

Incidentally the work of the Crofters' Commission in Skye throws a side-light on the real position of landlord and tenant in Ireland. Recent decisions grant an average reduction of 29 per cent. to 233 crofters, and cancel £3, 100 out of a total of £4,750 of arrears. The average reduction on the rental of Lord Macdonald's property in the south of Skye is over 30 per cent., and this means, it is said, the difference of a chance to the tenants to live, and being next door to chronic starvation. It is fairly probable that, if this be the case in Skye, the position of tenants in Ireland under such landlords as Lord Clanricarde (on whose estates we regret to see that evictions are still the order of the day) must be somewhat analogous.

Secret associations which contemplate the ultimate extreme of violence with complacency, and boycotting are so closely related that, in view of the latest criminal development of the former, it may not be out of place to put on record the expressed opinion of Mr. Gladstone in reference to the latter. "The creed of boycotting," says the veteran statesman, "like every other creed, requires a sanction, and the sanction of boycotting, that stands in the rear of boycotting, and by which alone boycotting can be made thoroughly effective, is the murder which is not denounced." This is true. The essence of boycotting is intolerance, resulting in lawlessness and crime. Its midnight crimes and murders are many, and not all the vigilance of government can in every case shield its victims.

A measure providing for reciprocity in wrecking on the great lakes is one which ought to occupy the attention of the Government during the recess, and that of Parliament on its re-assembling. Several Canadian barges recently drifted ashore on the American side of Lake Ontario, but Canadian tugs were not able to go to their assistance without permission from the United States government. This permission was at once granted, but even an hour's delay might mean the breaking up of the stranded vessel and a loss of thousands of dollars. On the other hand, an American wrecking vessel was lately fined for rendering prompt assistance to a vessel on shore on the Canadian side. This enforced unneighborly state of things, with regard to a service the very nature of which renders it unnecessary and vexatious, ought to be remedied as soon as possible.

Judge Dugas, who, it will be remembered, took a prominent part in bringing Morrison, the Megantic murderer, within the grasp of the law, seems to be a Judge whose wholesome severity is likely to prove a deterrent to the class of malefactors whose speciality is the abuse of women. One Laurent was convicted before him of firing three shots at his wife. Three years before he had struck her a furious blow on the head with a bat. The Judge considered it his duty to send a man so extraordinarily dangerous to the penitentiary for life. It was stated that Laurent, when sober, was a kind enough husband, but as he broke out every now and then, and was one of those persons who are made furious by a few glasses of liquor, the Judge rightly put aside all considerations but that of the criminal's dangerous proclivities. The strength of a chain is only that of its weakest link.

Commenting on the defeats of Prohibition, in Pennsylvania by a majority of 200,000, and in Rhode Island by a vote of three to one, some of our contemporaries remark that, coming after other decided rejections of arbitrary legislation, these unmistakable manifestos in favor of personal freedom of action and individual moral responsibility may be taken as evidence that the country is "not yet ready" for a prohibitory law. The phrase is of frequent use, but we confess to a distaste for the deprecatory idea involved in it. Last Saturday's *Herald* had a very just and sensible article on these events, in which the hope was expressed that the lesson would not go unheeded in Canada, and the extremists were plainly told that it was very doubtful if they constitute one-fourth of the voting population of the Dominion. We are inclined to believe that even that would be a high estimate; and as regards Canada not being "yet ready for prohibition," we have perfect confidence that she never will be. We have always predicted the inevitable reaction, and have had the fullest reliance on the manliness and sturdy independence of thought of the Canadian people whenever the question should come to a head. Canadians will never in the long run submit to the subordination of their consciences and responsibilities to the dictation of a clique, no matter how respectable nor how good it may believe the end it aims at.

The following extract from the *Militia Gazette* seems to be deserving of record and wider circulation. There is no doubt that the interest of the Press, manifested not in indiscriminate and fulsome praise, but in fair and judicious encouragement, is a powerful stimulant and incentive to efficiency and esprit-de-corps:—"In the press of other cities not a little fun has been indulged in at the expense of the Toronto papers for the praise lavished upon the Queen's Own Rifles upon the occasion of the visit of that corps to Montreal. The thing should not be overdone, but there is no disputing the fact that the generous praise received by the Toronto corps from the press of the Queen City has been no unimportant factor in raising them to their present standard. The best young men have become imbued with the idea that it is the correct thing to join the militia, and they are working zealously to win credit for their respective corps. In Montreal there is the same incentive to membership and proficiency in the militia. True, the papers are more modest; but it is quite touching to hear the comments of the Montreal citizens, especially the ladies, upon their respective favorites when the corps parade for a holiday review. The number of regiments Montreal supports, and supports handsomely too, is surprising to anyone acquainted with the private expenditure involved."

Some consternation seems to have been created throughout the Dominion—though we do not happen to have heard much about it here—by a statement which appeared in a Toronto paper, that all silver quarters which do not bear a small cap "H" on the reverse side under the knot are counterfeit. The statement, if so made, was incorrect, and it has been explained that a majority of the silver quarters do not bear the letter "H" at the place mentioned. All British coins are supposed to be issued from the Royal mint, and the large majority in circulation have actually been so issued. Now and again, however, the pressure of work at the mint becomes so great, and urgency being necessary, some coinage has to be done outside, the firm employed for this purpose being Messrs. Ralph Heaton & Sons, of Birmingham. All coins struck by them are stamped with an "H" to distinguish them from the Royal mint issue.

We are indebted to the *Echo* for taking up our complaint about the trotting empty truck nuisance, and we are aware that much may be said on the loss of time to the truckmen which would result from passing a stringent law on the subject. Moreover, we do not at present, any more than our contemporary, see exactly how the nuisance is to be abated. But a nuisance it is, and the subject of universal complaint on the part of business men. The adoption of India rubber pavement has, we believe, been suggested for London, but such a remedy is probably little to be hoped for in Halifax. The better construction of the vehicles themselves suggested by our contemporary might perhaps mitigate the irritant, but that would not be done otherwise than by the compulsion of an enactment which would no doubt be regarded by the subjects of it as altogether too "paternal." However, no harm and possibly some good may come of discussion and keeping the subject before the public of the city.

Monday next will be Dominion Day, and we shall trust to see it celebrated with heartiness and loyalty to our country and its institutions. Touching on which point we should be glad to see a little less ostentatious display of American bunting than has been customary. Apropos of Flags, we suggest to the Government, and to the Hon. Minister of Marine and Fisheries in particular, that the present Dominion Standard is a most clumsy and complicated symbolical arrangement. Too much typifying has been attempted, and the great end, that of simplicity, entirely ignored. Simplicity and conspicuousness are the chief points to be aimed at in flags. Hints well worth attention may often be taken from the House-flags of the Mercantile Marine. One of the best and most unmistakable we remember ever to have seen was that of the great houses of Green & Wigram. It was a simple red cross on a white ground with a blue square covering the angles of the cross. This flag, with a Beaver in the centre of the square, with a maple-leaf wreath on each side and a crown over the square, would embody in the three emblems all that is necessary to typify Canada as a whole, and the marvellous array of fish, flesh, fowl, ships, etc., which muddle and obscure the present standard might be well done away with.

Apropos again of flags, a correspondent of the *Toronto Educational Journal*, speaking of the early inculcation of the sentiments of patriotism, has the following,—the hint contained in which is well worth the consideration of educational authorities throughout Canada. It is by such means that the strong patriotism of the United States has been fostered and nourished:—"Patriotism should claim a place among the subjects taught in the public schools. It has this advantage in its favor, it would claim none of the scholars' or teachers' time, which is now more than fully occupied. A flag placed in the schoolhouse would do it. It would be a silent, eloquent and faithful teacher. Many years ago I was a teacher in a rural school in which were several small Union Jacks, and I never saw anything that the children enjoyed so much, or which gave them so much happiness, as to carry these flags around the play-ground or along the road. Nor was there anything they listened to with so much attention as the history of England's flag, and why the Union Jack was so named. These flags never seemed to get old or lose their charms like other things in the school-room, and every scholar in the school seemed to be sole proprietor. If, as some claim, religion must be early taught to be permanent, will not the same principle hold good with love of country?"

Most of us have had our attention directed from time to time to South America as a portion of the world with which our business relations might be immensely enlarged. A very important portion of it is the Argentine Republic, in which Canadian capital is already employed in railway building. We have done and are doing a considerable amount of trade with it—principally, so far, as carriers. About 150 to 160 Canadian vessels, most of which are owned in this province, are now employed in this traffic. Besides this branch of business, the St. Lawrence and Maritime Provinces shipped to Argentina in 1888 lumber alone to the respectable value of \$1,800,000. We supplied them, besides, in that year, with considerable quantities of agricultural machinery and implements, fencing wire, edge-tools, nails, tacks, boots and shoes, soaps, whiskey, etc., etc. In 1888 seventy-five vessels cleared direct from Canadian ports to those in the Argentine Republic. Their return cargoes to one port or the other of the world were principally wool and hides, both dry and salted. Certainly we have an interest here which might be immensely increased. There is scarcely an article that they require that we do not produce, while their export products are such as we largely consume or can convert into articles that we can easily sell. All that seems needed is to set ourselves to open and develop markets for Canadian products.