

case, Ministers have been sustained by large majorities. The resolutions respecting the policy of the Cabinet on this question, were moved in the Senate; the one charging the Ministry with accepting a bribe was introduced into the House of Commons. It is altogether likely that the Cabinet policy in granting the Charter will yet be discussed in the Lower House as well, though it is doubtful whether time will be allowed for it during the present session. The bribery charge, which, when first enunciated had certainly a *prima facie* aspect of absurdity, was regarded as being serious enough to be referred to a Committee endowed with extraordinary powers. The report of this Committee will probably not be ready before next session; meanwhile, as might have been expected, the fact of the charge being made, together with some other circumstances, appears to have had the effect of defeating the attempt of the President to negotiate a loan in London. It is rumoured that the financial agents of the Grand Trunk have conspired to throw obstacles in the way in order to enable them to dispose of their own securities to better advantage. This may be true; but it is exceedingly doubtful whether the attempt to interest British capitalists in the Pacific Railway scheme at present could have been successful even without such opposition to contend against. It is very much to be regretted that any responsible member of the House of Commons should have felt himself constrained to bring so grave a charge against both the Ministry and the Company as the lending of money by the latter to the former for the purpose of purchasing political support at a general election; it would be still more to be regretted should the charge prove to be well founded. Even those who are opposed to the Pacific Railway Scheme in its present form, would rather see it checked in some way less damaging to the country's credit abroad, both politically and financially.

The budget speech of the Finance Minister seems to have been a very creditable effort from an oratorical point of view; it remains to be seen how it will stand the test of the sharp criticism to which it will be subjected. Admitting the financial statement to be not at all too rose-coloured as regards the prospects of the immediate future, he must be sanguine indeed who can see any way of preventing an enormous increase of the public burdens at no distant day, if the public works already projected are to be carried out. Thirty millions of dollars for the Pacific Railway, twenty millions for canals, and an additional ten millions for the Intercolonial Railroad will almost double our national debt; the country may consider itself fortunate if it is not trebled or even quadrupled by the time the Pacific road is constructed on the gigantic scale proposed. It does seem a little quixotic for four millions of people to make a deliberate attempt to shoulder such a burden; but, perhaps, with the breathing spell which seems to