

construction of the 6,000 miles of new roads in the year previous, which new roads were mostly non-productive, the proportionate business of the railways, as shown by their gross earnings, was hardly less than that of 1872. Upon the old-established roads the increase of business was general and large, but the introduction of 6,000 miles of new railway which earned nothing above its operating expenses kept the average of the whole country down to the level of 1872.

The expressions "utterly impracticable" and "impossible" applied by Mr. Mackenzie to the undertaking of the Sir John A. Macdonald Administration to build the Canadian Pacific Railway in ten years from the date of Union of British Columbia with the Dominion of Canada, recalls to one's memory the saying of a great statesman that "a common place politician cannot distinguish between the extraordinary and the impossible."

Mr. Mackenzie, with ordinary capacity, because he is entrusted with more than an ordinary work, at once concludes that it is impossible. Why should the powers of the Dominion be measured and limited by those of Mr. Mackenzie?

The fact is, that Mr. Mackenzie during the many years he has been in opposition, has been concentrating his mind in discovering and inventing objections to legislation, because his purpose was not to aid but to upset a Government, and the result is a warped and narrowed intelligence with good obstructive abilities and without any constructive capacity. Mr. Mackenzie may be able to find out why a thing should not be done, but he certainly cannot inform the Dominion how best to do it.

The men who worked out Confederation saw its value and necessity, and sought to build up and people the whole of British North America by a Transcontinental Railway, looked at things through, as it were, a field glass. We now have men of another type, scrutinizing with a microscope, as if this vast Dominion was a bug or a beetle. Thus magnified, things appear so much greater than they are that Mr. Mackenzie is alarmed at what seems to him a big elephant.

The people of the Dominion ought to be informed wherein consists the impossibility of building the railway as contemplated.

IT IS NOT A PHYSICAL IMPOSSIBILITY. Mr. Sanford Fleming's report makes this certain. There is no room left to doubt the superiority of the Canadian Pacific Railway over the Central and Union Pacific, which is built and in operation, both in the character of the country through which it is to run, and in the very important matter of grades.

IT IS NOT A FINANCIAL IMPOSSIBILITY. The credit of the Dominion is above question. If the railway is ever put through as a Government work the Dominion can readily borrow the money