

British North America and the opening up of the great west to settlement, is deserving of the lasting gratitude of every patriotic citizen. The inextricable difficulties of the Northern Pacific Railway Co. arising from attempting a costly enterprise without capital and without financial aid from the Government—on the basis of a land grant only, and very wild land at that. The extraordinary rise throughout the world in the prices of iron and railway material, adding greatly to the cost of railway construction. The Erie, the Central Pacific and other exposures of railroad rascality in the United States. The loud mouthed and unscrupulous assertions of ravenous politicians, that capital would be eaten up body and bones, if it ventured itself in the Canadian Pacific Railway, conspired with other causes to defeat an enterprise containing conditions which would have ensured success, at any other time in any other country.

Public opinion must be in a very disordered and unhealthy condition when the triumph of a party is thought of more importance than the progress and prosperity of the Dominion.

Had the railway company which obtained the charter from the late Government succeeded in perfecting its scheme, the Canadian Pacific Railway would now, without a doubt, be in process of construction, confidence would have been restored because progress had been secured, and there would not have been a Cartwright tariff. Population would now be flowing freely into the Dominion, capital circulating throughout the length and breadth of every province, giving a healthy impetus to every trade and calling, developing manufactures, affording employment to immigrants and enlarging the home markets for agriculturists.

New York State has not made the city of New York, neither has Michigan, Chicago. They have been built up by what has built up the manufactories of New England, namely, the trade of increasing millions in the western country. If the Eastern provinces have any ambition, and intend to build up great cities and manufacturing industries which may in times to come rival those of the United States, they must imitate the policy of the United States, and make channels to divert the fertilizing system of European immigration into the great west of the Dominion.

The superiority of railroads over lakes as channels for the forwarding of produce, was pointed out by Mr. Wilson, of Iowa, in a late speech in Congress, on cheap transportation from the West to the East.

Of the four hundred millions of bushels of surplus grain, it appears that only sixty millions are moved eastwardly from Chicago by lake and about twenty millions from Milwaukee. Less than two million tons of grain are moved East by the late sys-