

The people of Canada find themselves face to face with issues of the most vital importance. The policy pursued up to this date by successive governments is condemned in its very essence, and nevertheless in this policy is involved the future welfare of the Dominion. Shall these issues be answered, or shall they be silently passed over? Shall the Hewson route be tested or shall it be rejected without examination? And shall the Hewson route be adopted if it be found to be what it has been described, or shall local influences and sectional jealousies fatally control this national work to the end regardless of all feelings of justice, and future consequences? It is for the people of Canada to decide. *But there is one thing, which fortunately or unfortunately, as the case may be, does not lie within the province of either the Cabinet, Parliament or the people of Canada to decide, and that is whether the money shall be forthcoming to build the road. The funds must be obtained in the English money market either as the direct product of land sales, or as borrowed capital. It is as well to realize at once, that the money will not be forthcoming if the issues raised by General Hewson have not been fairly met and satisfactorily answered.*

It is not to be expected, that Manitoba, the North-West Territories and British Columbia will move in the matter. Ontario even is not so immediately interested. But with Quebec, New Brunswick, Nova Scotia and Prince Edward Island rests the urgent duty of insisting upon the adoption of a policy in connection with this national highway which will secure the working out of the great ends in view. Should the present location be persisted in, and should the works be carried to completion, the Eastern Provinces will, on the one hand, be called upon to shoulder intolerable burdens, whilst on the other hand they will not receive the carrying trade of the road, which for the most part will find its way to American ports.