

"question which, perhaps, this was not the time to express an opinion upon ;
 "but in view of the condition of our finances, the mode involving the least
 "outlay would be the best."

The foregoing is certainly consistent with what I said in the pamphlet.

On 3rd of April, 1871, when the resolutions providing for the admission of British Columbia were the subject of debate in the Senate, I am reported to have said :—

"I must again refer to what I said two years ago, that our policy should be
 "to build a railway westward from Pembina to Fort Garry, and thence west-
 "ward to the Rocky Mountains, and to explore thoroughly the country east-
 "ward from Fort Garry to the settled portions of Ontario.

"If the railways of the United States are built up to the boundary of the (our)
 "Territories, as they will be very soon, why not avail ourselves of the facilities
 "they will afford us and thereby save large expenditures for the present ?
 "Beginning our railway, then, westward of the frontier we can work our way
 "easily and economically ; we can carry materials and supplies without diffi-
 "culty ; and, furthermore, we will at once open up a country most suitable
 "for emigrants. I do not believe any other course than this can be easily
 "adopted under present circumstances. I do not yield to any hon. gentle-
 "men in the desire to see an Inter-oceanic Railway through British Territory ;
 "but we should advance prudently, using the American lines to our North-
 "Western frontier ; build our railways westward through our prairie lands,
 "which are so attractive to settlers ; and carefully explore the country between
 "Fort Garry and Lake Nipissing before undertaking to build a railway
 "through it."

I was of opinion that a railway from the Pacific coast to connect with the railway system on the east side of the Rocky Mountains was all that the spirit of our agreement with British Columbia called for, and whether the railway passed all the way on Canadian Territory or partly on Canadian and partly on United States Territory was not important, for a time at all events. I therefore always advised that we should begin our railway at Pembina and build westward, and thus expend our limited means where they would be most reproductive—in a country which, owing to its great fertility, would be rapidly settled. The money that is being sunk in an irreclaimable wilderness between Lake Superior and the Red River would have built a railway over the prairies from Pembina and Winnipeg to the base of the Rocky Mountains.

It appears to me that there is not room for two opinions as to the region in which it would have been most expedient to have made the expenditure. The United States Railways are now completed to within a short distance of the North-Western frontier. If we had begun our railway at that point—connecting with the United States Railways when completed—every mile we built would have extended the railway system a mile further across the continent, and