

sent year ; provided always that the Provincial Government, the City of Quebec, and the Contractor, had each promptly fulfilled their part of the undertaking ; as would unquestionably have been done, if the present state of things had not existed.

But inasmuch as the Grand Trunk Railway interest has succeeded in preventing the construction of the line *with the aid of private capital from abroad*, and through the legitimate agencies of the Companies who had the matter in charge, the Provincial Government, in order to render available the past expenditures upon the line ; and also to meet the commercial necessities of nearly one half of the most densely populated portion of the entire Province, has found itself compelled to assume the entire responsibility of constructing the line ; and thus to place itself for the time being, in an attitude apparently hostile to (or at least one which is claimed to be so by) the Grand Trunk Railway interest.

It must therefore be admitted as quite apparent, that the present attitude of the Government in respect of the North Shore Line, is attributable entirely to the policy which has heretofore been pursued by the persons representing the interests of the Grand Trunk Railway Company. And also, that if these parties have at last so far emerged from the fog through which they have been sailing during the past few years, as to enable them to discern *breakers ahead*, they have to thank only themselves and their selfish stupidity, for their present position.

#### POLICY OF PRE-EMPTION.

It may also be very proper to inquire in this connection, if the doctrine of *non-interference* by the Government, as