

"dition of the market afford to pay much additional, to save a few
"days time in transit."

What I propose to do is to endeavour to change Mr. Dawson's opinion as to the cost of a railway, and to show that Mr. Jarvis' is opposed to all experience. These appear to me to be the only points necessary to establish in order to place on advantageous ground "Railway vs. Water.

Mr. Dawson did me the honor three or four months ago of inspecting a specimen of my new system of Wooden Railway, and was pleased to express a very favorable opinion of its applicability to colonisation purposes—and the piece of experimental line which has been worked over during the spring and summer still remains in proof of this opinion, in as perfect a condition as when laid down. A great many of the most practical men of Canada have expressed the same opinion as Mr. Dawson, and the Engineer of the Northern Colonisation Company reports in favor of its adoption for their line in preference to any other system. The consideration of a railway in connection with this system will, I think, greatly modify the objections advanced by Mr. Dawson, whose estimate of cost was of course based upon an iron road; and by referring to the experience of other nations, I believe I shall show that if a railway can be constructed for a moderate sum, it combines a greater number of advantages for the transport of merchandise, than any system of inland navigation.

Since Mr. Dawson saw my Wooden Railway I have had ample opportunity of considering its construction, and cost; experience has suggested modifications in the former and the interval has enabled me to mature the various tools and appliances for reducing the latter, so as to arrive with accuracy at the cost per mile of a Wooden way.

A word, as regards the feasibility of a line from Lake Superior to Fort Garry. No engineer who has written on the subject suggests even that the work is impracticable, but that generally the ground