of running trains is generally estimated in round numbers at $1 per train mile—and maintenance at $1,000 per mile, this last a very low figure.

The annual outlay in connection with our national railway may therefore be roughly summed up as follows :—

Interest at 5 per cent on $130,000,000 ....$	6,500,000
Running expenses two trains each way—2,700 miles x 4 trains x 300 working days............	3,240,000
Maintenance 2,700 miles at $1,000 per mile......	2,700,000
	$12,440,000

verily a formidable addition to the volume of our present annual expenditure.

Well may the people of Canada in general—and of the Eastern Provinces in particular—ask themselves whether $130,000,000 shall be spent in building our national railway under the present policy which so fatally ignores, in location and outlay of capital, the essential conditions to its future successful working. Well may they ask themselves what they are to receive in return for such a venture to assist them in supporting the heavy burdens already looming up in the near future. Certainly it will not be the traffic of the road which, at Pembina, and at Duluth, by means of a direct line with Winnipeg, as well as with Thunder Bay, will, for the most part, by the force of attraction of the American ports, find its way into American channels.

A truly national line passing far in the interior, and throughout its length in a country fit for settlement, preserving within the country, beyond the reach of our grasping and all-powerful neighbours, the benefits of its future colossal traffic, and discharging the same at Montreal and Quebec in summer, and at Halifax, Saint John and Saint Andrews in winter ; a line which, by fostering and