

That the political world, and its immediate surroundings, may be quite satisfied with the present policy, which furnishes a convenient cloak to screen from the public eye the enormous expenditures which are being made at various points to purchase political existence, may be likely enough. But with the country it is very different indeed; a cardinal error in a matter involving millions will entail consequences of a most disastrous character, which will continue to be felt by the people long after its perpetrators will have disappeared from the scene.

Let then the representatives of the Eastern Provinces proceed to Ottawa with the firm determination to insist upon—1st. The suspension of the works upon the present location with the exception of the Thunder Bay, Selkirk section. 2nd. The closing of no further contracts for the present, or if any have been entered into their annulment. 3rd. The adoption of a class of works of construction in keeping with the requirements of the road and the finances of the country; and 4th. The immediate verification of the Hewson route, which can be completed within twelve months, and at an outlay of under \$100,000. Either the route will be pronounced to be impracticable, and in this case the public mind will be set at rest on this all essential point; or it will be found to be feasible, and in this case it will force itself upon the honesty and sense of justice of the country. Most assuredly never would an investment of \$100,000 have been more wisely made. But the task of making this verification of the Hewson route must be confided to an Imperial engineer—one entirely beyond the control of the Government. The experience of the past, even in the instance of this very railway, has shown us how the Government engineers have been influenced by political pressure; nothing less will satisfy the people of the country.