

more than \$30,000,000 when completed and equipped. That sum represents an annual payment of interest of \$1,200,000, so that no less than \$1,800,000 would remain to the good. Part of it would, of course, go in expenses of government and protection for the 500,000 people contributing the whole, but it is easy to see that the Dominion has nothing to lose by carrying the Pacific Railway to the Rocky Mountains at an early date."—*Globe*, April 6th.

one-half more would go in if the regulations were changed as we wish.'—*Globe*, April 7th.

In the first article the *Globe* is attacking Mr. Blake, under the usual pseudonym; in the second it is attacking Sir John Macdonald. In the first a certain principle of calculation is adopted; in the second it is covered with ridicule.

As to the vast addition to the revenue which the Government expects from the consumption of dutiable articles in Manitoba, we must repeat what we said before. When Manitoba is big enough to consume a vast amount of dutiable articles, she will be too big to let her tariff be regulated by Canada: she will trade with whom she pleases, and as the border antipathy does not exist in her case, she will probably choose to resort to her natural markets, which are those of the United States. Besides, how can we hope to keep to ourselves for fiscal purposes a traffic which will not be within a ring-fence, but will have to go in bond over foreign territory?

Our people would see the facts of the case and the nature of the enterprise better if they could have before them an economical as well as a political map of the Dominion. In the political map the Dominion appears as a compact half-continent. In an economical map, marking off the cultivable land from the irreclaimable desert, it would appear as four distinct regions of different sizes, with uncultivable tracts, and in one case, a vast mountain chain, between. Speaking roughly, we might call them four great irregular projections of the temperate and fertile parts of the continent into its inhospitable Northern zone. A glance would tell any one that to clamp these four regions together with railroads is a desperate undertaking for a country of such moderate resources as ours. Those who counselled the