

fession, will never be carried out. Here it is not so much that the thing is physically impossible as that Canada does not hold it to be desirable. Mr. Mackenzie is full of the very best intentions, but though he is at the head of the most powerful party in the Dominion, and presumably has the confidence of both Houses of Parliament, he cannot unfortunately get the Upper House to pass his British Columbia scheme. In this predicament he has been compelled once more to offer a compensation to the creditors of the Dominion, proposing to pay down a sum of \$750,000 in lieu of the Nanaimo and Esquimalt Railway. Lord Dufferin considers this to be "the most natural solution of the problem," and the best compensation to the British Columbians for the "misadventure" which has led to the second break down in the contract. That is a matter which chiefly concerns the people of British Columbia. If they are willing once more to condone the violation of a bargain made under the sanction of the Imperial Government, and in consideration of the new terms offered, no one will have a right to quarrel with them. But we cannot take leave of the subject without saying that Lord Dufferin has scarcely done justice either to himself or to his office by appearing before the people of British Columbia as a broker on behalf of the Mackenzie Government. His duty to the Crown must be regarded as superior to any which he owes to his own Ministry; and whatever he might feel impelled to do or to say, with the object of retaining the people of British Columbia in their loyalty, or of recommending to them any measure emanating from the Imperial Government, certainly it was no part of his business to negotiate a bargain between the Dominion Government and one of its constituent provinces, still less to appear as the advocate and apologist of his own Ministry.