

ARTICLE XI.

THE FUTURE IN STORE.*

The late debate in the House of Commons on the railway question, if not consoling, has certainly been highly instructive, and is commencing to bear fruit. The recklessness of the administration which has presided over this great work since its inception has been clearly exposed—estimates have been exceeded in practice by over 100 per cent. Mr. Dawson has stated to the House, that a section of 100 miles between Thunder Bay and Red River, originally estimated at \$23,000 per mile, will cost \$10,000,000—and in the Yale Kamloops contracts the Chief Engineer, on the face of the form of tender, avows his ignorance of the final cost of this work.

Is it surprising then, that the people of Canada are becoming thoroughly alarmed in the face of the facts brought to light, which point to an ultimate outlay of some \$150,000,000 on this railway—and this with a revenue evidently unequal to the strain involved therein?

It may be safely affirmed, that the country has been led into undertaking this gigantic work under the assurance that it would be accomplished without increasing the rate of taxation; and that both political parties—Conservative and Liberal—are equally responsible for the serious position in which the country finds itself to-day.

The crisis brought on by the lettings in British Columbia, demands firm action. Any further acquiescence in fallacious

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