

with politics or the press, cannot fail to exercise enormous influence. Our doubt has proved well founded: the election has given the Government a large majority, though the popular vote is more equally divided than the seats. But this is not the end. It is vain to think that restrictions can be permanently maintained on the free development of the Railway system in a new and rapidly growing country. Something Mr. Norquay seems to have owed to his personal superiority over his rival, and he went to the constituencies with a promise that he would re-enact the railway charters. The Ottawa Government, though victorious, will understand the nature of its victory, while the Company must feel that it could not afford long to live at enmity with the Province, of which, moreover, it is the great landowner. An arrangement by which the Company should take its land grant and the completed works, give up the subsidy, pay back the thirty millions which the country has spent, relinquish the monopoly clauses, and be itself released from the obligation to build the unprofitable parts of the road, would be beneficial to the Province, the Company, the people of the Dominion, and everybody except the Knights. The construction, on a vast scale, and at an enormous cost, of political railroads is an attempt, in the interest of the decaying aristocracy of England and its feeble offspring, the Canadian Knightage, to introduce into this continent the principle of the balance of power, which is obsolete as well as loaded with the curses of history in the hemisphere which gave it birth. It is a hopeless struggle against Nature, for which Canada will pay dear. Such is the heresy of the BYSTANDER, held with the contumacious obstinacy which is characteristic of heretics. Already the power with which we contend is beginning to mock at our efforts. When the Railway was undertaken it was proclaimed that this great rampart against the aggrandizement of the United States was to remain entirely in Canadian hands. The thought of American participation was treason. Now a New York firm is in the Company, and the colossal shadow of Vanderbilt has fallen upon the scene. It is needless to say how little chance there is of seeing what the BYSTANDER desires come to pass, especially since the Company has been extending