

likewise in driving our own people out of the country? Comparisons between the rates of taxation in Canada and in the United States, France and similar countries, are not sound. We have not the same resources; our climate and products are very limited, in range and extent. Moreover, we cannot expend all our means on this work; our various services, railways, canals, light-houses, steamers, &c., are expanding from year to year, as also the outlays on the same. And furthermore we cannot pretend to go on forever **DRAINING THE EASTERN PROVINCES TO MEET IMMENSE OUTLAYS IN THE FAR WEST AND ON THE OTHER SIDE OF THE ROCKY MOUNTAINS.** *These Provinces have likewise fair claims upon the Federal Treasury which it would not be prudent to persistently deny.*

Parliament has just received an authoritative warning not to commit the country hastily and prematurely to construction in British Columbia, and from no less a person than the Chief Engineer himself. Mr. Sanford Fleming, in a supplementary report, based on the result of the engineering operations of last summer in the Peace River district, and which was laid on the table of the House of Commons last week, expresses himself as follows. "*From what has been brought to light I would consider it unwise at this stage to adopt and begin construction on either the Burrard or Dean Inlet routes. While I would deem it prudent to defer a final decision with regard to the adoption of any route until we receive more definite information regarding some portions of the country now under examination, I have no hesitation in saying that, considered apart from the question of climate, the route to Port Simpson presents itself with so many advantages that to my mind it opens up an excellent prospect of securing the most eligible route from the Prairie Region to the Pacific Coast.*" Mr. Fleming further states "that Port Simpson is a safe and capacious harbour, perfectly easy of access to