

Pass, more than \$15,000 or \$10,000 per mile. And subsequent addition of ballast, substitution of trestling by filling, replacement of undulating gradients by heavy work, &c., be made in employment of idle rolling stock—made by degrees at the charge of revenue, and in the continued production of revenue, by a system of labour associated with the encouragement of settlement."

The people of Canada have undertaken the construction of their National Railway with the view, not of benefitting particular localities and classes of the community, but of, by fostering inter-Provincial trade relations, gradually moulding the several Provinces of the Dominion into a homogenous nation. On no other grounds could this gigantic undertaking have been justified. The utmost care should therefore be taken not to imperil the great ends in view in the execution of this work. A defective location which would ignore the interests, and deprive the Eastern Provinces of the carrying trade; the diversion of the traffic of the road at Pembina and Thunder Bay into American channels; the break in the continuity of the line between the head of Lake Superior and Lake Nipissing, prolonged indefinitely; and, finally, the imposition of intolerable burdens, consequent upon unwarrantable outlays, would most probably result in the violent rending asunder of the frail bond which now unites the several Provinces of this Dominion.

That our national highway has been conceived in a somewhat narrow and selfish spirit; that its location has been, to a serious extent, controlled by local influences, groups of population around Georgian Bay, in Manitoba, and at Vancouver, having to be conciliated, regardless of future consequences; and that a mode of construction has been commenced unwarranted by the requirements of the case, appear to have been fairly demonstrated.