

assertions and delusive assurances, one step more, and the country will be irrevocably committed to construction through this Province, and to a location which has just been condemned. Unless the Yale Kamloops contracts are annulled, under the pressure of a refusal of an appropriation by Parliament, the works will be commenced this spring, and the die will have been cast.

We have taken our stand. We are opposed to the present policy—because the present location is fatally defective; we appeal to Marcus Smith, to Surveyor-General Dennis, and to other competent authorities, to bear us out in this assertion: because the cost of construction is extravagant beyond reason, and any possible requirement; we have given the official figures so far available, and they point to a final average cost of over \$50,000 per mile: because the commencement of construction at this stage in British Columbia would be premature; our attempts to realize upon our public lands have failed so far, as likewise our negotiations with the Imperial Authorities; and Mr. Fleming, the Chief Engineer, whilst now recommending Port Simpson as the Western Terminus of the road on the Pacific Coast, with further surveys to improve this location, deprecates the immediate commencement of operations: the Government are not competent authority to override the decision of their professional adviser in a matter of such momentous importance.

In the general interests we ask the annulment of the Yale Kamloops contracts, and also these further surveys in the Peace River District; and whilst this is being done, likewise the survey of the country from Norway House to Quebec.

And in the general interests we would also ask Parliament, whilst it is yet time, not to commit the country to the present location, before this survey from Norway House to Quebec has been made, because should this last prove