

Continental works, railways and canals, which, unless the general policy to which they belong is sound, must evidently be our ruin. A community "drifting into bankruptcy" is surely called upon, in the most urgent manner, to look about it and see whether it is on the right track, especially if it perceives that it is being drawn in a dangerous direction, not only by the tendencies of its statesmen, but by the interests of a great body of contractors and contract-mongers who are every day weaving their net around it, and who are sure to carry off great fortunes in whatever plight they may leave the people. If any one is an unscrupulous Annexationist, let him support a policy of ambitious and chimerical expenditure, such as that on which we are now embarking. Bankruptcy will assuredly lead to Annexation in the most ignominious sense of the term; not to an equal and honourable union, such as a nation still flourishing might command, but to a compulsory annexation on American terms.

We are not reflecting on the Government. The Government is merely doing, perhaps with greater energy and ability, what was done by the Government before it. All our public men are pretty much in the same boat, and none of them need specially fear the charge of inconsistency if he now does what is best for the country.

The present state of the case, as it appears to us, is truly described by a very homely phrase—the bottom has fallen out of the Anti-Continental policy. Its mainstay, and the source of its life, British Jingoism, is no more: Sir Alexander Galt finds himself in the position of ambassador to an extinct power, and goes about with his military attaché like a man who has arrived in a striking costume a day too late for the fancy ball. The Anti-Continental system of Separatist railways is practically coming to nothing. By the virtual abandonment of the line to the north of Lake Superior, and the acquiescence of the Government in the American route between Duluth and Sault Ste. Marie, the continuity of the Pacific Railway as a military and political road is fatally broken, and the Imperial under-