

These remarks simply point to the importance of forming a Road along the whole line of Railway instead of confining it to certain sections. The cost would be small compared with the advantages, amongst which would be the opening up of the Mineral Districts, now little known, and although the most forbidding, some of them might hereafter prove not the least valuable sections of the country as centres of industry and sources of traffic.

Another branch of the subject should be noticed, viz:— The time required for constructing and completing the work. A perusal of the papers written by the undersigned at different times, and to which reference has been made in this memorandum, will show that from the first, he has entertained very decided opinions with regard to the inexpediency of attempting to construct the Pacific Railway within too short a period. Subsequent experience and additional information acquired respecting the country, has strengthened and confirmed these opinions.

To show how difficult it is to realize calculations in these matters, when they are based on too sanguine expectations; the Intercolonial Railway may be referred to as an ample.

In the year 1867, it was publicly affirmed by some of the most prominent men in the country, and by the Press, that trains would run through from Montreal to Halifax in three years; more than six years have already passed away, and the line will scarcely be completed for, at least, two years to come.

The Intercolonial Railway, certainly, might have been completed in less time than eight years, but every one admits that to have driven construction at a high rate,