

But worse still. While neglecting to open a military roadway (rail) for our defence and commercial convenience, by our unassailable North, we construct one from the very fort gate of our enemy on our southern border to within the very portals—unguarded—of the capital of our heritage. In other words, a Pembina and Winnipeg railway, without one wholly on our own ground from the railway system of Eastern Canada, would be a thing ever of menace or, in case of war, of destruction to our national interests throughout all the North and West of our Dominion. On the other hand, with the latter, with ~~its~~ countervailing power and effect, it would, in war, be comparatively or perfectly harmless, and in peace be but useful.

Hence the "necessity," as has ever been urged by the original promoters—necessity *Imperial* as well as Canadian—that the scheme of a British American Pacific Railway should be one from seaport to seaport, *continuous*, straight, strong, and short as possible, but touching, on military and commercial considerations, certain objective points.

*Thus* was the contract—one based on statute specific *ad hoc*—carefully implemented by the late Government. *Thus* did the *people* of all Canada *vote* for it. At the Napierville hustings—on or close to the memorable battle field of old Chateauguay—Chief Justice Dorion, then a candidate, and the recognized chief of the *avowed* "annexation" section of the present Government, distinctly said to his anxious constituents, and to the country in general, then and there, that "*their scheme would be, in the main, that of the late Government, id est* as a through and continuous railway from the railway system of Eastern Canada to the Pacific. For *that*, and *that alone*, I repeat, was the electoral vote of all Canada east. Mr. Mackenzie's prelections on the theme were, it is true, somewhat, and rather rapidly, varied, especially about the American border, but in the "*main*" they were as publicly declared by his honorable colleague.

It was not the "scheme" that was, at the electoral urn condemned, but it was the "story" of its moving as got up, for a purpose, to the popular ear. It was, in fact, *too good, too great, too transcendent* in brimful promise of good to all con-