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The Railway Commissioners being composed of military and political parties, it could hardly be considered unreasonable if they had made considerable allowance (when weighing the probable utility of this railway in all its bearings) for the two items "military and political," to which they attach "great importance," and more particularly when the report was submitted to them as a whole, and when these important particulars were so prominently brought out in the report.

Why, then, did they not recommend the "military and political" aspects of the project to the paternal care of the Home Government, to whom they of right belong, and not to have contracted their views to the mere abstract question of the line as a commercial undertaking? Their range of observation should have, at least, extended to all the phases of the subject treated in the report—military, political, social and commercial. To narrow the basis upon which the project legitimately rests, in order the more easily to demolish it, seems hardly fair.

The Railway Commissioners state "that as a commercial undertaking it is very doubtful whether it can, at least for a long time to come, prove profitable."

This, to say the least of it, is very ambiguous. Does it mean that the railway will not pay "for a long time" after it has been constructed; that it will, in fact, require considerable time to develop traffic sufficient to make the line pay as a mere commercial speculation?

If this be their meaning, the sooner it is constructed the better; and whilst it is in this incipient, infantile, undeveloped state, let it be supported by the Home Government in consideration of the important "military and political" bearing of this great undertaking; and by the Colonial Governments in consideration of the vast improvements which would inevitably result to the provinces from the construction of the line.

If, however, as is most probable, the meaning intended to be conveyed is, that the construction of this railway must not be attempted, "at least for a long time to come," then it simply amounts to this—the construction of the railway