

7th.—The Canadian Pacific Railway Company are not in a position to go forward with the construction of these needed branch lines.

This is clearly shown by the record of the past. While they have pushed forward work on the main line at a most commendable pace, they have not been able to meet the wishes of the people of the North-West in respect to branch lines. Aside from this inactivity regarding side lines in the past, we have the assurance that the next two years will afford us but little improvement, by the fact that the company is now asking Parliament to strengthen their hands in the work of the main line; and that the aid which it is proposed to grant is for the main line only. We must therefore look to some other source than that of the company for the immediate construction of local railways in the North-West.

8th.—The Government in my opinion should take power from Parliament to aid the construction of these proposed local railways by way of cash subsidies.

It will require at least five thousand miles of local railway lines in Manitoba and the North-West to make the country anything like available for settlement and successful agricultural pursuits. At the rate of two hundred and fifty miles a year it will require twenty years to complete a system of this magnitude, or, perhaps the more reasonable calculation would be the construction of say five hundred miles by the end of 1886, one thousand five hundred more by the end of 1888, fifteen hundred miles more by the end of 1890, and fifteen hundred miles more, or the whole five thousand by 1892. If Parliament would undertake to grant, in aid of these roads, say five millions two hundred and fifty thousand dollars, at the rate of about one million dollars annually on a progressive plan of say three thousand five hundred dollars a mile, it would I have no doubt, secure the construction of fifteen