

Some \$5,000,000 recklessly squandered in surveys which, the Chief Engineer admits, still leave us with a knowledge of the country very imperfect for construction purposes, and utterly worthless for the purposes of realizing upon our lands; and a location defective in every particular. Can anything be more useless from an Imperial point of view than a line of communication open to capture along the shores of Lake Superior, and from one to two days' march from the frontier for hundreds of miles westward from Fort William? Can anything be more suicidal from a National point of view than the location of a great trunk line on the extreme Southern border instead of through the centre of our back country, which would bring all parts into play with the least future outlay for side lines, and which furthermore completely ignores the interests of the Eastern Provinces? Can anything be more profoundly discouraging from a commercial point of view than the building, and future working, of some 2,200 miles of railway—out of a total mileage of 2,700 miles—through such an inhospitable, formidable, and uninhabitable country as the region between Lake Nipissing and Red River, the American Desert, which extends some hundreds of miles into the Canadian Prairie Region, and from Yellow Head Pass to Burrard Inlet in British Columbia have been described—rocky and barren, bristling with tremendous mountains and fearful precipices, and offering no fields for settlement.

That an outlay of some \$130,000,000—which by final completion will most likely have reached up to \$150,000,000—is beyond the strength of the country; and that an average cost of construction of fully \$50,000 per mile of road is unwarranted by the requirements of a railway, which in the first instance should be built as a colonization road, to be improved as settlement sets in and as its traffic develops, must be evident to every average intelligent person. This comes out with more force when it is stated

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