

Indeed, the "Kitimat" had been systematically covered up, and hidden from everyone.

The probabilities are that, had Mr. Mackenzie been made aware of the existence of a fine valley through the coast range, as indicated, a thorough and exhaustive survey of the northern route would have been made before the adoption of a southern line. Mr. Mackenzie never had that information, consequently, he had no alternative but to follow his Engineer's suggestion, and adopt the Burrard line.

After the change of Administration in September, 1878, Mr. Fleming again urged the necessity for northern surveys, deploring in forcible language the serious consequences of a possible mistake in the choice of routes. As has been shown by the evidence given in the preceding pages, a cheaper and better route than that of Burrard Inlet was found.

If the reader will once more refer to the Chief Engineer's Report of the 8th April last, a strange and rather significant omission will be observed. The remarkably clear and very pronounced letter of 30th September, 1879, from Mr. Fleming to Sir Charles Tupper, urging the imprudence of adopting, or beginning construction on, the Burrard Inlet Line, in view of the examinations of 1879 by the Peace River party, is nowhere alluded to in that Report.

The importance of the letter in question being so great, and Mr. Fleming's opinion therein expressed so very decided, it is surprising that it should have been overlooked. Its omission from a report intended for the public is, under the circumstances, tantamount to an unequivocal withdrawal, and the public, having access to the report alone, must read the omission in such a light.

The question then arises: Had the Burrard Inlet line been decided upon beforehand, at all hazards, regardless of incalculable future injury to the Dominion? Were British Imperial interests—an important factor in the railway scheme—to be sacrificed, by adopting a line terminating on United States soil, or, at the best, under the very guns of San Juan?

Were the blunders of former Boundary Commissions to be supplemented by another, still further aggravated by the fact that its committal is actually taking place in full view of recent knowledge gained at great expense, and in direct opposition to the Chief Engineer's vigorous protest of the 30th September last?