

the Pacific Railway, and, secondly, that the financial position of their common country, in the opinion of the most competent judges, is now perilous in the extreme.

—Sir Charles Tupper boldly predicts a new era of prosperity for the Intercolonial Railway. He leaves out of sight the fact that the natural route from the Maritime Provinces to Quebec will soon be open through the State of Maine. Is he so sanguine as to believe that Commerce will avoid the natural route, and go a long way round in deference to political considerations?

—Prince Edward Island petitions against the N. P. The N. P. is merely an adjustment of the Tariff, which, at all events, cannot have done much harm. It is the increase of the taxes, not their apportionment among the different kind of goods, that really pinches, and this was rendered necessary by the expenditure. Let Prince Edward Island petition for a reduction of the cost of government and against the construction of railways in British Columbia.

—The Printing Contract revelations are scandalous, and they are not without their bearing on the subject last discussed. Nobody can suppose that these practices are confined to printing. They extend, beyond doubt, to public contracts generally, and we have now in connection with the Pacific Railway a vast contractors' interest, tugging, we may be sure, with all its force at the strings of government, and supporting with all the influence at its command a policy of expenditure. Whatever may be the financial consequences of the enterprise to the nation, private fortunes will be made, and perhaps carried off, to be enjoyed in the Imperial country. This is not the least serious part of a large outlay on public works in such a community as ours.

—The Militia has had its annual talk. Nobody, in face of a deficit and the British Columbian Railway, proposes an increased vote. The only question is how the small sum at present voted