

that there are not at this moment one hundred thousand souls located in this immense territory stretching from Lake Nipissing to the Pacific. How is this enormous sum of \$130,000,000 to be raised? So far some \$12,000,000 have been spent in surveys and on construction from Thunder Bay to Selkirk, and from Winnipeg to Pembina, which have been raised by loan. Is the balance to be so raised, say at an average of \$10,000,000 a year? Is this possible without bringing on a financial disaster? How much, over and above the amount which will be required to meet the annual interest on capital, will there be needed to keep the road in operation through such an extent of unsettled country, and which for the four-fifths of its extent is unfit for settlement? The Parliamentary returns show a loss of \$500,000 as the result of last year's operations on the Intercolonial Railway under infinitely more favorable conditions. Say that our 4,000,000 will have expanded to 6,000,000 of souls ten years hence, will any one seriously contend, that this increase of population would warrant the building and working of a railway under such circumstances? Or are we destined to see a suspension of the works a few years hence, and then find ourselves on the one hand with an outlay of some \$40,000,000 or \$50,000,000 of capital, and on the other with two or three disconnected sections of our famous Pacific Railway—of no practical use from a national point of view—one between Thunder Bay and Red River—a second in the Prairie Region—a third in a central portion of British Columbia.

The absence of a well-matured policy, and of fixed principles, in the building of the road, may be seen from the following facts: Originally the line West of Red River had been located from Winnipeg by the South of Lake Manitoba. During the Mackenzie Administration this location had been changed to Selkirk up the Swan District and North of Lake Manitoba. For the third time the