Can our Railways be made to pay.—The present indebtedness of the Dominion amounts to $190,000,000 a large portion of which has been sunk in Canals, the Grand Trunk, the Intercolonial, the European and North American, the Nova Scotia, Prince Edward's Island and Canadian Pacific Railways.

In 1857 $15,000,000 were loaned the Grand Trunk by the Government of Canada and not a dollar of principal or interest has been paid to the state from that date to this, and never will be as long as we are debarred from free commercial relations with the United States. That road now stands indebted over $30,000,000.

The Intercolonial cost $36,000,000 and the running expenses and maintenance exceed the receipts by a million of dollars, in the last two years. Through imperial influence, this road was built, for war purposes, as far as possible from the American frontier, thus deflecting the line of route and increasing the distance to its terminus in New Brunswick 150 miles. Its prospects of securing a sustaining traffic was thus utterly destroyed, through that imperial policy which we find everywhere overshadowing the best interests of Canada. We beg to ask the sentimental press, if on that occasion we have not paid a heavy price for British connection. Is it not a fact that, in a few months, when the International from Sherbrooke makes its connection in the State of Maine, the distance will be shortened 300 miles, and the Intercolonial must necessarily loose what through traffic now partially pays running expenses?

Some $5,000,000 have been paid to the European and North American Railway of New Brunswick. Nova Scotia has received $6,750,000 and Prince Edward Island $3,400,000 for a Railway which has not paid running expenses by $200,000, in the last two years. Some $80,000,000 have thus been paid by the Dominion for our railway system within a short period.

The construction of the Canadian Pacific Railway, estimated to cost $150,000,000 w h its branches, roll-