

piece of business, if indeed it ever be undertaken. Should the original estimates in this case be overstepped in course of execution, in the same ratio as in the case of the Thunder Bay-Selkirk section, the final average per mile for these 125 miles would reach over \$150,000 per mile. We may, therefore, with perfect safety, fix an average of \$100,000 per mile for the section from Yellow Head Pass to Burrard Inlet. Estimates have been figured up, ranging from \$30,000 to \$90,000 per mile for the section from Thunder Bay to Lake Nipissing. As this country is far more difficult than the country from the head of Lake Superior to the Red River, and as the Government have recoiled from this task, a final average of \$70,000 per mile for this section will certainly be found to be within the truth should it ever be built. Construction from Red River to the Rocky Mountains through the Prairie Region, we will establish at the moderate figure of say \$20,000 per mile, which again we may observe will turn out to be under the mark in practice.

We sum up :

Lake Nipissing to Thunder Bay 630 miles, at \$70,000 per mile.....	\$ 44,100,000
Thunder Bay to Selkirk, 410 miles, at \$50,000 per mile.....	20,500,000
Selkirk to Yellow Head Pass, 1,043 miles, at \$20,000 per mile.....	20,860,000
Yellow Head Pass to Burrard Inlet, 493 miles, at \$100,000 per mile.....	49,300,000
Total.....	<u>\$ 134,760,000</u>

That these \$134,760,000 will swell up to \$150,000,000 by final completion is very likely indeed, judging from past experience.

Now, when it is considered:—1st. That this railway is to be built through well nigh two thousand miles of an