

account of \$63,640,028 has cost the country \$48,900 per mile. On this basis, to extend the Government Railway through to the Pacific Coast, as has been proposed in some quarters, would cost the country \$141,810,000, entailing an annual interest charge, at 3% (rate paid by Canada), of \$4,254,000.

The question of providing suitable equipment for such a road, within a reasonable time, would be a very serious and difficult one for the Government to deal with, in view of the restricted facilities for the construction of such equipment, outside of the shops of the railway companies, in Canada.

The rolling stock that will be required for the Grand Trunk Pacific will all be constructed in railway shops in Canada, the people of Canada receiving the benefit, whereas, any other organization would necessarily have to obtain a very large proportion of the rolling stock from foreign sources.

An important item to be considered is the trade and travel to and from the Yukon territories and Alaska which is now maintained by water routes only, during but seven or eight months of the year, and which is developing with rapid strides, and will be practically controlled by the proposed line via Port Simpson, in view of the short mileage, making a saving of some 550 miles of water carriage alone.

In view of the great benefit from an advertising point of view that the mere announcement of the projected extension of the Grand Trunk Pacific Railway has been to Canada, in calling world-wide attention to the vast possibilities of the unsettled areas of North Western Canada, there is no argument needed to emphasize what an immense benefit the construction of the line would be, not only toward securing population for that section, but the indirect benefit it would be to the older Provinces from which the new settlers of the North West would naturally draw their supplies.