

finances were flourishing, and her imagination flushed by the development of her great domain in the Northwest. Stimulated by the success of the line from New York to San Francisco, and believing that there was no more obstacles to a trans-continental railway on British soil, Canada undertook to commence the Pacific line within two years of the date of the union with British Columbia, and to complete it in ten. Lord Dufferin repeats Mr. Mackenzie's words, uttered shortly after that gentleman's accession to office upon the downfall of the Macdonald Administration, to the effect that in doing this she "pledged herself to what was a physical impossibility." Being impossible, the performance, Lord Dufferin argues, ought not to be exacted from Canada. He ingeniously endeavors to throw part of the blame of the default upon British Columbia herself, by pleading that the mountains which impeded the enterprise were "their mountains, and in their own territory." For this reason Lord Dufferin holds that the British Columbians are not without responsibility for the failure of the pledge made to them. However, we may pass over this stage of the transaction. Influenced, doubtless, by the consciousness of this misbehavior of her mountains, British Columbia consented to forego the literal fulfilment of the original bargain. Then followed "a painful period" of delay and "friction," which Lord Dufferin passes over lightly; till he comes to what he calls "the new era," when, under the auspices of Lord Carnarvon, a compromise was arrived at between the Province and the Dominion. The substance of the terms embodied in this compromise, Lord Dufferin claims to be Mr. Mackenzie's own; it was he who suggested the Nanaimo and Esquimalt Railway, the telegraph line, the waggon road, and the annual expenditure. Lord Carnarvon was only the arbitrator between the two contending parties, and was not the inventor of the scheme which goes by his name. This, which Lord Carnarvon seems to put forward as an additional argument in support of Mr. Mackenzie's good faith, probably appeared to the citizens of Victoria a somewhat eccentric mode of removing their discontent with the Dominion Government. Had there been any pretext for saying that Lord Carnarvon was the proposer of the terms of the compromise there might have been some excuse for Mr. Mackenzie; but when it is Mr. Mackenzie's own scheme, the fulfilment of which his Government has evaded, what wonder that there should be that irritation and those embittered feelings on which Lord Dufferin had to comment!

The case cannot be put more forcibly than by Lord Dufferin himself against the Dominion Government: "Two years have passed since the Canadian Government undertook to commence the construction of the Esquimalt and Nanaimo Railway, and the Esquimalt and Nanaimo Railway is not even commenced, and, what is more, there is not the remotest prospect of its being commenced." Thus, for the second time has Canada broken faith with her neighbor. The only consolation which Lord Dufferin has to offer us is that Mr. Mackenzie has not been guilty of any base or deceitful conduct, and that the western mountains were "as full of theodolites and surveyors as they could hold." We fear this will convey such scant satisfaction to the British Columbians, who are not so much concerned to know whether Mr. Mackenzie violated his bargain in good faith or bad faith as interested in learning that the bargain is violated, and according to Lord Dufferin's own con-