

THE BYSTANDER.

SEPTEMBER, 1880.

WE are obliged to go to press just when the news on which we should have most wished to have the opportunity of commenting is expected every hour. It has been joyously proclaimed by the Opposition organ that Sir John Macdonald has failed. He may not have succeeded in his first attempt, but that he has failed, or will fail, we cannot believe. He is the most skilful of negotiators, and he has everything at stake. The state of the English money market is in his favour, and the improved position of the Grand Trunk will somewhat mitigate the strong prejudice against Canadian Railways. Some sort of agreement, we are confident, Sir John Macdonald will bring back with him. Whatever it is, it is condemned beforehand by those who said that his failure would "be inspiring to every true Canadian." Their cue will most likely be to exaggerate the value of the land, and contend that it has been thrown away. But land is of value only when opened up, and a single railway can hardly be said to open up more than a belt of fifty miles. The mass of our people will, as we believe, irrespectively of party and the rivalries of politicians, welcome any reasonable settlement which will relieve the country of the peril. We may differ very much on political questions, but we all abhor bankruptcy. We may vary in our speculative views as to the future destiny of the country, but we all desire that Canada should remain her own mistress, and that her pos-