

The creation of an Imperial military road across the Continent through British territory—the settlement of our immense public domain—the moulding of the several Provinces of the Dominion into a strong and united people—were the considerations which induced the undertaking of this gigantic scheme.

A glance at the location will show that the ends in view cannot, and will not, be attained. A road open to capture along the shores of Lake Superior—for hundreds of miles along the frontier westward from Thunder Bay—and commanded at its outlet on the Pacific by the Fort of San Juan, will never receive Imperial assistance. A location through well nigh two thousand miles of an almost uninhabitable country will never develop, in a satisfactory manner, the mass of the arable lands of our public domain. The break in the line between Thunder Bay and Lake Nipissing—which, virtually, will hand over the traffic of the road to our neighbours—ignores the Eastern Provinces, and deprives them of any interest in the settlement of our North-West Territory. And that an average cost of over \$50,000 per mile, or a total outlay of over \$130,000,000, is beyond the financial strength of the country—is of a nature to impair the usefulness of the road—and is uncalled for under the circumstances—will be readily admitted by practical people.

What the people of Canada are willing to undertake is the construction of a colonization railway through a country fit for settlement, and on a location which will retain the traffic within the country.

Such a location has been suggested of late, from Quebec through the basin of James Bay to Norway House, and from thence to the Pacific through the Peace or Pine River Pass, 300 miles shorter than the present line, and estimated to cost many millions less.