

## ARTICLE VIII.

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### The Yale Kamloops Contracts.

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We take the following extract from the Speech from the Throne, read on Thursday last, at the opening of Parliament:—

“After an exploratory survey of the line from Port Simpson to the Pine River pass, and through the Peace River country, it has been decided to adopt the location of the line to Burrard Inlet, and contracts have been awarded for one hundred and twenty-seven miles of railway between Emery's Bar on the Fraser River and Savona's ferry. This work will be vigorously proceeded with so soon as the spring opens; its construction will complete the most difficult portion of the Canadian Pacific Railway, and secure the connection by steam of the fertile district of Kamloops with the capital of British Columbia.”

So then, the Government have announced their determination to call upon Parliament to commit the country to unknown expenditures in the construction of 500 miles of railway from Yellow Head Pass to Burrard Inlet through British Columbia. Disguise the fact as they may, the building of the Yale Kamloops section entails the obligation of completion westward to the sea—eastward through the Rocky Mountains. They have determined that fifty millions—so far as we can see to-day—shall be wrung from Ontario, Quebec and the Maritime Provinces in this attempt, whilst these Provinces—crippled in means—are unable to develop the resources lying idle at their own doors from the want of cheap means of transport. They have deter-