

within twelve months and at a cost of one hundred thousand dollars—pending the issue of the negotiations with the Home authorities. Surely it is incumbent upon those who represent the people to act with exceeding caution, and to reassure the public mind in questions of such importance.

And in the event of the final adoption of the Hewson route—as the result of the proposed test—we would suggest the following mode of construction, which will, in all probability, secure the building of our National Railway with the least cost to the country; construction from Quebec over the height of land, and westward through the basin of James' Bay by a private Company under a Dominion charter and subsidy; construction from Lake Nipissing up the Montreal and down the Abbitibi Rivers to, and westward through the basins of James and Hudson's Bays, likewise by a private Company under a Dominion charter and subsidy; construction through the Prairie Region to the Rocky Mountains—by the Marcus Smith location—also by a private Company under a Dominion charter and subsidy. There is no need of this work through the Prairie Region being a Government work; this can only lead to extravagant expenditure; the experience of the last few years is before us to confirm this statement. Under this policy, in time—these three sections being completed and connected—the country would find itself in the possession of its National Railway from the Atlantic to the Rocky Mountains, and on the most favorable conditions possible: and Ontario and Quebec, the Provinces furnishing the funds, would at least receive some immediate return, for these immense expenditures, in the opening up of their own back country. Let construction through British Columbia be left with the Imperial authorities, unless indeed England agrees to the building of the entire line on joint and equal account—or be postponed until such time as Canada may be equal to the task.

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