

in order to secure its completion by the time originally contemplated, would have completely failed, and if seriously attempted, would have had the effect of increasing the cost enormously.

If this be the experience in connection with the Intercolonial Railway, what would it be with the Pacific Line? The former is 500 miles long, while the latter is 2,500. The Intercolonial passes through a country which has been partially settled for one or two generations, it forms a direct communication between four populous cities—Montreal and Quebec at one end, Halifax and St. John at the other, and runs near the navigable waters of the open sea, throughout its entire length, rendering it easy of access for all purposes; on the other hand, the Pacific Line is accessible at extremely few points, it passes through a country, which, for hundreds of miles has not a civilized inhabitant—and the whole population now existing within a long distance of any part of its route or Termini, may be numbered by not many thousands.

It must not however be inferred from a comparison of the circumstances which obtain on the two lines that the one work must inevitably take many times longer to construct than the other. The comparison points out the true nature of the difficulties in the case under consideration,—the sparseness of population and the inaccessible character of the country—and it indicates the double necessity of overcoming these difficulties, by some such system as herein proposed, in order to secure the Railway as speedily as possible.

However important it may be considered to have a continuous Line of Railway through the Dominion, connecting the two Oceans, the magnitude of the work and