

met, the difficulty of setting *a limit to its cost* by providing it as it goes on to completion, with traffic for its self-support.

The Canadian Pacific Railway should not cost at first a dollar more than necessary to make it passable by trains. Interest kept down thus, the opening should take place as soon as possible so as to begin the process of developing business. Running through a country perfectly new, it will not require at the outset the class of works proper to great traffic. The bridge-piers are, in truth, the only constructions that demand permanence. Its road-bed high, well-drained and well cross-tied, it can dispense as long as necessary with ballast, fences, cattle-guards, road-crossings. Except at such places as the intersection of rivers, station-buildings will not be necessary. A colonization road whose object at first is that of simply opening up the country for settlement, it may resort freely to undulating grades, sharp curves, wooden bridges, and almost unbroken stretches of single-track-embankment. Rock-work, deep cuts, high embankments, etc., being all avoided by, where unavoidable otherwise, substitutions of one sort or another, the road and rolling-stock ought not to cost for the purpose of opening for traffic between Quebec and Peace River Pass, more than \$15,000 or \$16,000 per mile. Any subsequent addition of ballast, substitution of trestling by filling, replacement of undulating gradients by heavy work, etc., etc., may be made in employment of idle rolling-stock—made by degress at the charge of revenue and in the continued production of revenue, by a system of labor associated with the encouragement of settlement.

The political policy which England has placed on trial in the creation of the Dominion of Canada involves a great British interest. In the fore-front of that policy lies the Canadian Pacific Railway. Based on Halifax, its summer-outlet at the fortress of Quebec—on the defensible waters of the St. Lawrence—and opening up communication from the rear with Europe by way of Hudson Bay, and perhaps by way of Mackenzie River, it supplies a line of transportation three hundred miles north of the frontier, for maintaining the defense of British interests on the great lakes and on the Northern Pacific. Giving to English commerce and enterprise the vast wealth of land and water within the basin of a great inland sea; grasping the fisheries of the Northern Ocean for a hardy population south of them; opening, probably, a direct route by way of that ocean between England and the boundless wheat-region drained by the Mackenzie; and planting British power in a position on the shores of the Pacific from which it can overshadow rivalry in the surrounding waters, the Canadian Pacific Railway stands in relation to Imperial policy in the creation of this Dominion, as an essential base of its development, the very spinal column of another North American Empire! The route suggested above places that great enterprise fairly within the objects of British statesmanship; and raising it out of the Colonial into the Imperial, makes it a legitimate subject for Imperial support.