

practically to diminish distance by the use of high speeds. A heavy expenditure to attain high speed is justifiable, as traffic already exists which will immediately render expenditure productive of revenue. In an unoccupied country, the circumstances are entirely different. Traffic, without which there can be no revenue, has to be created, and the question is complicated by the consideration that the railway itself is indirectly the chief means by which traffic is expected in process of time to be developed. There is a marked difference in the necessities of the two cases. In the inhabited country the railway is an after-thought, and high speed is the prime necessity which calls the line into being. In the unoccupied country a certain means of communication is of first importance, and if high speed cannot be obtained without involving an outlay that would prove burdensome, those concerned must for a time be contented with a less perfect, low speed line until the population becomes sufficiently numerous and wealthy to call for high speed. Such being the case, it seems wise to keep in view from the very first three important considerations:—

1. Certainty of communication at all seasons.
2. The expenditure of no more unproductive capital than may be absolutely necessary.
3. The necessity of a high-class railway ultimately, and the importance of securing it without any waste or misapplication of capital in carrying into execution preliminary or intermediate works.

By a high-class railway in the third consideration, must be understood a line so perfect that not only high speed may be attained with safety and certainty, but that the actual cost of conveying passengers, as well as products of all kinds, would be reduced to as low rates as it would be possible to make them. I may say that I have no faith in what are sometimes erroneously called cheap railways. The true cheap railway is the one that can with profit do its work cheaply. I would advocate the utmost economy in expenditure, but at the same time the kind of perfection referred to should be kept prominently in view from the very first.

The Pacific Railway has been projected for the double purpose of connecting the Atlantic and Pacific sides of Canada, and the opening up of the interior for settlement. This project has been the subject of much discussion in Canada; it has entered into the realm of politics, and opposite parties, although agreeing with respect to the great desirability of the line, have not agreed as to the means of securing it. As an individual simply, I may hold views that do not harmonise with those of either party, or of any person, but I shall nevertheless, from an individual and perfectly