

There is some strange secret understanding, we suspect, between Riel and Sir John A. MacDonald. Here is a constituency which one day, at the beck of the Government, supplies a seat to a defeated member, and on a not very distant one elects Riel by acclamation. Is the election made in the latter instance in favour of Government as was the former one? or is the amnesty to Riel to be the price of the late Sir George's seat? We are lost in conjectures, but time will unravel these as well as other tangled secrets.

The Prince Edward Island members have all taken their seats on the Government side. This was long anticipated. The Island expects to get more out of the MacDonald ministry, than they could out of any new ministry.

We need not quote the members from P. E. I. as the only men selfish and dishonourable enough to prefer advantage to right. Unfortunately the public conscience is so utterly debauched that it will bear to tolerate and smile at such reasons for the condonation of the gravest offences. Bribery itself is but a symptom of this terrible depravation. It is only a right and fitting climax which, commencing with the bribery of the elector for his vote, ends by selling the vote of the member for some grand consideration on behalf of the constituency. Whether honesty would not be, in the end, the best policy does not seem to whisper a doubt as to the prudence of politicians in their present career.

Sir Hugh Allen and his associates having resigned their Charter through inability to carry on the work, English Capitalists refusing to supply the funds needed to a party who had procured the right to negotiate by such wholesale bribery, it becomes a very important question, how is the Railway to be built? After what has transpired it would be difficult to organize a company to do the work. What remains but for the Government to undertake it? The country which is to pay for, and be benefited by it, should by its responsible advisers build it. At present a strong agitation goes forward to induce the English Government to purchase the Irish Railways, and run them in the interest of the country. Comparisons are made showing the greater order, comfort and convenience, with less expense of the Continental Railways under the supervision of the Governments of the various countries through which they pass. It appears that the fares are not the half on some of the Continental Railways compared with the charges for similar accommodation in Ireland; and it is argued that the Government should take the Railways and reduce the fares, by which travel would be encouraged and the resources of the country would be developed. From Brussels to Namur is sixty-eight English miles; from Belfast to Portadown is twenty-five. The railway fares from Brussels to Namur (*via* Charleroy) are—First class, 6f. 58c. (say 5s); second-class, 5f. 15c. (3s 11d); and third-class, 5f. 40c. (2s 7d). For the twenty-five miles to