

NOT PARTY, BUT THE PEOPLE.

THE BYSTANDER.

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THE Minister of Railways, in one of his speeches in defence of the Agreement, avowed his wish that a Company could be found to take the Intercolonial Railway also off the hands of the Government. The Intercolonial will soon have cost the country forty millions. It was built through an irreclaimable wilderness, not for commercial but for Imperial objects, political and military; though, as a military line, it is pronounced useless by the military authorities themselves. When the direct commercial route from St. John to Montreal shall have been opened, as it will soon be, the usefulness of the Intercolonial will cease, and in time the line will probably be abandoned.

The road along the North Shore of Lake Superior, and that through the mountains between the Prairie and British Columbia, are undertaken with the same objects, and form parts of the same enterprise as the Intercolonial. Like it, they are political and military, not commercial. Like it, they are portions of a desperate attempt to create an Anti-Continental Empire, by forcing into geographical union regions which are by nature not continuous, and cannot be made so. Like it, they belong to a policy the moral basis of which has been withdrawn by the overthrow of Jingoism in England and the simultaneous decline of Canadian antagonism to the people of the United States. Like it, they will probably be abandoned so soon as the commercial routes shall have been opened through a peopled and practicable