

NOT PARTY, BUT THE PEOPLE.

THE BYSTANDER.

AUGUST, 1880.

THE voice of the country has been heard, and the Prime Minister has gone to England, taking the Minister of Railways with him, to transfer the Pacific Road to a private Company. This is decisive. After the admission implied in such a step, it will be impossible ever to throw back the burden and danger on the country. Here is the end of the Pacific Railway as a Government enterprise. Are there a hundred people in the Dominion, saving contractors and contract-mongers, who do not in their hearts rejoice?

Our deliverance from Government contracts and their pestilent influence is almost as great a cause of rejoicing as our deliverance from the mad undertaking itself. We may say so without casting an aspersion on any particular Government. No Government, however honest, can control the powers of mischief which are called into activity by contracting on a large scale. The army and navy contracts in England, at the time of the war with France, were sources of jobbing and corruption as prolific as the contracts of the same description in the United States, or Railway contracts here. Look at Mr. Sandford Fleming's letter declining the Chief Engineership of the Intercolonial. He says he would have to investigate unsettled claims amounting to several millions. What an opening for corruption is here! When the scene of operations is distant, and not under the eye of the Government, the danger cannot fail to be increased. The very names of some of the men who are active

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