

erment aid is possible in British North America, with the whole strength and honor of the Dominion pledged to it.

The United States population in 1870 was thirty-eight millions, out of which nearly five millions were colored. Taking into consideration the disorganized condition of these citizens of the Republic arising out of the transition from slavery to freedom, they might fairly be left out almost altogether as a promoting element of railways since the war.

The population of the Dominion may be put down at one-tenth that of the United States.

Now, as the United States have built 33,000 miles of railway in eight years, the Dominion can build one-tenth of that quantity or 3,300 miles in the same time. As the Canadian Pacific is but 2,500 miles long, its completion is possible within the time limit.

Thirty-three thousand miles in eight years does not represent the fastest railway time yet made, as in three years 19,700 miles were constructed. At this pace from Lake Superior to the Pacific could be put through in three years.

Although, possible, it might be inexpedient on the ground of economy to construct the Canadian Pacific Railway at such speed as would ensure its completion within the exact time specified in the terms of Union.

British Columbia has gone on the SPIRIT of the contract, and has never shown any disposition to insist upon the letter of it, being carried out by the Dominion.

This is true, both as regards the time for surveys, and the time for commencing and completing the railway.

The just ground of complaint connected with the surveys is that they have not been steadily prosecuted. Surveyors have come and gone like swallows, stayed for a few months and then left us till another year. In this way the choice of a line may be postponed indefinitely, by a ministry in which British Columbia has no confidence because its programme does not contain the Canadian Pacific Railway.

British Columbia wants the line defined and the work commenced. If obstacles arise and render the continuous construction of the railway not rapid enough to finish it in eight years, and ten years, or even twelve years are taken, British Columbia, it may safely be said, will be satisfied.

The time limit is not the matter in dispute between British Columbia and Mr. Mackenzie, it is the attempt to palm off a sort of extended Dawson route as a substitute for the trans-continental railway in the lifetime of this generation.

Nothing of that description will content British Columbia or ought to satisfy the Dominion. The Dominion urgently needs