

the United States are to be viewed and treated commercially as "a hostile or, at least, an unfriendly people," and that Canada is to be cut off as much as possible from the continent inhabited by them and to which she geographically belongs. It is the policy of a party here identical with the Tory party in England, and endeavouring, in the interest of Toryism, to create a power antagonistic to democracy on this continent. It regards Canada not as a community of the New World with interests and a future of her own, but as an "auxiliary kingdom" to be governed by a quasi-aristocracy of Knights. In commerce, as in everything else, it shuns the contagion of the Republic. Its instruments are the political railroads destined to weld together Provinces widely separated by nature, and to prevent their inhabitants from using the natural routes, which lie through American territory; a sharp customs line severing Canada from American markets; commercial treaties to connect her with other parts of the globe; and, if possible, an Imperial Zollverein. Its adherents contemplate, not with unmixed horror, an actual war with the United States, and advocate the diversion of roads from the line of trade, as well as the increase of military expenditure, with that view. Setting aside any question as to the general object, which is a matter of opinion, this policy is proving itself to be economically impracticable. It condemns Canada to a commercial atrophy, the inevitable effect of severance from her own continent, and commits her to an expenditure on Public Works which, especially when suffering from that atrophy, she is wholly unable to bear. The first of the political railways, the Intercolonial, has proved financially a ruinous failure, and will become even more worthless and a greater burden than it is as soon as the natural route is opened through Maine. The second road, that to the North of Lake Superior, has been virtually abandoned in favour of the natural route through American territory; so that we are in the absurd position of lavishing great sums on the distant links of a chain, while the nearest link is wanting. The commercial treaties, like the trade in