister of Public Works, I think it is but an act of justice to the acting Chief Engineer that this map should be laid before the House and the country; and if he is at fault the House and the public will be able to act as a jury, and show where he is at fault. His friends and sympathisers would be able then to discover that the Government is right and the acting Chief Engineer wrong. I regard it as a very small matter for the Government to withhold this map from the House, inasmuch as the railway route marked on this map is so highly spoken of in the report of the Chief Engineer of the Canada Pacific Railway, recently submitted to this House. I believe that if this map were placed alongside of the map of the recent explorations of 1879, that the two maps will be found to be very nearly similar. That being the case, I trust the hon. the Minister of Railways will withdraw his objection, and lay the map moved for before the House, and let the House

judge of its value. For my part, I think I should be doing an act of injustice to consent to the request of the hon. the Minister of Public Works.

SIR CHARLES TUPPER: I must then ask the House to sustain me, and I move in amendment that the words after "Mr. Marcus Smith," where they appear for the first time, to the end thereof, be left out. I need not detain the House further than to say that the Government are not prepared to become responsible for the publication of the map, and I cannot consent to bring it down, nor can I consent to allow a question between an officer of the Government and the Government itself to become a question of controversy by the House of Commons, while that officer retains that relation with my Department.

Amendment (*Sir Charles Tupper*) agreed to.

MR. MACKENZIE: Before the motion is carried, I desire to refer to a paragraph, which shows what passed upon this matter in 1878. The hon. gentleman who has made this motion, brought the subject up as a matter of complaint, that the map had not been presented to the House. The report is as follows:—

"Mr. MACKENZIE said there was a map in preparation with a view to arrive at as accurate information as possible as to the nature of the soil to be traversed by the railway from Lake Winnipeg westward. This map had been submitted to the Chief Engineer, who did not consider it correct, and therefore it would not be submitted to the House until corrected.

"Mr. TUPPER said he would call the attention of the hon. the Minister of Public Works to a statement contained in the report of the acting Engineer. This matter was of vital importance, yet the map to which he had referred as containing the information necessary to an accurate reading of the report of the acting Engineer had not been furnished. * * * He trusted there was no necessity for suppressing the map, without which the report to a considerable extent was unintelligible.

"Mr. MACKENZIE said the hon. gentleman had no right to say the Government were suppressing anything. * * * If the Chief Engineer said the map was inaccurate it was not to be depended on as any authority whatever."

That is all that passed at that time about the map, and yet, from the remarks of the hon. the Minister of Railways and Canals, the plain suggestion went out that the then Minister of Public Works was suppress-