

and in selecting for it that route which the military authorities deemed best capable of affording that safe communication between the two important fortresses of Halifax and Quebec which the "Trent affair" showed to be so necessary, she acted quite as much out of deference to Imperial wants and wishes as to her own political and commercial requirements. In encouraging the acquisition by Canada of Rupert's Land, and the extension of her authority over the vast North-West territories, England further recognised the fact that the expansion of the Dominion from ocean to ocean was a work of more than colonial interest. It was after these events that Canada ventured on the crowning work of the whole policy, the completion of a railroad from the Atlantic to the Pacific through British territory, at a cost to herself—entirely irrespective of capital raised by the Canadian Pacific Company—of some twenty-five millions sterling, and towards this outlay—a very heavy one for less than five millions of people—she has neither asked nor received one penny of assistance from the British taxpayers. It is true that Canada was allowed to raise under an Imperial guarantee a loan towards the construction of the Inter-Colonial Railway, and again for internal defensive purposes; but these were concessions which cost the guarantor nothing, and the outlay, as has been shown, was by no means incurred solely for the benefit of the Colony. England is now asked to make use of the great work which Canada has done—to develop it in the manner that will be most advantageous to the Empire at large. She is offered a passage for her Imperial forces and stores at merely cost price across the continent. She is shown how the power and influence of England can be enormously increased in a district hitherto inaccessible, and in which, unless this offer were accepted, she would remain comparatively weak. She is shown how Canada's great highway can be developed into a safe alternative Imperial route to India, China and Australasia. In brief, a scheme is submitted alike comprehensive, efficient and economical; a scheme which is a development of, and an improvement upon, England's own suggestion of a Pacific Mail Service; a scheme, the adoption of which would not only provide a Mail Service at a far higher rate of speed than the Postmaster-General called for, but would secure to England advantages of which it is difficult to over-estimate the value: all these great results being accomplished for less than is now being paid for a mere mail delivery by other and slower routes.