

It is impossible to believe that party ties and interested motives will so far control Parliament as to secure a blind acceptance of such legislation. It is impossible that our public men—and the press—can have already been enslaved by the corrupting influence of the enormous expenditures impending over the country. Surely the madness of attempting railroad building, at a cost which will perhaps reach up to \$150,000 per mile, through a country presenting such tremendous topographical and engineering difficulties—such very limited areas fit for settlement—and with but a nominal population—some 10,000 white people—must strike every tax-payer with dismay

We notice that the Government, in justification of the position taken in the Burrard Inlet location, have armed themselves with a report on the Peace River District; but this is too thin to go down with the public—the work was undertaken with a foregone conclusion. And if Mr. Fleming after having, in 1874, condemned Burrard Inlet, has gone back upon himself; if after having condemned the location westward from Red River, south of Lake Manitoba, and after having secured the location north of Lake Manitoba through the Swan District, has again gone back upon himself through *political pressure*, is it not trifling with the country, in a matter of the utmost gravity, to hold up before Parliament the opinions of subordinate engineers—almost unknown professionals? The country will accept nothing short of an opinion from an Imperial engineer, or of a professional gentleman entirely beyond their control.

It would appear that the reports and maps of the Assistant-Engineer, Mr. Marcus Smith, called for during the last session, were carefully suppressed by Mr. Fleming.

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