

tem; of the twelve million surplus, the Pennsylvania railroad moved 7,844,000 tons of all kinds of freight in 1872. The lakes, then, for moving grain are equal to half such a railroad.

Fifty-four cents per bushel is the average rate from the wheat centre west of the Mississippi to New York.

When the west of British North America raises in wheat as much as the one State of Iowa in 1863, there will be a freight of twelve millions of dollars for the one item of wheat alone, for the Canadian railways from the west to Montreal, providing the Canadian Pacific Railway is built.

If the construction of the Canadian Pacific Railway, which is for the Canadians, is to be pushed on one side for the digging of the Caughnawaga canal, which is for the Americans, and the trade of the British North West is to be diverted into United States channels, by the Pembina branch and the Northern Pacific, and is to pass east by rail from Chicago to New York, Mr. Mackenzie may as well at once declare his intentions, lower the Union Jack and hoist the Stars and Stripes, for the main benefits of the British North West, which nationally belong to the Eastern provinces, will have passed as effectually into the hands of the Americans, as if all the country west of Lake Superior was part and parcel of the American Union.

Among the people of the Eastern provinces the prejudice has been created and widely fostered, that the benefit of the railway expenditure would be confined to the country through which the railway would be built, and that Ontario and Quebec would be burdened with ruinous taxation. Even in the press which is expected to represent some of the intelligence of a country, this narrowness of thought is not confined to extemporized editors in new settlements. We find the "Canadian Monthly," a respectable Toronto publication, thus speaking of the Canadian Pacific Railway, in its August number. "The farmers and merchants of Canada will have to pay out of their earnings a heavy sum as a fine to the 10,000 British Columbians for having disappointed them of an expenditure which, in itself, would have been little better than waste." However much we may lament, and whatever we may think, of such a provincial view of the Great Dominion work, we are free to confess that it is perhaps premature to expect to find the same broad national sentiment in the infant Confederation, which is to be seen pervading all classes in older and more advanced countries. There ought, however, to be sufficient sectional intelligence in the great Province to see, that money invested in works of construction in any part of the Dominion, is not consumed like cordwood and does not pass away like smoke. It is still in the Dominion, and in the ordinary course of trade finds its way into the different Pro-