

developing trade relations between the Atlantic, the Central and the Pacific Provinces, would have bound these firmly together by a community of interests, would indeed have been a return commensurate with this venture.

The country will willingly assent to construction upon a proper location through the prairie region, which can be done at a moderate cost and with immediate returns. But the country cannot, and will not, consent to the wanton wasting of \$100,000,000 on construction at fabulous prices, ranging from \$70,000 to \$100,000 per mile, through the barren rocky country north of Lake Superior and through the desolate mountains and gloomy canyons of the Thompson and Fraser rivers in British Columbia. Bitterly must the country regret to-day the \$20,000,000, which are being sunk between Red River and Thunder Bay, a section of 410 miles, passing through a country unfit for settlement—which can only be worked six months in the year—and which from the almost certainty of a direct line being built before long between Winnipeg and Duluth, over a level and easy country—bids fair to be of no earthly use to the country.

An obstinate persistence in such mad expenditures will inevitably lead to an irredeemable currency to replenish an exhausted Treasury, under which the public and private fortune will wither. A few years ago our neighbours across the line gave us this spectacle—gold reached over 300 per cent. premium—and the consequent derangement in values resulting from the depreciation of the Government paper—which followed in the ratio of the expansion of its volume—convulsed society to its very foundations, spreading ruin and dismay through all classes. In their case, however, our cousins could plead the dire necessities of a civil war, waged to uphold the national unity. But were such a calamity to overtake and overwhelm us, we would