

possessed license to trade. The subject of enquiry of this Committee of the Imperial Parliament does not bear directly on the Canadian Pacific Railway, but the evidence given before it by two distinguished Canadians was of such a character as to justify the reference made here.

The Hon. John Ross, who was the first witness examined, said that it was conceded by American engineers that British America afforded the most feasible route for a trans-continental railway. The admirable pamphlets alluded to could have made very little impression in Canada, for Mr. Ross testified before this Committee in 1857 that it was only during the summer of the previous year the subject of a trans-continental railway began to be discussed. "The question of the opening up of the territory has often for years been incidentally mooted, but a regular discussion of the question has never arisen until the course of the last summer, that I am aware of." Later on, in reply to questions, he dwelt on the importance of the line from an Imperial and Canadian standpoint, and with special reference to the trade of China and India. The late Chief Justice Draper was examined. He said he entertained no doubt his children would see a railway go across the country to the Pacific. He suggested that the Imperial Government should make an arrangement for the construction of the railway across the Rocky Mountains so as to avoid two colonial governments hereafter having to deal with the question, for he always found if you could foresee a difficulty it was better to anticipate and prevent it than have to deal with it after it had arisen.

On the 14th July, 1858, Mr. S. J. Dawson sent in a most valuable report on the surveys between Lake Superior and the Red River Settlement, and between the Red River and the Assineboine. Professor Hind, who made some reports about this time, afterwards published a book containing a narrative of the Red River exploring expeditions of 1857, and of the Assineboine and Saskatchewan exploring expedition of 1858. The natural advantages of the basin of Lake Winnipeg for a route across the continent is well stated in the second volume at p. 233. Hind quotes the Palliser exploration in favour of the practicability of the route.

This exploration organized by the Imperial Government was made during the years 1857, 1858, 1859 and 1860, and the journals, observations and detailed reports of Capt. Palliser and his colleagues have proved most valuable, and by prominent engineers examined before this Commission, have been referred to in a marked manner, and so as to suggest that they