

committing the country to construction through British Columbia. The people of this Province are at variance on the question of the location, some openly proclaiming the necessity of further study. The Government have no accurate detailed information as to the nature, extent and cost of the line from the Rocky Mountains to the Pacific coast. The only figures before the country—in the Yale Kamloops sections—show an average cost of over \$100,000 per mile; and these figures are “rough approximations and simply conjectures” according to the Chief Engineer—in fact are worthless. What if, after the country has been committed, these estimates should be exceeded in execution by from 50 to 100 per cent. as in the case of the Thunder Bay Selkirk estimates!

Parliament should press upon the Home authorities the claims of this country to British co-operation in the construction of this Imperial and National highway; and proclaim the true intentions of the people of this country—Imperial co-operation with joint control—or no immediate construction through British Columbia. What chances can we have of obtaining Imperial assistance after the country has entered upon construction in British Columbia? If we realize to-day the rashness of having undertaken the building of this railway before having arranged with the Home authorities the basis of joint action in a matter of such colossal proportions—how fully should we appreciate on this occasion the imperative necessity of not again committing the country hastily in a matter involving an outlay of over fifty millions. The Premier has informed the House that negotiations on this subject are pending between the Imperial and Canadian authorities. Let then the Yale Kamloops contracts remain in abeyance until the issue of these negotiations.

Parliament should order further study of the several routes through British Columbia, and likewise the survey of the Hewson location—which latter work can be completed