

Ocean steamers and sailing ships, night and day, and at all conditions of the tide," and he suggests that steps be taken to reserve the land in the neighbourhood. The mature and deliberate opinion and prudent recommendations of the Chief Engineer will surely meet with the hearty approval of Parliament when the gravity of the interests—the western terminus of this trans-continental railway, and an outlay of over fifty millions—are considered! And whilst further study of the Peace River will be carried on, as recommended by Mr. Fleming, we would, in the most energetic terms possible, ask that the country from Norway House to Quebec should be surveyed. Parliament would then be in a position, with a full knowledge of the case, to decide finally the location of our National Railway—either by the present line or by the Hewson route—which latter route has just received its confirmation from the Pacific to Norway House—and which, if feasible, from Norway House to Quebec, will give us our truly Imperial and National location

The importance furthermore of not committing the country hastily, and of waiting the issue of the negotiations still going on between the Home and Federal authorities, cannot be over-estimated. England cannot, and will not continue much longer to refuse her co-operation in the building of this Imperial military road from the Atlantic to Vancouver, her future stronghold on the Pacific. We have already touched upon the Imperial interests in British Columbia, which are immediate and of primary importance, whereas ours are remote and secondary. Naturally England would prefer to receive the benefits of the road at no cost to herself; very likely will she be prepared to distribute Imperial titles and rewards with a liberal hand to reach this result. But it is the duty of Parliament to guard our interests with firmness, and to refuse to play this game.

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