

point, though the route of the Intercolonial is neither so complete a wilderness, nor anything like so full of difficulty in winter as the Rocky Mountains. As to the railway within British Columbia, it may or may not be a good investment in itself: according to the *Globe* it is; according to Mr. Blake and Mr. Mackenzie it is not. But till we have opened a communication, what business, commercially speaking, have we there? Are we to build a road on the other side of the Rocky Mountains and take our chance of getting access to it through the mountains when it is built?

—As to the North-Western Territory, the die is cast. The road is actually under construction. Those territories, commercially speaking, as Sir Alexander Galt truly says, do not belong to us any more than to the people of Yorkshire or Tipperary; he might add, than to the people of the United States, or of any other country in the world, all mankind being alike at liberty to take up land. It is not, therefore, for ourselves specially that we are opening up the North-West: perhaps, in some respects, it may be against ourselves. In the same number of the *Globe* with the editorial in favour of the National Enterprise, we find the following paragraph:—

“A Lobo correspondent of the *London Advertiser* says:—During the last twelve months farm property has depreciated fully 25 per cent. As for farm stock, implements, etc., such are the operations of the N. P. that they are fairly given away. A good plough, \$3.25; another plough, \$1.25; a reaping machine, combined, for \$85; a double waggon, \$12; a set of double harness, \$1.25; and other goods and wares in proportion. The people are looking westward.”

No unprejudiced man needs to be told that the cause is the “looking westward” rather than the “N. P.”

Still we may avoid loss, perhaps we may gain, if the money raised by the sale of land in the North-West proves sufficient to pay for the construction of the road, and for running it when