

afforded communication available in winter as well as summer. When the railway is completed between Lake Superior and the Red River it will only be a summer route, because it can only be approached *via* Lake Superior.

In the Session of 1872, Companies were incorporated with power to contract with the Government for the construction of the Canadian Pacific Railway, from Lake Nipissing to the Pacific Ocean. One of those Companies was the Inter-oceanic Railway Company, of which I was President. I am charged with inconsistency because while I was of opinion that our Pacific Railway should have been commenced at Pembina, I became President of a Company which had asked the Government to be allowed to tender for the construction of the Pacific Railway beginning at Lake Nipissing. I do not see where the inconsistency was.

Parliament had settled the line of the Pacific Railway, and voted subsidies in money and land for its construction. The line was determined on without communication with the Inter-oceanic Company or with me. If the Inter-oceanic Company was to tender at all, it must have been for the Parliamentary line, the only line then proposed. If the railway had been proceeded with, I have no doubt the Government—first taking security for its completion on Canadian territory—would have allowed the contracting Company to consult its own interest in determining the order in which it should proceed with the construction of the different sub-divisions of the railway; and unless the Government would have done this, I do not think any company would have undertaken the work. My opinion of what the order of construction should have been was expressed in the Senate, on the 17th April, 1873, on a motion of my own, recommending the Government to resume the land subsidy and to build the railway as a public work, beginning at Pembina and proceeding westward. I am reported to have said on that occasion :—

“Honorable gentlemen may think I was exceedingly anxious the Inter-oceanic Company should get the contract. I was not anxious on personal grounds, but I did desire that that Company should have been entrusted with the undertaking with a view to its being kept in Canadian hands. Had the Inter-oceanic Company got it, and had I had any voice in the counsels of the Company, I would have advised the Company to do what I now advise the Government to do—begin to build the railway at our north-western frontier at Pembina, extend it into our prairie country to Fort Garry and beyond. In the country I refer to the railway could be cheaply constructed, and would open the country to settlers. I would also have commenced on the Pacific coast, to keep faith with British Columbia, and while doing this I would explore the rest of the country thoroughly from Lake Nipissing to the Pacific Ocean, so as to ascertain and be able to show to capitalists what the cost of the railway would be, what its grades, and what the nature of the country covered by the land subsidy.”