



WHY THE STREET RAILWAY RECEIPTS HAVE FALLEN OFF.

"DON" (*vide Saturday Night*) has taken to pedestrianism and doesn't patronize the street cars now.

grain-exporting nation. There is no question this *would* be a good thing for Canadian grain-growers, but it would just as certainly be a calamity to our neighbors. Doesn't it occur to Mr. Harcourt—who is a man of kindly instincts and wide sympathies—that there is something wrong about a system of political economy which countenances the idea that a misfortune to one nation can be a blessing to another? Mr. Harcourt is a Christian, and it would be interesting to know how he squares such a doctrine as this with the teachings of Christianity. A careful study of Henry George's "Progress and Poverty" will show him clearly just where the "snag" is.

THERE is another gentleman even more distinguished than Mr. Harcourt who has something yet to learn about Political Economy, and that is Pope Leo XIII. This exalted personage has just given to the world a pronouncement upon the Labor Question, in which he makes two things tolerably clear—first, that he has a kindly heart and good intentions toward mankind, and second, that he is as much muddled as any ordinary mortal could be over the distinction between land and the products of labor. In declaring for the principle of "private ownership," without excepting from the things which may be privately owned, the raw material of nature, land, air and water, the Pope practically declares himself on the side of land monopoly, and while land monopoly continues there can be no solution of the labor question. It is necessary to the well being of society that land should be held in undisturbed possession by

private individuals, but only for use, not, as at present, for speculation. There is all the difference in the world between private possession and private ownership, and so wise a personage as the Pope is supposed to be ought to be able to see this. It is evident that his infallibility does not extend to the domain of economic science.

THERE appears to be an agitation on foot in the Old Country intended to injure the Canadian cattle trade. Sir Charles Tupper, who put a feather in his hat once before by hustling in the interests of this important branch of business, might add to his laurels by taking a hand in the present discussion. He can at any time secure proof that cattle are now shipped from Montreal to Liverpool far more safely and comfortably than from Ireland to the same port. A Canadian shipper who has just returned writes to the *Montreal Witness* that he took over a cargo on the steamship *Lake Ontario*, landed them in as good condition as when they left this side, and sold them all before eleven o'clock next morning. As he says, it was a pity Mr. Plimsoll wasn't there to see.

MR. FOSTER is catching it for his "moment of weakness" phrase. But all the same his confession was a manly one, and his expressed determination to vote hereafter in accordance with his convictions and regardless of any lash that may be raised outside the House, is worthy of the imitation of other members. Many a bad measure has been passed at Ottawa by the votes of men who in their inmost souls were convinced of its badness, but who were dominated by a craven fear of their constituents who had sent them to "support" the party, right or wrong.

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HIS HOME MANNERS.

THE HOSTESS—"Now, please don't stand on ceremony. Do just as you would at home."

MR. GOURMAND—"In that case I'll take another helping of the meat."