

Canadians, and Canadian Parties have been imported, though they have, as it were, gone through in bond, and some of the goods consigned to the Grits appear to have been delivered to the Tories. But Americans and people from other countries are coming in, and the motley multitude will care little for Ottawa or for the authority of its party chiefs. The distance is too great for administration, while unfortunately it is not too great for intrigue and jobbery. The Land Regulations, though conceived in no illiberal spirit, have done some mischief and driven away some settlers because they have been tinkered by the officials of a remote Capital. By one edict, we are told, all Southern Manitoba was, in effect, suddenly withdrawn from settlement, and some hundreds of settlers were thereby sent over the Line. An appendage of Eastern Canada the North-West cannot long remain. Every one who thought at all must have seen from the beginning that if Canada bound herself by a political chain to this vast mass, instead of controlling it, she would in all likelihood be drawn by it in the direction in which it might itself gravitate, and which would probably be one little contemplated by the framers of our policy. Enough has already been paid for a dream. But Canada may ask the Company, if Manitoba cannot be otherwise appeased, to relax the monopoly clauses, while she on her part, relieves the Company of the obligation to build through the impracticable wilderness to the north of Lake Superior a road which can have no branches, no large passenger traffic, no trade along the line, nor be of real use to anybody but those who wish to be made knights. The Syndicate is a Land Company as well as a Railway Company, and will gain by everything that promotes settlement and prosperity.

The line taken by the Local Premier, who must be presumed to be acting in concert with the head of his party at Ottawa, seems to indicate that the Dominion Government is not inflexible, but will at least, before repeating its veto, hold itself open to negotiations. However that may be, and whatever may be the issue on the present occasion, the conflict between the laws of nature and those of an artificial policy can only have one end. Without the free construction of railways the development of the