

ARTICLE VII.

THE FUTURE WORKING.

Having briefly reviewed the location and cost of construction of our national railway, we will now add a few words with reference to its future working. If the building of some 2,700 miles of road—from the Pacific to Lake Nipissing—at an average cost of \$50,000 per mile, through well nigh 2,000 miles of an almost uninhabitable country—1,000 in the woodland, 500 in the prairie, and 500 in the mountainous regions—be subject matter for reflection to serious minds, equally so must be the future working of this long and costly road. And more especially when it is considered that this colossal enterprise is to be undertaken by a people of 4,000,000, distant from 1,000 to 2,000 miles from the seat of these vast expenditures. How are these 2,700 miles to be operated through such an immense extent of lands which will never be colonized, and which will never develop traffic to any appreciable extent? How many years will it take to throw in—in the parts fit for settlement—a population which would warrant the construction of such a line? Will a quarter of a century see such a flow of emigration? At present there are not one hundred thousand souls living in this territory. The working expenses—including maintenance—of the fourteen railway lines of the Dominion for 1876 was \$3,705 per mile. The working expenses of the Canadian Pacific Railway, therefore, for the limited number of but two trains each way per day, may be stated at least at \$2,200 per mile—or \$5,940,000 per annum. The reasonableness of the above estimate will be seen from the following facts. The cost