

BY ANNIE KEARY

(Author of "A Doubting Heart.")

CHAPTER X

When the front door had closed behind O'Flaherty, Bride Thornley employed in putting the few ordering touches in the room, needed to bring it to the perfectness her brother loved to see in the

to the notion that I was preparing to tell some long-concealed attachment, by

you of Tyrone. *Irish Ballad.* I know nothing of the kaba; how judge? Every man meets his fate some

time." speeches.

A NEVADA CRITIC speaking of a harpist, said.

THEY WERE walking by the seaside, and he sighed

THE FOR TAT.—Greedy Grocer (to farmer's wife

yersel', then; I weighed it wi' the pun' o' sugar I gat
free ye yestreen."

Journal:
"Just as of old! The world rolls on and on ;

This is rather surprising. In common with other

but it seems we were wrong.—*Chicago Tribune.*

first investigated by the famous John Dalton, of Manchester. An amusing story of his color-blindness was

of clothes, he went to a London tailor, and, being a member of the Society of Friends, ordered what he

audience in a flaming suit of steel.

one day, after he had retired from practice, the glorious uncertainty of the law became the subject of

claim the coat up in my bag, and threaten me with a law suit, in case of a refusal to give it him, he certainly

also."

THE DAY OF JUDGMENT.

the latter, either through bad usage or some other cause, killed the horse; upon which the dealer insisted payment; if it was not convenient to pay cash,

jection to grant a bill, but said it must be at a 1922 date. The hirer desired him to fix his own time, when

the writer desired the presiding judge to look at the bill. Having done so, the judge replied, "The bill is

"A BIT OF A LIAR HIMSELF."

men in the same carriage were making. One of them had been telling tremendous stories about himself in a

cried and said, rather offensively, "I fear, sir, that our noise has rather inconvenienced you?" "Not in the

of it "Quite the reverse, my dear sir," said the quiet one ;
"I was very much so—in fact, I am a bit of a liar

DEFINING A STATESMAN.
The following anecdote is from the *Frankfurter*

school. He put the question, "Who was the Baron von Stein?" The whole class replied in chorus, "A

to a little maiden at the bottom of the class, "A statesman," answered she, "is a man who makes

technically used for sermons as well as secular orations, but I am not a statesman." The little maid

time." speeches."

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The Witness.

WEDNESDAY, JANUARY 3, 1881.

THE ADVANCE CONTINUES.

A few weeks ago we announced an increase all along the line in regard to the subscription receipts of the WITNESS publications. This increase is being sustained. At the close of the year the subscription receipts of the WEEKLY WITNESS are fifty-three per cent. in advance of the corresponding five months of the year previous; those of the DAILY WITNESS mail list are eighteen per cent. in advance, and of the MISSISSAUGA twenty-six per cent. in advance. This is most satisfactory, but the battle is not yet over. January tells the tale of the year's proceedings, and if the present percentage of increase be retained, long before the year is over the WEEKLY WITNESS will have gained the thirty-seven thousand subscribers so long worked for. This result is sure to be attained if every present subscriber renews his subscription, and much more than attained if in renewing he encloses a new subscription with his own.

RENEWALS.

Now is the time for the renewal subscriptions to come in. With the year a large proportion of our subscriptions end. By remitting promptly the amounts due for another year's subscription our friends will greatly facilitate the work at this office, and prevent the possibility of any delay in getting their papers.

CHRIST LEAVING THE PRETORIUM.

"We are in receipt of your premium picture, and have to say that it far exceeds our expectation as to beauty and excellence. With Bible in hand we have studied it over till the heart melts in gratitude to God that Jesus Christ died for us. Please accept our most hearty thanks. Hoping that the WITNESS will yet bless every home on the continent."

Respectfully yours,

WALTER TAYLOR.

Warham, Ont., Dec. 21, 1880.

1880.

The brevity of human life as measured by its achievements is the theme of the pulpit at this season of the year; the great length of life as measured by the events which crowd upon it from without is the equally natural theme of the press. This has been a great year—great for political and social troubles, alleviated by the return of agricultural and commercial prosperity. Great Britain has been at the centre of the trouble and her capital has been at the heart of the prosperity. Her year opened darkly. Her diplomatic triumphs seemed abortive. Turkey had not the Balkans, Montenegro had not Gussinje, Greece had not Janina, the Armenian reforms were still but Turkish promises, and the troops sent to hold Cyprus were fast being covered by its corrupt soldiery, in Afghanistan were without a ruler, and practically beleaguered in scattered fortresses by brave and savage mountaineers, who had good reason to hate England mortally. The Zulus had been brought to a troubled repose. At home the agriculturists were in distress and despair, resulting in Ireland in such a famine as has not been known since 1847, a repetition of whose horrors was, however, averted, chiefly by English munificence. In this distress agitation against the land system on which were laid all the evils which are the fruits of improvidence, got a start, and has prolonged Ireland's woes. Home rule, if not independence, was the objective point of this agitation. The Home Rule party, under the name of the Land League, made war upon rents by perjury in the courts, assassination, and a form of persecution now called Boycotting. Had tyranny been really unknown, this movement would have had no strength, and the English Liberals, preparing for a sudden general election, boldly proclaimed the need of reforms in the Irish land system. Believing England to be at heart conservative, declaring this Liberal agitation to be a deliberate attempt to dismember the Empire, and appealing to the principle of Imperialism, Lord Beaconsfield upholding the country. Mr. Gladstone took up the gauntlet, saying that it was the party "that maintained an alien franchise, an unjust land law, and an inferior franchise" that was endangering the union with Ireland. The members rushed to their constituencies without waiting to hear Sir Stafford Northcote announce a deficit of £3,350,000. Good Liberal organization, the vane of Jingoism, hatred of extravagance and confidence in Mr. Gladstone when real danger threatened, not only swept away the Conservative majority, but gave the Liberals control of the House, independent of the Home Rulers, although that party was very successful in Ireland, expecting to have the casting vote

in the House. The Liberal majority was sixty-six over the Conservatives and Home Rulers combined. The Radical element in Mr. Gladstone's Cabinet, which took office at the end of April, was so strong as to cause much alarm, but Radicals are usually less dangerous when in power. Changes were taking place on the continent. Germany for German reasons helped Austria to extend her ascendancy as a Slavic power in the Balkan peninsula, a move which pleased the Russia-hating Conservatives. Russia massed half her army on the German and Austrian frontier, and through Gortschakoff tried openly to form an offensive alliance with France and Italy, but failed. Germany and Austria proceeded to build fortifications and increase their armies. Then the Czar said the troops had been gathered to deal with some expected insurrection, and the Emperors of Germany and Russia, uncle and nephew, met and kissed. The Austrian Emperor visiting Poland had an ovation from the Poles, who like Austrian rule better than the tyranny of Russia, or the harshness of Germany. Mr. Gladstone, having made friends with Austria, with regard to some remarks of his made on the hustings, suggested a second Berlin conference, to see to the carrying out of the stipulations of the first. This conference made some modifications as to the part of Albania that was to be ceded to Montenegro, but confirmed the other stipulations. The Sultan of course assented to everything, and of course did nothing more than before, while his Albanian subjects, with the moral support of the Porte, were determined to resist the cession. The Sultan kept on temporizing, and a great naval demonstration of all the Powers appeared off the coast under the command of Admiral Seymour. The Sultan admired it, but told them to take away their ships or he would do nothing. It was only when England threatened to take Smyrna and so cut off a large part of its revenue that the Porte came to terms, and the surrender was made about the end of November. The same farce then commenced with regard to Janina, and is still in progress. The King of the Greeks has paid a pleasant visit to all the powers, has amassed an army of thirty thousand six hundred men—pretty big for Greece in her best days. But the allied fleet has dispersed, England being busy and France comparatively indifferent. Home affairs absorbed the attention of the English Government. The Parliamentary session had been largely rendered nugatory by a member who wished to take his seat as an athlete against the forms of the House. He was at length allowed to affirm, subject to any liability of statute. Some scandalous expressions used with regard to Mr. Chamberlain, the French Ambassador, at one time threatened to occupy the remainder of the energies of Parliament. A burlesque bill was brought forward by the Lord Chancellor, permitting non-conformist services in churches, which after much discussion was passed. A Government bill giving farmers a right, inalienable by contract, to destroy ground game was passed after slight opposition in the House of Lords. A bill to make employers responsible toward employees in case of accident was also passed. Besides these measures there were two bills by Mr. Fawcett extending the Post-office saving banks system, a measure providing for the safe loading of grain in bulk in vessels for the ocean voyage, all of which the Government insisted upon being passed through, and Parliament had to sit during the shooting season to do so. But the main measure, around which the struggle of the year took place, was the "Compensation for Disturbance in Ireland Bill." The bill proposed to empower county court judges to annul in certain districts scheduled as distressed the exception in the act of 1870, by which the non-payment of rent deprived a tenant against whom ejectment proceedings were taken, of his right to obtain damages from the landlord, when the tenant could plead that he was unable to pay by reason of the failure of the crops, and when the landlord was unwilling to accept reasonable terms. The Conservatives regarded this bill as a sop to the Home Rulers. The extreme Home Rulers enraged by the dropping of the Irish franchise bill attacked the bill as insufficient. After a long discussion, in which Mr. Gladstone declared that the bill was necessary for the proper government of Ireland during the coming winter and that if it was not passed that he was afraid that "Ireland would be within measurable distance of civil war," the bill was rejected by the House of Lords, only fifty-one peers out of two hundred and eighty-two voting in its favor. Although Lord Hartington led the House with firmness and tact, the absence of Mr. Gladstone from July 30th, when the world was alarmed to hear that he was taken ill, until the 3rd of September a few days before the close of the session, when he appeared in fair health after a trip around the Scottish coast in the ship "Grantlyn Castle," was felt. Mr. Gladstone's sudden illness created a greater shock in consequence of the announcement made about the same time in the House of Commons by Lord Hartington, that he had received news from India stating that General Burrows' force beyond Candahar had been annihilated by Ayob Khan, and that General Primrose had in consequence withdrawn his force within the Citadel. This was a bolt from a clear sky. During the year Gen. Roberts had no serious trouble at Cabul. Gen. Stewart, who had occupied Candahar for nearly two years, had left that city peaceable, and under probably the very best government it had ever known—under the Wali Sher Ali and Col. St. John. On his march to Cabul he was attacked by Mahmoud Jan, whom he totally defeated in a two hours' fight, killing a thousand of the enemy and losing seventeen men. Under the guidance of Lord Ripon, General Stewart opened negotiations with Abdurrahman, supposed to be the Russian pretender to the vacant Ameership, who accepted power at the hands of England. The Government had determined on the evacuation of Cabul when the news of the disaster at Candahar arrived. So General Roberts started with ten thousand picked troops from Cabul, and General Stewart withdrew safely immediately after. The result to General Burrows had been the desertion of the Wali's faithless troops, and the unsteadiness of a Hin-

doo regiment. A battalion of the 60th regiment of the line was annihilated. In spite of this it had taken fifteen thousand men to overcome twenty-eight hundred, and that at such expense that Ayob was not able to follow up his victory by pursuing the small British remnant. General Roberts swept across the country in surprisingly short time, and scarcely resting his troops attacked and put to immediate flight Ayob's victorious force, so that it was seen no more. For the idea of a scientific frontier which was finally given up, seventy-five millions were spent and thousands of lives sacrificed. British troops only remain in Candahar, which it has not yet been determined to evacuate. Parnell, who, in spite of the Parliamentary regulation against obstructive members had managed to obstruct a good deal during the session, went home for renewed agitation and the organization of the Land League. The instruction to the people was to hold on to the harvest, but pay lenient landlords such rents as were convenient. Outrages increased in number and atrocity. The Ross murder, the Mountmorris murder, the persecution of Captain Boycott, followed in course, and "Boycotting" became the regular method of enforcing the Land League's commands and for intimidating the officers of the law. Actions were taken against the leaders of the Land League, the evidence against them being derived chiefly from their speeches in public. Meantime the Government of the south and west of Ireland has passed from the hands of the authorities to those of the Land League, who have constituted courts of arbitration and organized an armed militia and a system of taxation. Government has hurried over troops until now there are as many troops in Ireland as in Afghanistan at the height of the campaign. The position of affairs is far more dangerous than at the time of the O'Connell agitation. This agitation has certainly prepared public opinion for a much greater measure of reform in the land laws than would have been believed possible a few months ago. An attempt at a similar agitation is proposed in Great Britain. There is, however, little prospect of its success, for the crops have been very good, having been about an average, though prices are still low. The commercial depression has been gradually passing, each month's trade returns showing a decided improvement over those of last year. Social reform has been gaining ground rapidly. The temperance cause has especially made great progress. Sir Wilfrid Lawson's annual anti-liquor resolution took the shape of a local option law and was defeated in March in the House by one hundred and fourteen, but after the election, which had proved fatal to the great brewery and rummellers' interest, he carried a resolution through the House in favor of it. A Sunday closing bill for Wales brought to the surface a great deal of feeling in favor of temperance, there being only one Welsh representative opposed to it. Mr. Gladstone's measure repealing the malt tax and placing a straight duty on beer is also a move in the right direction. The celebration of the centenary of the establishing of Sunday schools by Robert Raikes is a notable event. Not many great calamities have occurred, the most remarkable being the loss of the "Atalanta," a training ship with three hundred and twenty youths and men aboard, which left the West Indies in April, and was never after heard of; in June its name was struck from the navy lists. A great colliery explosion occurred at Risca, in Wales, one hundred and nineteen lives being lost. In September the Seaham colliery, in Durham, was the scene of a great disaster, by which sixty-two lives were lost. The year has been one of great development for Canada. The passing of the commercial depression, which had been almost universal, and the prosperity of the United States, together with the good crops which had been reaped for two successive years, and which brought high prices in consequence of the demand from Europe, all helped to create better feeling here in the beginning of the year. It was felt also that the many failures of the preceding years had left the remaining business houses on a firm basis. The protective tariff had the effect also of inducing a speculative spirit which at the beginning of the present year found expression in the enormous demands for Government and municipal grants and subsidies by all sorts of manufacturing companies. The *Canada Gazette* during the first months of the year was full of these. As time went on, however, most of these schemes came to nothing, very happily for the country as well as for those who proposed them. Still much development has been the result. The effect of the new tariff upon the Budget was a matter of much interest, and on the opening of Parliament in the beginning of February—a very gay opening being made by the Governor-General in the presence of the Princess and many visitors—the financial statement was eagerly looked for. It was found that the large increase in the tariff from two and a half to ten per cent. had not sufficed to bring the revenue up to the expenditure, the deficit being about one million six hundred thousand dollars. The Government did not propose any amendments of any moment in the tariff. The Letellier question was brought up and the important fact elicited that the reference of the whole question to England was made by Sir John Macdonald, and not by the Governor-General. A motion by Mr. Mills to confirm the boundary award decided by the Arbitration Commission was rejected on a straight party vote, the Liberals being in its favor and the Conservatives against. One of the most important acts was the repeal of the Insolvency law, the opinion of the House being totally against any mere amendment. A great discussion took place on the Pacific Railway enterprise, Mr. Blake, who later on replaced Mr. Mackenzie as leader of the Opposition, taking the stand that the road should not be constructed so fast as to lay fresh taxes upon the people, and that the construction should be proceeded with merely as the colonization of the country demanded it. The Government were, however, sustained in their determination to go on with the construction with all speed. Some months after the close of the session Sir

John Macdonald announced that two or three offers for the construction of the road had been made and that the Government were considering them. A few weeks afterward Sir John Macdonald, Sir Charles Tupper, and the Hon. J. H. Pope visited England for the purpose of conferring with the different capitalists. To quote the words of Sir John in the House, however, an arrangement after another broke down, and it was found that only one reliable company would undertake to build the road. Parliament was called about the middle of January to ratify the bargain, which was that the company should be granted a subsidy of twenty-five million dollars, and twenty-five million acres of choice land, thirty million dollars' worth of constructed railway, the privileges of exemption from taxation of the road and belongings for ever and of the land for twenty years, of bringing in all material for construction free from duty, and of locating the line where they chose, subject to the approval of the Governor-in-Council, in return for the construction of the two sections of the road, the whole road to be the absolute property of the Company, and they to maintain and run it for ever. The purpose of the Government was to get the contract ratified before Christmas, but this proved impossible, and an adjournment was granted. Among the principal measures was the amendment of the Banking Act. Just before the close of the session an attempt was made to amend the Scott Act so as to make it necessary, for its success in a locality, to secure a full majority of the whole vote in its favor. It was passed by the Commons, but the Senate threw it out. This, together with the decision of the Supreme Court in favor of the legality of the Act in all the provinces, encouraged the temperance reformers to greater efforts, which have borne and still promise good results. The efforts of the merchants of the Dominion to free our waterways from vexatious taxes which hinder the development of the carrying trade were for the time ineffective, but favorable legislation was promised before the opening of another session. Ontario had an election which gave the Liberal ministry an increased majority, the result of honest government and perhaps some dissatisfaction with the effects of the protective tariff. The Quebec Legislature met to consider principally the financial strain in which the Province is and to ratify the Paris loan of four million dollars. A Credit Foncier Company with an immense capital to develop the resources of this Province was incorporated. The efforts of the local legislatures of all the provinces to abolish the legislative councils are noticeable. In no case, however, were they successful. The Hon. George Brown's assassination by a late employee of the *Globe* establishment threw a gloom over the whole country for a time. The Hon. Mr. Holton's death was another national loss. The great fire in Hull, burning out five hundred families, and destroying three hundred thousand dollars' worth of property, the two accidents at the Ford Pit at Stellarton, in Nova Scotia, causing the loss of fifty-five lives, are among the most notable calamities of the year. The horrible massacre of five members of the Donnelly family, of Biddulph, created profound horror and surprise that a condition of things worse than the worst known of some of the lawless Southern States existed in a quiet rural neighborhood in Ontario. The Oka Indians were tried for the fourth time and were acquitted. To turn to brighter things, Hanlan's victories should not be forgotten, nor the far greater victory of Mr. Frechette in having his book of poems crowned by the French Academy, a victory which has drawn the bonds of New and Old France closer than they have been for some centuries. The visit of Prince Leopold was another pleasing event, though the Princess Louise, who met with a severe sleighing accident, sustaining serious injuries, accompanied him home, and was compelled to remain in Europe, the severity of our winter being considered dangerous for her. Of the other colonies the Cape has attracted most attention, having rejected confederation with the other provinces, annexed West Griqualand, and in an attempt to disarm the Empire's late allies in the Zulu war, the Basutos, has drawn upon itself a war, the end of which is not yet in sight. The Boers have seized the opportunity to attempt to secure their independence by a rebellion. Australia has been busy mostly with her International Exhibition at Melbourne, and Victoria has found it necessary to amend her constitution to get over the deadlock between the two branches of her elective Legislative Parliament. Of European countries Russia has been most troubled. She has been quarrelling all year with China over the Kulds question, and trying to embroil Japan by stirring up the question of the ownership of the Loo Choo Islands. The campaign in Tekke Turkistan has dragged along without results. In the early part of the year the Nihilists were very busy, and much alarm was created, which amounted to national terror when they succeeded in blowing up the dining-room of the Winter Palace, in which, but for an unexpected detention, the Czar and family, including the Duchess of Edinburgh, would have been seated at dinner. General Melnikoff, a Liberal in character, was then appointed Dictator, and he, by adopting firm but open and liberal measures, instead of pursuing repressive ones, by using his pardoning powers freely among the Nihilists themselves, and by securing the aid of the rural communities, succeeded in divesting Nihilism of all its terrors, and in seven months after his appointment, abolished the secret police and the press censor, and dismissed the Minister of Education, whose repressive measures drove the students into Nihilism. Russia's crops have been poor, so that she has had to import grain for some departments. Heavier taxes are fixed for next year to meet the Government requirements. In Germany Prince Bismark has been busy patching up a peace with the Vatican, with little success, and with perfecting his protection policy, whose results so far have been dear bread and lessened exports. Toward the close of the year the agitation against the Jews, which had been carried on quietly for months, became louder, and a petition was presented to the Government praying for repressive measures. So

cial interests the United States has, as usual, had a good deal of trouble with the Indian tribes. These have been pretty well settled in a way not very just to the Indians, but still it is better for both the Indians and the whites that a peaceful settlement has been effected. The two great inter-oceanic canal schemes have occupied some attention. M. De Lesseps has the start with the Panama scheme, his bonds being already on the market, while the Nicaragua Company, in which General Grant and many others are interested, has just been incorporated. Among the great of the world who have died during the year are the Empress of Russia; Senor Ayala, President of the Spanish Chamber of Deputies; Frank Leslie, the illustrated newspaper publisher; the Duc De Grammont; the Duc de Schleswig-Holstein; Jules Favre, Senator and Academician of France; Lord Stratford de Redcliffe; Sir John Goss; Tom Taylor, dramatist, and editor of *Punch*; Earl Dalhousie, Sir Thomas Bouch, engineer and builder of the Tay bridge; Mrs. Cross, better known as Miss Marjane Evans, but better known as "George Eliot," who was only married in May last. Frank Buckland, naturalist; Hubert Frederic Orban, Belgian Liberal statesman; Jacques Offenbach, music composer; Miss Adelaide Nelson, Lord Chief-Justice Cockburn, Sir Fitzroy Kelly and our own honored dead, the Hon. George Brown, the Hon. Luther H. Holton, the Hon. Edward Barron Chalmers, at the time of his death Lieutenant-Governor of New Brunswick; Senator Seymour; Judge John G. Marshall, of Halifax; Mr. Recorder Sexton, of this city; and Mr. Hims-worth, late Clerk of the Privy Council of Canada.

THE FUTURE.

It is as natural at the beginning of a year to forecast the future as it is at the end of one to review the past, but the picture must be drawn in much broader and mistier lines. Every country, however, passes through slow changes which are only noticed by those who watch them and which suggest an outline for the time to come. Canada is rapidly passing out of the colonial stage. In 1850 born Canadians were, except at school, almost an impassable element of the English-speaking part of our population. In 1900 emigrants from the old country will, except in the newer regions of the North-West, form quite as insignificant a part of the whole. In 1850 society in Canada was shaped very largely upon the manners and customs of English officers, English officials and English men and women of the gentleman class, who were naturally deferred to in all things. The military element disappeared in 1866, and since confederation Canadians have had most of the official appointments. Parliament is now largely filled with Canadians, and by the end of the century the foreign element will count for nothing there. We have in fact reached that stage which must come to every young country, as measles to the individual, which among the Americans, for what reason we know not, is called the know-nothing stage. The symptoms are extreme jealousy of imported talent in any department, and a general desire on the part of the country to live by sucking its own thumbs instead of seeking for culture, wisdom and experience from without. With the colonial condition has largely passed away the fostering care of the mother country. At one time England was willing to spend her last penny on Canada, just because she was an infant of her own, but now that Canada is pretty well grown up her maternal solicitude has materially modified, and we are told to go and play with the other children. Who ever hears an Englishman on a Canadian platform, who has not got the United States and Canada so hopelessly mixed up in his mind that his store of compliments intended for the great Republic are, however little we may like it, unconsciously let slip upon us. The average Englishman may have great and vague notions about an empire on which the sun never sets, but the difference between an American and a Canadian is in the average Englishman's mind much vaguer still. This indifference seems not to diminish with greater intelligence. The greater the intelligence the more completely has national prejudice been conquered. Mr. Thomas Hughes did a symbolic act when in trying to set up a model English community in the new world, he placed it in Tennessee rather than in Canada. There was, however, one interest which bound us to England after the social tie was almost broken, and the political one had been reduced to the most slender thread and that was the financial. Even in this we see great signs of change. Although England is plethoric with money, it is in France that our Credit Foncier scheme finds support and when we must have the means to build a Pacific Railway we have to seek them entirely on this side of the sea. It is the United States and not England that is helping us through with our great enterprise. We have a hundred and fifty millions of acres to be settled. In twenty years there will be no land going begging, and population will begin to feel a sort of pressure to which it is not accustomed on this continent. Agricultural immigration will be accelerated by the large and excellent wheat product of the virgin soil of the West, against which the English and Continental agriculturist will have no chance at all, and by the rapid increase of cattle raising which will inflict a still worse blow on the old world farmer. The greatest check to the growth of the West is railway monopoly. The principle of the American railway is to lay on the traffic whatever it will bear. This means that the farmer is to lose all the advantage of his favorable soil, and the consumer the advantage of cheap bread, the railway swallowing up both. This is a state of things against which the United States is struggling against national bondage, although their railways have no advantages, though what they can secure by combination. Canada, with her eyes open, is welding for herself fetters of this sort which shall have statutory force and treaty authority, giving to a few men absolute control over the value of her wheat and other products for an indefinite time to come. There are other influences at work which must, before long, intimately affect the social and political

IS IT TREASON?

Are the people of Canada willing to pay large subsidies for the purpose of extending and benefiting the railway system of the United States, and of increasing the prosperity of American ports at the expense of their own railway system, and to the detriment of the trade prospects of their own cities and exports? It would seem like it. Shortly after this contract was first given to the public the *Witness* pointed out the occult purpose of the St. Paul, Minneapolis and Manitoba Railway Company under the outward guise of the Canada Pacific Railway Syndicate. We showed clearly that it was the first object of the "Syndicate" to make the main line of the Canada Pacific a feeder to their Minnesota railway system. We pointed out then that it was the intention of the Syndicate to deflect the main line of the Canada Pacific toward the United States border, near the Souris River, and thence build a line to connect with the Minneapolis and Manitoba line, thus by the deflection making the main line of the railway to continue in its southeasterly course, and leaving Manitoba and a great share of the North-West to one side. The Canada Pacific line from the Souris to Winnipeg would then be a mere branch of the St. Paul and Canada Pacific. It seemed to most people that the *Witness* must be mistaken and that the Government would not sell the best interests of Canada or rather pay a company to take them. Yet that we were not mistaken is clearly proved by an article in the *St. Paul Pioneer Press*, which gives the details of what appears to be a cut and dry scheme of the Syndicate, and which is already commenced. The *Pioneer Press* states that two lines are to be constructed running north-westward. One starts from the main line two hundred and eighteen miles from St. Paul, and runs to Devil's Lake via Benceville and Moorhead. The other leaves the St. Paul and Manitoba two hundred and ninety-seven miles from St. Paul and runs via Crookston and Grand Forks. These railways will meet at the Canadian frontier near the Souris coal fields. "From there," says the *Pioneer Press*, "the line will be carried up the Qu'Appelle Valley as the Canadian Pacific, though in reality it will be merely an extension on Canadian territory of the St. Paul and Manitoba Railway." The Syndicate journals, especially the *Montreal Gazette*, were very much afraid that the Canada Pacific might be tapped by a line running south-eastward from any point on it to American territory. It turns out that the provision which the *Gazette* foresaw would be placed in the contract, is merely for the purpose of giving the St. Paul, Minnesota and Manitoba Company the monopoly of the tapping business, for they are to be allowed to do for that special purpose what other companies are expressly forbidden to do. It was really the St. Paul, Minneapolis and Manitoba Company that was protected by the clause, not the Canada Pacific Railway. There can be no doubt that the clause against tapping lines was inserted at the request of the Company. The whole contract from beginning to end looks as if it were framed for the sole and only purpose of making the Canada Pacific Railway tributary to this foreign line. We trust that now this is made plain that the Ministerial organs will be as anxious as they were before to prevent the main line from being tapped at a point west of Winnipeg. This confirmation of the revelation made by the *Witness* should be enough in itself to condemn the whole contract. Is this Syndicate to be paid an immense amount of Canadian money and be given an immense quantity of the choicest Canadian land for the purpose of extending its own railway system, and of deflecting a large amount of Canadian traffic from a Canadian line to American lines, and from seeking the Canadian ports of Montreal and Quebec, to those of New York, Baltimore and Boston? We cannot believe that the Government knew of this scheme when the contract was made. It is so clearly inimical to Canadian interests that they deserved to be impeached for treason if they saw it and signed the contract as it now stands.

THAT EASTERN SECTION.

No one save Sir John Macdonald and his immediate political following wants this section of the Canada Pacific Railway to be built at present. That the Syndicate has no intention of building it is abundantly manifest from the contract itself, and notably from the inadequate proportion of money and lands allotted to it. It is also manifest that in the nature of things, traffic cannot be forced over this route even were it constructed, and that all the Syndicate's interested influence will be used to send this traffic over their St. Paul road and through the United States. A few figures copied from the Canadian blue book on railways will show more further light on this matter, and will show how absurd it is to hope for the construction of this section by the Syndicate, notwithstanding the assertion of

an intention to begin it at once and to finish it in six years. Here are details of the cost of the Grand Trunk Railway, copied from the blue book:

Capital required, 1879, 1880, 1881	\$53,404,000.00
Interest on capital, 1879, 1880, 1881	15,873,102.80
Operating expenses, 1879, 1880, 1881	15,142,000.00
Depreciation, 1879, 1880, 1881	8,241,000.00
Amortization, 1879, 1880, 1881	8,241,000.00
Reserve fund, 1879, 1880, 1881	8,241,000.00

Total cost of 1,390 miles with rolling stock, 1879, 1880, 1881, \$131,891,920.27. With every allowance made, these startling figures may perhaps be deemed inappropriate to existing circumstances. We therefore turn to the pages which deal with the Intercolonial road, with which this eastern section has much in common, save that the latter is through a more difficult country, a country wholly unsettled and void of population, and one to which the transport of labor, supplies, material and plant will be vastly more difficult and costly than in the case of the Intercolonial. The seven hundred miles of the Intercolonial Railway cost for construction and rolling stock, up to the close of the fiscal year of 1879, without taking into account the cost of the Rivière du Loup Branch, the sum of \$36,317,705.01. The eastern section will have about the same mileage as the Intercolonial Railway and about half that of the Grand Trunk Railway, and there has been allotted to it ten million dollars and six and a quarter million acres. The Syndicate and the Government alike value the land at but one dollar per acre, but for convenience sake we have assumed that the entire subsidy is good value for twenty million dollars. Construction in this Laurentian wilderness, without seaboard facilities, is much more likely to approximate toward the cost of the Grand Trunk Railway. But even supposing that the road could be put through in ten or twelve years, and at a cost of forty million dollars, one moiety of which has been found by the Dominion and the other by the Syndicate, even that sum would burden the latter at five per cent. with a payment of one million dollars per annum for interest alone. From the operations of the same road, we may gather some data as to the probable cost of working this section when built:

For the year 1879, 1880, 1881, gross earnings from all sources	\$1,294,000.00
Less interest on capital, 1879, 1880, 1881	1,294,000.00
Less operating expenses, 1879, 1880, 1881	1,294,000.00
Less depreciation, 1879, 1880, 1881	1,294,000.00
Less amortization, 1879, 1880, 1881	1,294,000.00
Less reserve fund, 1879, 1880, 1881	1,294,000.00

Considering the very much more favorable position of the Intercolonial Railway, both for greater volume of traffic and lesser cost of carrying it, the deficits of this eastern section could hardly fall below one million dollars per annum for several years after it was opened. But it is like slaying a dead dog to argue the matter at all. To build this seven hundred miles of railway within the next six years, or twice six years for that matter, and "thereafter to maintain and efficiently operate the same," would tax to their utmost the resources of the Dominion, let alone those of this million-dollar Syndicate.

WHERE THE SYNDICATE LANDS WILL BE SELECTED.

It could not be expected that the great body of electors should be at all well acquainted with the precise locality and extent of the fertile lands throughout the Dominion; and it would not be surprising if a large number of their representatives in Parliament should have confused ideas about this matter, but we have a right to expect of our Minister of the Interior, Minister of Public Works, Minister of Finance, and all other Ministers to whom are entrusted the control of our public lands, that they should make themselves at least partially acquainted with the location, extent, quality, present and prospective value of these lands before they undertake to barter them away to a company, some of whose members are well posted on all these subjects. What would be thought of the conduct of an agent who had been entrusted with the disposal of an unknown estate, if he should sell the whole, or a large portion of it, to some speculator for whatever he chose to offer for it, without taking the trouble to make himself even partially acquainted with its extent and probable value. Yet this seems to be the case with the Dominion ministers in Ottawa. We are loath to believe that persons holding the responsible position of Cabinet ministers when addressing the people's representatives, in the House of Commons, would knowingly make untruthful statements, although they are often not so careful as they should be in this respect when addressing public meetings. When the Hon. Premier, from his place in the House, stated that in the twenty-four mile railway belt, extending from the western boundary of Manitoba to Jasper House, the amount of lands available for the Railway Company, according to the agreement, would be about eleven million acres, he either knew that he was stretching the truth to twice its proper dimensions, or otherwise he knew but very little about the country through which the proposed railway has to pass. As far back as the month of August 1879, the Government had disposed of nearly all its available lands within twenty miles of the surveyed route of railway for nearly one hundred miles westward from the boundary of Manitoba. Not a single section of good Government land could then be found by intending settlers until they had gone some dozen or more miles beyond Rapid City. Although the land regulations then adopted by the Government have retarded settlement considerably, yet a large quantity of the best lands lying westward from Oak River have since then been secured by settlers and speculators. A belt of land forty-eight miles wide and one thousand miles long—the estimated distance between Winnipeg and Jasper House—would contain thirty million seven hundred and twenty thousand acres. As almost all the good land adjacent to the line for two hundred miles westward from Winnipeg is already taken up, we must deduct one-fifth from the above quantity, leaving twenty-three million five hundred thousand acres. From this latter sum must be deducted the Hudson's Bay Company already in the possession of settlers, lands covered by water, &c., making in all about one-fifth of the remainder, leaving eighteen

million eight hundred and sixty thousand and eight hundred acres to be equally divided between the Government and the railway company. But since the half of these lands are not "fairly fit for settlement," the Company's share will not exceed, if it amounts to, five million acres. Perhaps by taking a more southerly direction from the western boundary of Manitoba, through the large fertile tract in the vicinity of Moose Mountains, the Company may secure another half million of acres within twenty-four miles of the main line. Perhaps eight million acres more may be selected by the Company from the alternate sections of (good) land extending back twenty-four miles deep on each side of "branch lines of railway located by the Company, or of any common front lines to be agreed upon between the Government and the Company." There will still remain eleven million acres which "the Company may, with the consent of the Government, select in any tract or tracts of land not taken up in the North-West Territories." The true value of this latter arrangement to the Company can only be estimated by such persons as are pretty thoroughly acquainted with the way that the good lands are distributed in larger or smaller tracts over an immense extent of country suitable for grazing purposes, the close proximity to which will greatly enhance the value of the good farming lands.

THE BYSTANDER AND PACIFIC RAILWAY CONTRACT.

"If the political and military line across the Continent on Canadian territory is to be constructed, the sum expended must be vast. The only question is whether, under this agreement, it will be too vast. That is a question which an expert only can answer. To an expert accordingly, and as we think a trustworthy one, we have gone, and he, after comparing the cost of different Canadian and American lines, pronounces that the sum is not too vast. In the prairie section the appropriation to which appears large, it seems that drainage is likely to cost more than is commonly supposed." The above is the line of defence adopted by the *Bystander* to account for the vast subsidies granted to the Syndicate for constructing certain sections of the Canada Pacific Railway. The best way to meet the opinions expressed by the *Bystander* and the "trustworthy expert" to whom he applied for information, as to the cost of constructing the railway over the prairie sections, is by giving the schedule of quantities and prices contained in the contract made on the nineteenth of August, 1879, for the construction of the "first 100-mile section west of Red River."

100 acres clearing, at \$2 per acre	\$200
50 acres grubbing, at \$4 per acre	200
100,000 lbs. of wire, 12 gauge, for fencing, at 10¢ per lb.	10,000
1,000,000 lbs. of iron, 12 gauge, for fencing, at 10¢ per lb.	100,000
700,000 cubic yards of excavation, at sixteen cents per cubic yard	112,000
100,000 cubic yards of fill, at 10¢ per cubic yard	10,000
100,000 cubic yards of gravel, at 10¢ per cubic yard	10,000
100,000 cubic yards of sand, at 10¢ per cubic yard	10,000
100,000 cubic yards of stone, at 10¢ per cubic yard	10,000
100,000 cubic yards of brick, at 10¢ per cubic yard	10,000
100,000 cubic yards of tile, at 10¢ per cubic yard	10,000
100,000 cubic yards of concrete, at 10¢ per cubic yard	10,000
100,000 cubic yards of mortar, at 10¢ per cubic yard	10,000
100,000 cubic yards of plaster, at 10¢ per cubic yard	10,000
100,000 cubic yards of paint, at 10¢ per cubic yard	10,000
100,000 cubic yards of oil, at 10¢ per cubic yard	10,000
100,000 cubic yards of lime, at 10¢ per cubic yard	10,000
100,000 cubic yards of cement, at 10¢ per cubic yard	10,000
100,000 cubic yards of sand, at 10¢ per cubic yard	10,000
100,000 cubic yards of gravel, at 10¢ per cubic yard	10,000
100,000 cubic yards of stone, at 10¢ per cubic yard	10,000
100,000 cubic yards of brick, at 10¢ per cubic yard	10,000
100,000 cubic yards of tile, at 10¢ per cubic yard	10,000
100,000 cubic yards of concrete, at 10¢ per cubic yard	10,000
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100,000 cubic yards of plaster, at 10¢ per cubic yard	10,000
100,000 cubic yards of paint, at 10¢ per cubic yard	10,000
100,000 cubic yards of oil, at 10¢ per cubic yard	10,000
100,000 cubic yards of lime, at 10¢ per cubic yard	10,000
100,000 cubic yards of cement, at 10¢ per cubic yard	10,000

Being one hundred and thirty-three thousand acres, the value of the lands to be granted to the Syndicate for doing the same work; but the Syndicate are to receive in addition to this, twelve thousand five hundred acres of good land per mile, amounting in the one hundred miles to one million two hundred and fifty thousand acres. For the further information of *Bystander's* true worthy expert, who seems to think that the drainage will cost more than is generally supposed, we would state that the section for which Messrs. Ryan contracted to build, is by far the wettest section of the whole route west of the Red River, and that there is more surface water upon ten miles of it than there is on the whole of the second one hundred mile section which Messrs. Bowie & McCaughan contracted to build for \$438,514.

CONCERNING MUD.

We never like discussions with other papers, and something of the reason may be gathered from the following facts. The *Gazette* answers our clear proofs of the mischievousness of this contract is to do the country by getting so angry as to write without reading. Somebody has told the *Gazette* that somebody connected with the *Witness* had said upon the street or somewhere else that the *Witness* was going to throw all the mud it could, feeling sure that some of it would stick. We submit that this quoting of street conversations is base beyond measure. Is the *Gazette* responsible for everything that any of its people may say in private chaff, and for everything that anybody may say that they say? As we assume no such responsibility we can only surmise that the person whose words are here quoted must have been referring to some paper which indulges in mud throwing instead of calmly urging facts. Here is one of the *Gazette's* blundering charges, and the one which makes the burden of a whole article:

Now we are ten years from 1860, and yet when the *Witness* comes to consider the present value of the subsidy now proposed to be given, it assumes that the lands have already acquired their full value without the construction of the railway, and it deducts nothing whatever by way of discount pending the construction of the railway, neither from the cash nor from the land subsidy. It assumes that, by some extraordinary magic, the lands have now acquired nearly double the value which they would have acquired in 1860 had Mr. Mackenzie's scheme been carried out. The highest price which it believes the best of the lands would have acquired in 1860 under Mr. Mackenzie's proposition is \$4 an acre, while it actually assumes that at this moment, ten years before that, and without the railway, the whole 25,000,000 acres of the Syndicate to-day are worth \$7.50 an acre. We think our readers in all fairness whether we are more dishonest, more infamous, has ever appeared in a public newspaper in the discussion of a public question than this

Strange to say the following is the passage on which this is based:

A great change in this respect has taken place since 1874. Thousands and hundreds of thousands of persons have been annually crowding into the Western territories, and have already taken up more than half of the good lands there held by the Government, and, from present appearances, in less than ten years from now all this land will have become private property. When this takes place, the enormous stream of immigration will be compelled to go into Canadian territory, as none but persons with ample means will be able to secure good farms south of the line. Very many Canadians who have settled on farms in the Western States will then sell out their American farms at large profits, and remove to the more healthy climate on the Big Saskatchewan. But we have much better data for calculating the great appreciation of north-western lands since 1874. The half-breed allotments (two hundred and forty acres) were actually bought at that time for seventy dollars to eighty dollars, some of them having been sold for less than forty dollars. These lands were all located in the most fertile part of the country. Scrip and bounty warrants could be bought readily in 1874 at from seventy dollars to eighty dollars, yet these could be exchanged for one hundred and sixty acres of the best lands in the possession of the Government. Large quantities of these very lands which commanded such low prices in 1874, have since been sold at from five dollars to twelve dollars per acre. Taking these and many other facts which could be given into consideration we may safely estimate the value of the twenty-five million acres of good lands granted to the Syndicate at \$7.50 per acre ten years hence, when the road is completed, amounting to \$187,500,000.

The present worth of which, reckoned at five per cent, discount, is	\$115,208,687
To which add the present worth of the interest on the above sum for ten years	19,394,325
Total present worth of land and money grant to the Syndicate	\$134,603,012
This is to be added to the present worth of the part of the road completed or to be completed by Government, say—	28,000,000
Grand total	\$162,603,012
From this deduct the grant proposed by Mr. Mackenzie in 1874	63,215,600
Leaving the present advantage of the late bargain over the proposed one of 1874	99,387,412

The *Gazette* goes on to say that "land of fair average quality" in the Mackenzie offer means fair average quality for agricultural purposes. This is as cool an assumption as we have ever seen. If it meant that why did it not say it? It certainly would have doubled the value of the offer to have had that little matter defined. We are not defenders of the Mackenzie offer, and notwithstanding the assertion of the *Mail*, never were. It was made honestly and above-board, and came to nothing. There was nothing underneath to spring upon the country at the last moment, and be forced, if possible, through Parliament, neck and crop. Further, the Mackenzie offer treated the whole line in one lump, including some of the very most difficult parts of the line which have since been built, and did not apportion the heavy end of the grants to the light and profitable section of the road, so as to make the shirking of the worst bit not only profitable but necessary. It is not the line from Nipissing to Nootka Sound that is now being provided for, but the prairie section from Winnipeg to Kamloops, or as much thereof as it may prove profitable to build.

STEEL RAILS AND FISH PLATES will pay a duty after January, 1882. As the Syndicate are receiving from Government at cost price the rails purchased by Sir Charles Tupper at the bottom of the market, which will surely be enough to see them through one year, it is largely an evasion to say they are not exempted from duty because there is no duty now. Mr. Blake's motion for the quantity of these rails on hand and the price paid for them will bring out that the amount bought was seventy-nine thousand tons, on which there will be a profit of about ten dollars a ton or an additional Government grant to the Syndicate of \$790,000.

ANY TRULY REPRESENTATIVE BODY cannot take the view of the Pacific Railway bargain taken by the Manitoba Legislature. Recognizing this fact we have called upon the Ontario Legislature for an expression of opinion. We would also call upon the Quebec Legislature to make its opinion known. We venture to believe that the leaders of the Quebec Legislature, no matter how willing and anxious to serve their friends at Ottawa, could not induce the representatives of the province of Quebec into voting for a scheme which is certain to deprive this province of much of the trade which should accrue to it from the opening up and settlement of the North-West.

THE COMPANY'S RIGHTS are the country's wrongs. The whole line, with all its buildings, stations and capital stock, is to be free from taxation forever. The Company's lands are to be exempt from taxation for twenty years, thus encouraging the Company to hold for higher prices, and placing a heavy burden upon the settlers. Taxation was greatly needed in this case because members of the Company own large tracts of lands in Manitoba which they are more interested in selling than their lands in Canada, for the reason that the Manitoba lands are taxed, and besides are not so good, and will consequently stand a bad chance of selling if the Canadian lands be placed at once in the market. Taxation is the only control which governments can exercise over speculative companies which lay a dead hand on the country of growing communities and paralyze their young life.

THE MANITOBA AND SOUTH WESTERN RAILWAY, which for the last hundred and seventy-five miles is to receive 3,280 acres per mile as a subsidy, has issued a prospectus in which it is estimated that the sale of these lands would bring the Company not less than ten million dollars, and that the Company had already been offered five dollars per acre for large portions of it. And yet those who are acquainted with the country, who have travelled over it on foot and inspected the lands carefully find that the belt traversed by the Pacific line is much more fertile than that in which the line of the South Western is laid. Still the Pacific Syndicate are to receive twelve thousand and five hundred acres per mile, and to select it themselves, with power to reject what is not fertile, and a bonus of ten thousand dollars per mile besides. The Manitoba and South Western Company expect to make three or four million clear out of the sale of their lands after paying for construction.

What should the Pacific Syndicate make out of their corresponding section, which is four times as long and for which they are to receive such immensely greater subsidies?

A PERSISTENT ADVOCATE of this contract says—"The restrictive clause in relation to 'branch lines south of the main line is universally admitted to be a wise and prudent one, and it is the only restriction placed upon the construction of branch or independent roads anywhere within the territory. Where, then, the monopoly?" If the restriction be a wise one, why is the Syndicate granted immunity from it? The Company has a monopoly of the construction of branch lines to the south. They have already commenced the construction of a line from their Minnesota railway to tap the Canada Pacific. The monopoly further consists in this that the Company have by the terms of the contract the right to build branch lines where and when they like by merely laying them down on a map to be left with the Government, their immunity from land duties and exemption from taxes on the road, rolling stock, buildings and capital stock forever on all the branch lines as well as the main lines; all these and other privileges which other companies are not to enjoy, give the Syndicate a huge monopoly. The Syndicate can go anywhere and do anything. The restrictive clauses do not apply to it.

DOES THE THIRTEENTH CLAUSE of the contract mean anything? The *Gazette* would have us believe that it does not and that it was put in by the one member in the Syndicate's pay, who drew up the contract, for no purpose. The clause stands with the declaration that "the Company shall have the right, subject to the approval of the Governor in Council, to lay out and locate the line of the railway hereinafter contracted for at any point may be fit, preserving the territorial points." We can easily imagine the fault that would be found with the clause if it were not in this contract to draw up, the by the insertion of this suggestive clause, should have drawn attention to an advantage which the Company would have equally possessed through the mere omission of anything on the subject. However, people's eyes are not all shut. We announced the intended defection toward the American frontier the day the contract was published, and if we had not we have now a distinct statement from a St. Paul paper of the connection to be made between the St. Paul and Manitoba line at Turtle Mountain, by which the traffic of our western prairies is to be carried to that city. As to the need of obtaining the approval of the Governor-in-Council, which means the Government of course, we have seen that they, in order to save themselves from failure, are willing to grant the Company anything they demand. The Company have only to kick and the Government must concede any imaginable request. We trust that the *Gazette* is really misled, and that when it learns how the interests of the North-West and of Canada are menaced, that it will boldly oppose the scheme.

THE CONTRACT STIPULATES that "the Union Pacific Railway of the United States, as the same was when first contracted, is hereby 'selected and fixed' as the standard 'whereby the quality and character of the railway and of the materials used in the construction thereof' shall be determined. Nothing can be plainer or less ambiguous than the words we have italicized. Nevertheless we are gravely told by Government organs that these words refer, not to the character of that railway when it was first opened in 1869, but to its condition when it was almost entirely reconstructed in 1874. Had the standard been defined by the contract itself, or had one of our own railways as it now exists been taken, the question would have narrowed down to one of visible fact; whereas in the selection of a foreign railway as it existed an undefined number of years ago the question of standard becomes widened into one of mere opinion. The bad faith which runs all through the contract permeates this clause of it.

IS THE WELL-KNOWN FABLE of the two dogs fighting fiercely for a bone, while a third trots quietly off with the bone, to be freshly illustrated by the conduct of Montreal and Toronto with regard to the Pacific Railway? It appears to be the design of the Syndicate journals to set Montreal and Toronto fighting over the North-West trade, to withdraw their attention from the alarming fact that the United States is already carrying it off from both. This is the time for unity and not for division, and those who are really anxious for the interests of Montreal will be more jealous of the United States than of Toronto. This red berring drawn across the trade will lead no one on a false scent. The Toronto people knew well enough that the Saint Louis, Marie connection would necessarily bring enormous trade to Montreal. Still they are in favor of it. Even if this were of no advantage to themselves they would rather have the trade come to Montreal than go down the New York and Pennsylvania roads to New York. But they know also that it will be the best additional connection that could possibly be made between their own city and the North-West, and, therefore, are doubly in favor of it, especially now that it affords the only hope of bringing the North-West trade to Canada at all, seeing that the Canada Pacific is being handed over to the owners of an American road, and that on the face of their contract, it is evidently determined not to build the "Eastern section" of the Canada Pacific.

THE HAMILTON "SPECTATOR," in referring to the terms of the Syndicate bargain, says: "The material of bridges is admitted to be, but not the bridges themselves, which will be a secure their construction in Canada." In other words, the material for the bridges on the line of the railway may be manufactured in the United States, and then imported free from duty, but Canadians are to have the advantage of protection in the business of sending whole bridges there.

WE ARE ASKED why the *Bystander* has so little to say against the contract that he is quoted with the utmost avidity by its supporters who are so much in need of arguments.

We do not suppose the questioner is at a loss, but thinks that perhaps others may be. In the first place the *Bystander*—we are forced to refer to him not as the personality too strong to be ignored, but as declared annexation to the United States to be an event of the near future, and anything that will promote this has naturally a latent charm in it. This contract has such a tendency in more ways than one. It robs us of our national future by turning the trade of our great North-West into Chicago channels. It robs us of respect for our own institutions, which will by it be proved not only as unprincipled as those of the United States, but practically much more cheaply venal. It adds greatly to our national burdens and thus removes another obstacle to the prophesied consummation. When the protection movement was measurably accepted by this advanced English doctrine, we could account for such a paradox in no other way than that he thought protection was more in accord with the genius of our neighbors than the principles which have been accepted by English thinkers as established beyond question. It only needs Professor Hind to prove that in diplomacy we have acted as basely as ever the Americans did to remove the last vestige of national self-respect and self-gratulation. In the second place the *Bystander* is known to have such uncomfortable feelings toward the *Globe* that whatever the journal opposes the *Bystander* is pretty certain to support. Lastly, the *Bystander* is the intimate friend of the principal member of the Syndicate. This may look like a private matter, but if the opinion of the *Bystander* is of any importance in influencing the country, it necessarily assumes a grave public significance.

THE BAD FAITH which characterizes the whole contract is already becoming only too evident. When the bargain was first published the *Witness* revealed the fact at once that the Company intended to defect the main line of the Canada Pacific Railway to the United States frontier, and connect it thence with the St. Paul and Minneapolis line. The evident intention of the defection was to make the Dakota branches the shortest route for the freight of North Western Canada. We stated that this was calculated to divert freight to Chicago. A St. Paul paper stated that the branch line was not only contemplated, but that construction was already begun, and that the Canada Pacific was to be merely a continuation of it. Now the St. Paul paper says that Canadians need have no fear of the diversion of freight, as it is to the Syndicate's interest to build the line from St. Paul to connect with Sault Ste. Marie branch, because they own the Canada Central, which the St. Paul paper evidently believes is already built to Lake Nipissing. A line of one hundred miles is hardly sufficient guarantee for the building of seven hundred miles of railway, not a mile of which is built. But then what of the Eastern Section. Is the Syndicate going to furnish the North-West with competition at its own expense? Generous Syndicate! With the St. Marie and Eastern Section routes at its disposal as threats, the Syndicate will be able to purchase ruling interests in Chicago lines on their own terms. This they are interested in doing; for they have more than enough of railway construction on their hands at present. It is the Northern Pacific which have always sought a way to the ocean at Montreal.

THE "BYSTANDER" is a Continentalist as he calls himself. That is, he believes in the political and commercial union of this continent. He has objected to the Canada Pacific scheme as a vain anti-continental effort. But now that it has fallen into the hands of what is practically an American syndicate, he is only pleased. "The grand continental scheme," he says, "is committed for execution to a Syndicate, an important place in which is held by an American firm, while the basis and support of the whole combination is the proprietary of the St. Paul and Minneapolis Railway, an American line." It will likely end, he tells us, "in an annexation on American terms."

THE IMMEDIATE effect of the building of the two branches of St. Paul, Minneapolis and Manitoba to tap the Canada Pacific will be not the colonization of lands beyond the termini of the two branches in Canada, but the settlement of the Company's Minnesota lands through which the new branches run. The settlement of these lands will occupy for some time to come the utmost efforts in that line of the St. Paul & Manitoba Railway Company or the Canada Pacific Syndicate, for these corporations are virtually one. The ultimate effect will be, as the Company Syndicate well know and as the Manitoba Legislature understands, to deflect the traffic of the North-West from the Canadian to the American route. A glance at a map will convince anyone that traffic will follow the branch continuations of the deflected line, and not follow the upward curve to Winnipeg to seek the route around the North shore of Lake Superior.

IT IS A COMMON REMARK that New Year's visiting is on the wane because people do not rush round with sleigh bells and pompos and take a glass of wine, and if we go far enough back a few kisses at every house. The observance is only changing. Many ladies did indeed give up receiving for a few years when the ministers preached against the absurd wine drinking custom. They did not wish to give wine and did not wish to be stingy. Now, however, it is a pretty generally understood thing that wine will not be given. Men do not attempt as of old to make a hundred and fifty calls. Many, because they cannot do this, attempt nothing. But the ladies are still at home to those who wish to call, and these call on those whom at the moment they most wish to see. Many a misunderstanding and soreness are still wiped out by a New Year's call, and many an acquaintance that had grown distant is renewed. This national method of seeing in the New Year is a great improvement on much that is happily past. Midnight orgies, first footing, carrying bottles from house to house, prevailed at one time in this city, among

the middle classes, while upper tending never seemed to have fully celebrated the day without an immoderate amount of intoxication. Though the appalling scenes of the Tronage in Glasgow, and the Greenmarket in Edinburgh, were never transplanted to this country, still enough of the leaven of a very objectionable custom prevailed to a late date.

MR. BLAKE is going to address a meeting in Montreal. The event is serious for those men who "run" the Conservative party. They hold a meeting of at least three persons, and publish a resolution to the effect that they will invite Sir Charles Tupper and Mr. Langevin to meet Mr. Blake at his own meeting. We should have thought, according to the ordinary rules of society, that the invitation should have come from the other side. Mr. Blake and Mr. Laurier are orators whom most people want to hear, and are quite enough for one evening. It would be very easy to turn the meeting into a babel where reason had no part. In fact, there is doubtless, in addition to the published resolution to invite the two honorable gentlemen, an unpublished one to invite an audience that will, if possible, make the loudest noises on their side. Now we think if these machine men believe that their side is as popular as that which Mr. Blake advocates, they would prove it easily by holding a rival meeting. Sir Charles Tupper is doubtless, in their view, a very much greater man than Mr. Blake. He is trusted and loved as no untitled Crier could ever be, and then there is that old and trusty warrior, Mr. Langevin. Mr. Laurier is but a youth, while he is a man of war from his youth. Let them get up a rival meeting, and all the people will flock to them and leave Mr. Blake with bare benches. Or if they wish to answer Mr. Blake's misrepresentations, let them get up another meeting for another night. Seriously we say the people of Montreal wish to hear the great statesmen of Canada speak, and not to attend a mob meeting full of roughs with their hats on intent only on making confusion.

WARRIORS are necessarily made up largely of adventurers, many of them hopelessly thriftless and many of them hopelessly thrifty, all of them in a hurry to make money, and interested more in the present than in the future. Many of these adventures are of the most respectable class. There is no better society in all Canada than in Winnipeg. There is the half pay officer come out to make his fortune in as few years as possible, and the younger son who came with romantic ideas of farming, which have fast slummed away after the first few months have worn off the novelty. Winnipeg too is not a grown up town, but an infant snaking vigorously at the breast and in a hurry to be weaned. It knows the taste of public money and really likes it. Like the French royal infant who took four nurses to feed him, it is a vortex into which millions have already been poured. Any sudden check would be serious. To a certain proportion of the Winnipeggers, therefore, it is little matter how expenditures are limited, so long as expenditures are gone about vigorously. Since Manitoba expressed itself as a Province against the mischievous contract, we may imagine the frantic efforts the Syndicate people would make to get something that would look like a reversal of the verdict. They long ago tried ineffectually to secure the newspapers, and now they have set themselves to manipulating public meetings and getting up petitions and manufacturing public opinion. We place no confidence in the telegrams already published as to the feeling in Winnipeg, but if such a power goes seriously about securing a majority in that great city, it will, no doubt, in time succeed.

"FLASH LITERATURE" has, by order of Mr. Vanderbilt, been forbidden to be sold at the depots and on the trains of the New York Central Railway. This is a move in the right direction. Dime novels and such trash not only prove detrimental morally to the young, but vitiate the taste for good reading, acting upon the mind as a kind of poison, and indisposing it to healthy mental exertion.

TURKEY appears determined to fight rather than carry out the decree of the B-Rlin Conference with regard to ceding Janina to Greece. In spite of the pressure of the Powers, notwithstanding urgent recommendation of the French Ambassador to make the cession at once without going to war or making diplomatic delay, the Porte proceeds with the preparations for war. It is a matter for congratulation that France appears to be assisting the initiative in the Greek question, as she should do in view of the fact that she made it her special care at the Berlin Congress, and of the fact that England's hands are pretty full at present with other and more urgent matters. Greece continues in a belligerent spirit, so that an outbreak is not improbable at almost any moment.

A FIRST-CLASS COWARD was the man who shot at two ladies from an ambush, and then had his gun taken from him by one of them. Irishmen are by no means wanting in courage. They will, as a race, face any other race alive, but these sneak assassins are all cowards. Mr. Gladstone, in trying to do away with Ireland's 11s, has the opposition of Parnell and the Land League, while every coward assassin is in full sympathy with it and has its moral support.

THE CHREADE against those "Barbarians," as they have been fitly described by the Recorder, who traffic in the virtue of young women, has been well sustained by the action of the Court, one of the worst offenders having received the utmost sentence the law allows, which fortunately carries with it imprisonment with hard labor. We join, however, in the regret expressed by the Court that a heavier sentence could not have been inflicted, as nothing short of penitentiary for life can properly protect society from the contaminating and destroying influences of such hardened mercenary wretches.

STEREOTYPE PASSENGERS from Europe to New York have, during the past summer, been very loud in their complaints of the treat-

ment received, but food, filthy accommodation, non-separation of the sexes, no water and inferior medical attendance being among a few of the charges made. This is a sad state of affairs, and it behoves the National authorities, as well as the State authorities, to bring such pressure to bear upon the offending companies as will make them mend their ways. Leaving alone the inhuman treatment to which women and children are subjected on a trying voyage across the sea, the danger of disease breaking out, finally resulting in an epidemic, is not impossible. A case in point is that of the S.S. "Italia," the passengers of which, among whom the small-pox had broken out, according to the health officer's account, were the filthiest crowd he had ever seen. The ship had a surgeon on board, but he allowed the small-pox patients to run at large among the other passengers, causing all of them to be quarantined on arriving in New York. It seems monstrous that such a man should be allowed to occupy the responsible position he does, and the company he serves should certainly be made to feel the full weight of the law governing the transportation of immigrants. The captain of the "Italia" has been arrested for carrying a larger number of passengers than the law allows, and it is probable that his trial will result in exposing many abuses and bringing about a reform.

— pictures of north, south and west coast scenes, which are published with the name and address of the owner, wherever no notice can be taken of them.

BIRTHS.

FITCH.—On 29th inst., the wife of P. Fitch, of a daughter.
HAINES.—At 37 Donegana street, on the 27th inst., the wife of John M. Haines, of a son.
HALL.—On Saturday, the 25th inst., Mrs. Christina Day, at 65 Aylmer street, the wife of Robert G. Hall, of a daughter.
HOLLAND.—At 25 Mayor street, on the 31st December, Mrs. M. Holland, of a son.
LEACH.—On the 25th inst., Mrs. David Leach, of a daughter.
LYNDON.—On 28th inst., the wife of P. Lydon, of a son.
PAXTON.—In this city, on the 26th inst., Mrs. S. Paxton, of a son.
RANKEN.—On the 28th inst., at No. 9 Hanover street, the wife of J. Ferguson Ranken, of a son.
ROMERIL.—In this city, on the 30th inst., Mrs. Romeril, of a son.

SMALL.—On Dec. 25th, at 21 Cadieux street, the wife of G. Small, of a daughter.
SNADEN.—On the 18th inst., at Danville, P.Q., the wife of George Snaden, of a daughter.
TITMUS.—At 1111 Milford street, Longue Pointe, on the 25th inst., the wife of J. Titmus, of a son.

MARRIED.

CAMERON—MCINTYRE.—At the Mason, Roxborough, Ont., on the 22nd inst., by the Rev. C. McIntyre, Mr. Alex. Cameron, of the Township of French, to Miss Mary McIntyre, daughter of Hugh McIntyre, Esq., Roxborough, Ont.
TITMUS—MCINTYRE.—At the Mason, Roxborough, Ont., on the 22nd inst., by the Rev. C. McIntyre, Mr. Alex. Cameron, of the Township of French, to Miss Mary McIntyre, daughter of Hugh McIntyre, Esq., Roxborough, Ont.
TITMUS—MCINTYRE.—At the Mason, Roxborough, Ont., on the 22nd inst., by the Rev. C. McIntyre, Mr. Alex. Cameron, of the Township of French, to Miss Mary McIntyre, daughter of Hugh McIntyre, Esq., Roxborough, Ont

