

And this in a matter involving an outlay of \$20,000,000. Again on the face of the printed forms of tender for the Yale-Kamloops sections, in British Columbia—just awarded, there appears a most ominous foot note which purports that portions of the quantities of work set forth are only rough approximations, and others simply conjectures. And this in a matter involving an outlay of \$14,000,000. Was ever such a field opened up to contractors and engineers to fleeco the country! Was ever such recklessness exhibited! And that contracts of such a nature and magnitude should have been entered into within two months of the sitting of Parliament is simply incredible. Surely if the Cabinet have really committed themselves to such a wild policy, which we do not believe to be the case notwithstanding what is said in the press, Parliament, as the supreme guardian of the public interests, will withhold its sanction. Surely party ties will not carry our public men so far as to betray the great trust reposed in them.

The time has arrived indeed to revise our policy in connection with our National Railway if it is to be rescued from the baneful effects of local and political influences.

Interested parties inside and outside of Parliament, and they are legion, will attempt to deceive the country by raising the objection, that it is now too late to retrace our steps, and to adopt a new location. Nothing can be more contrary to truth. The works of construction on the present location, as has already been explained, consist of simply the section from Thunder Bay to Selkirk, and of a second section of 100 miles westward from Winnipeg, upon which latter but little work has as yet been done. General Hewson has shown that the \$20,000,000 involved in the Thunder Bay, Selkirk section constitute no good reason for sinking a further sum of \$100,000,000 in the carrying of this defective location to final completion; and more particularly as the Thunder Bay, Selkirk section will serve