

mined that 4,000,000 of people shall submit—although it may be at the peril of the public fortune—to the threat of British Columbia to secede from the Union. They have decided that Canada shall carry out with her feeble resources a work which should be executed with Imperial funds.

And upon what information have the Government determined to call upon Parliament to sanction the policy involved in these sections, which show an average cost of over \$100,000 per mile? Upon the face of the tender appears a note which says: that part of the quantities are rough approximations, part simply conjectures. The Government and their Engineer avow openly their ignorance of the nature, extent, and cost of the work to which they are asking Parliament to commit the country. The tender is open to challenge; either it is a bulk sum contract, or an item contract; if a bulk sum no honest and wealthy contractors can be found to risk their fortunes on such incomplete data; if an item contract then the country is to be handed over, bound hand and foot, to the tender cares of contractors and Engineers before whom opens up a boundless field to fleece the unfortunate tax-payers of the Dominion. No man knows—nor can pretend to know—to-day what will be the cost of the road through British Columbia. Let not Mr. Fleming give us any more of his assurances, and estimates; in the words of Sir John we declare "his usefulness is gone." The value of his opinions and figures have been exposed of late, and by none in more energetic terms than by the *Montreal Gazette*; and useless they are indeed, having been shown to have been exceeded in practice by from 50 to 100 per cent. The truth appears to be that Mr. Fleming considers money of no account, although it is cheap railroad building that has so wonderfully developed the Western States.