

ITS MAGNITUDE.

COST AND MAINTENANCE OF A RAILWAY AND TELEGRAPH LINE.

Having determined the character of the means of communication most desirable to be established it may be well now to glance at the comparative dimensions of the proposed work, and to consider the cost of its construction as well as the annual expense of maintaining it for ever afterwards.

Measuring on the map along the general route of the proposed line from the mouth of Fraser's River, through one of the best passes yet discovered in the Rocky Mountains, along the general direction of "the Fertile Belt," keeping south of the North Saskatchewan, crossing the Red River near the Settlement, bridging the Winnipeg River at the north end of the Lake of the Woods, striking through the country to the most northerly bend of the shore of Lake Superior, thence in a direct line to a crossing on the French River west of Lake Nipissing, and from this point connecting with the existing railway system of Canada, either at the Town of Barrie, or at Peterboro, or at the City of Ottawa; the distance thus measured will be found to be in round numbers about 2000 miles, and although a railway between the two oceans on British territory, cannot be considered perfect without the completion of the road between Halifax and the most easterly extension of the Grand Trunk in Lower Canada, yet as there is some prospect of this section being made independently, it does not appear necessary to embrace its length in the present consideration.

That a just conception may be formed of the real magnitude of the project under discussion, and the means necessary to its attainment, attention may for a moment be drawn to a few leading details. The construction of 2000 miles of railway measured by the average standard of similar works existing in this country implies the performance of labourers' work sufficient to give employment to 1000