

this House. I contend, from the evidence which has been reported by the Committee, no sufficient reason has been shown for deflecting the railway in order to make it enter the town plot of Fort William at the western limit, and then pass through the front lots to the eastern limit. The Government did not follow the usual course pursued to purchase the land for the railway. Instead of tendering the price they thought right, and proceeding to arbitration, valuers were appointed. The Government fixed on the Kaministiquia as the terminus in June, 1874. At that time the Government plans ought to have been fyled, and speculation in the lots prevented. In December, 1874, Mr. Fleming furnished the Public Works Department with plans of the land the Government would require, and urged that there should be no delay in getting possession of the property required for the terminus. In 1875, Mr. Fleming acquainted the Government that speculation was still going on in these lots, yet the valuers were not appointed until 1876. Lots sold in 1874, when the Government determined on the site for the terminus, at from \$60 to \$90. The same lots were sold to the valuers in 1876 at an average price of \$260 to \$300. Mr. Brown, of Oliver, Davidson & Co., was appointed Government Solicitor and advisor to the valuers, and that firm got \$500 an acre for what had cost them only \$5 an acre not long before. They got \$3,000 more for eight acres than they had paid for the whole 137 acres. The same firm placed a dim shadow of a hotel on the very land reserved for the terminus by the Government six months previous, after having been notified by the Government Engineer that it was on the reserve. These parties must have been improperly informed in 1874, that the Government intended selecting these lands for the railway. How else can their proceedings be accounted for! How else is the mystery to be solved! Why did Oliver, Davidson & Co., strong supporters of this Government, manage in 1874, to pick out of the vast Lake Superior region, the exact spot selected for the terminus of the Pacific Railway! It could not be attributed to the law of chance. But we have the sworn testimony of John Clark, taken before the

*Hon. Mr. Kaubach,*

Committee on the 20th of last March. Let us refer to that evidence, and we have everything explained. The following is from the deposition of Mr. Clark:—

Q. When was this last sale carried out? A few days after the other. It was the same fall. It was either the latter end of November or the beginning of December, 1874.

Q. Did Mr. Davidson give any reason for purchasing then, after the sale? Yes. He said he knew the terminus was to be there. It was not generally known whether it was to be there or at Prince Arthur's Landing.

Q. But he said the terminus was going to be there? Yes.

Q. Did he tell you how he knew it was going to be there? Yes.

Q. What did he say? He said that he got his information from Mr. Mackenzie.

Q. Information that the terminus was to be there? Yes.

Q. Did he say at what place Mr. Mackenzie told him? I remarked, I thought it was not likely Mr. Mackenzie would write to him about the terminus; and he said Mr. Mackenzie was in Toronto and had told him that. To satisfy myself—because I rather doubted it—I made enquiries, and found Mr. Mackenzie was in Toronto at the time.

Q. That was at what time? The latter part of November, 1874.

Q. Did Mr. Davidson show you any map that he had of the railway reserve there? He did. He came in and showed me a map. It was colored the same as the plan, exhibit "A."

Q. Did he say where he got this map? He said he got it from Ottawa.

Now, let us look at Mr. Savigny's evidence. We find in this report, the following:—

Q. In negotiating the sale of those lands sold to Davidson, had you any conversation about the best place for the terminus? It all had been settled then.

Q. What time was that? It was in 1875 or '76.

Q. Was that the time he showed you the plan? No. He showed me the plan in the fall of 1874, or the winter of 1875.

Q. Have you that plan in existence? I have not got it; he kept it.

Here we have the evidence of two witnesses to show that Davidson had a plan of the site of the railway terminus in the fall of 1874, by means of which Oliver,