

a railway, but instead of its Government grappling with the undertaking, we have an amphibious Premier working like a beaver to dam things generally.

Out of a lake—on to a portage—then into a river—then on to another portage—and into another lake—and so on to the Rocky Mountains!! Travellers by this line will scarcely get out of the water until they are in again. Everybody has heard of the overland route, but this crossing a continent by water, and where there is no water, making it by canals, locks or otherwise, caps anything in history. It seems more like the vision of a Lake Winnipeg Indian under the influence of firewater, than the matured scheme of a sober Premier.

The civilization of Europe and of America has advanced beyond the birch bark canoe period. The age we live in is one of steam and of railroads, and these are the agencies which have built up the States. The iron horse crossed the lonely Western prairies and now its track is marked with fruitful fields and flourishing cities.

It no doubt has been generally observed that Mr. Mackenzie in his railway speech revelled in discouraging statements of the burdens which would fall upon the Dominion if it undertook the construction of the British transcontinental line, and that he carefully abstained from the slightest allusion to the many advantages and benefits which would spring out of it.

There was not a word concerning the hundreds of thousands of settlers who would be attracted into the country, or of their value to the Dominion,—of the wealth immigrants bring with them, the cities they build, the industries they create, the worth of the crops they raise, the railway traffic they furnish, or the amount of revenue they contribute. Yet, these are important and necessary things which must be taken into account in every intelligent estimate of the probable results to the Dominion of the Canadian Pacific Railway.

As a consequence of Mr. Mackenzie's "silence akin to treachery" it is not to be wondered at that doubts and misgivings have arisen in the minds of men in the Eastern provinces, as to whether this great national work would not be a curse instead of a blessing to the country.

Doubting that the Canadian Pacific Railway will pay the Dominion to build, is like questioning whether capital can be profitably employed in a new country abounding in great natural resources in the most effectual way recognized by all civilized countries.

A remembrance of what North America was fifty years ago, and a knowledge of what it is to-day with forty-five millions of