

ARTICLE IX.

Imperial and Canadian Railway Responsibilities.

Having—in a review of the policy, which has been followed by successive governments, up to this day, in the building of our national railway—condemned the location as radically defective, and the cost of construction as ruinously extravagant; having pointed out, that if this course be persisted in, it may eventually lead to the disruption of the Union; and having urged the necessity of reconsidering our policy with reference to this great work—it may not perhaps be out of place, now, to sketch briefly the new departure we conceive to be called for under the present circumstances.

That we have reached a crisis is evident; if Parliament sanctions the Yale Kamloops contracts the country will be irrevocably committed to construction through British Columbia—to an outlay of over fifty millions; the importance therefore of weighing most carefully, the consequences of this step cannot be over-estimated.

Canada stands committed—it is true—to the building of this railway by the Act admitting British Columbia into the Confederation, and also by the Carnarvon terms; but subject to the general understanding—reiterated on several occasions in the House of Commons—that the railway shall be built without entailing the necessity of increasing the rate of taxation on the country.

Twenty-five millions are already involved, represented by over four millions for surveys, the balance for construction from Thunder Bay to Selkirk, Selkirk to Pembina, and one hundred miles westward from Selkirk.

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