

the expenditures of millions, the independence of Parliament and of the electoral body be preserved, and finally the great ends to be worked out by this railway be fully realized.

It has been objected by some, that, as a considerable portion of the present location is under contract, it is now too late to discuss the question of changing the line. An esteemed correspondent, in our issue of yesterday, while admitting the excellence of General Hewson's scheme, takes this view. But, if the General's figures, from which the following may be deduced, should prove to bear any semblance to correctness, not only is this not the case; but, even after adding the cost of works now under construction to the total probable cost of his scheme, the balance against the carrying out of the Government policy is something alarming. To illustrate what we mean, and what the General pretends, we give the following figures, which may prove to be only the roughest approximation of the reality, but which, nevertheless, are sufficiently startling to demand a thorough investigation into the subject:—

APPROXIMATE COST, PRESENT LOCATION.

	Miles.	
Ottawa to Lake Nipissing (subsidy)..	800	{ \$ 1,500,000
Lake Nipissing to Fort William.....		
Fort William to Red River.....	410	20,000,000
Red River to Rocky Mountains.....	1043	20,000,000
Rocky Mountains to Burrard Inlet.....	493	50,000,000
Pacific to Ottawa.....	2746	\$ 127,500,000

PROBABLE APPROXIMATE COST, HEWSON'S LINE.

	Miles.	
Quebec to Norway House...	2460	at \$16,000 \$40,000,000
N'way House to Peace River.		
Peace River to the Pacific.....	300	say 20,000,000
Pacific to Quebec.....	2760	\$60,000,000