

and the additional information acquired, will in another year, better than any conjectural estimate that can now be formed, guide the Government in making an appropriation for 1875.

In the suggestions above submitted, the undersigned has avoided entering too minutely into details. He may now, in conclusion, be allowed to add that the main objects aimed at are as follows, viz:—

*First.*—Doing everything that is possible to keep substantial good faith with the new provinces of the Dominion.

*Second.*—The speedy construction of that Section of the Railway, most urgently needed, to give an easy and direct means of communication between the Prairies of the Interior and Lake Superior.

*Third.*—Commencing the construction of the Railway at the Pacific Coast so soon as the best route through the Cascade Mountains can be determined on.

*Fourth.*—The immediate construction of a Telegraph and Post road along the entire length of line of proposed Railway, from the Waggon Road in British Columbia easterly, thus in two or three years connecting the road and telegraph system of Ontario and Quebec, with the road and telegraph system of British Columbia.

*Fifth.*—Regulating the expenditure of the above objects in the most advantageous manner and so as to substantially commence the construction of the Pacific Railway, throughout its entire length.

*Sixth.*—Utilizing the River Saskatchewan and adjacent waters as far as the character of the navigation will