

and others should bring the Senators to their normal state of mind, and he adjourned the Assembly. The present dead-lock has demonstrated that in the interest of the people and all good government we must abolish these miserable Provincial Parliaments and become a country by having legislative union.

When we have got over the present difficulty we shall have to face a yet greater trouble. Political knots may be untied or cut, but a financial knot is an ugly thing to dispose of. The Province of Quebec owes already nearly twelve millions of dollars, and is further committed to enormous outlays. To bear this increasing burden we have less than a million and a quarter of people; and of them three-fourths are French Canadians, who can hardly save money enough out of the hay they raise to pay for masses to be said in help of their own souls.

SINCE writing the above I have heard that steps are being taken to form a Coalition Government; but it should be remembered that such a course must end disastrously. A coalition is a thing much to be desired, but it must not be brought about by the mandate of the Legislative Council. If the Council can compel a change in the *personnel* of the Ministry, the next step will be absolute control. Let the Council put an end to this absurd dead-lock; let them resume the grave duties of men paid to work for the people, and a coalition would not merely be possible, but easy.

THOSE fifteen absurdities at Quebec propose to enter upon a new game—uninvited, and of their own strong will they are going to enquire into the scandals which have been floated about the Government. They will tell us, perhaps, who tried to get the nutlock contract besides Mackay, what terms were offered by the party, and why M. Chapleau ceased so suddenly to talk about the matter.

BUT what is true of the Province of Québec is just as true of the Province of Ontario. It is true that the people of Ontario have a better government than we have; that they are not weighted with a nonproducing French population as we are; but the City of Toronto is discounting its future prosperity at a ruinous rate. With a population numbering a little over 60,000, it has a debt already of over \$6,000,000. And for that enormous outlay it has, probably, as little to show as any city on the continent. The streets are out of repair, and out of everything else but dirt of the most objectionable kind; the works for the supply of water are incomplete, and only a portion of the people accept the doubtful privilege. The "Fathers" are all very fatherly and good, I am told, but many of them have not the one thing needful—capability. Surely Toronto can find some upright business men who will undertake this work of civic administration?

ALDERMAN HOLLAND has spoken very sensibly on the subject of the agitation, by the Public Market butchers, to abolish the private butchers' shops. If the City Market tenants do not find the Public Market stalls profitable, let them come outside; but one thing is certain, now that the housewives of Montreal have had the convenience of doing their marketing daily within reasonable distance of their residences, they will not submit to go long distances, to be hustled through crowds of people in dirty market places. Will some alderman ascertain what the cost of maintaining these markets is, and the revenues received (not promised) during the last few years before and since the private stalls have sprung up? Then let him give the number of private butchers, amount paid in licenses, rates, taxes, and business tax; shewing each Ward separately. The rent paid for private butchers' shops, and the rent and taxes paid by both public and private butchers for residences, would assist a comparison, as in some cases the shops and residences are together. Private butchers' shops have proved to be a great convenience, and if any are a nuisance, let them be dealt with as such. Now, let us have the economic part of the question, and then the public can intelligently judge the whole subject. No class of traders can claim protection against the whole body of citizens in the way these butchers are attempting to get it. They have got a national policy of their own,—a duty on live animals coming into Canada; a duty on slaughtered meat; they have got American cattle prohibited from coming into Canada at all, or passing through it to England; and now they want the

whole trade of the city in butchers' meat to be fenced in to a few (often dirty) stalls in markets at very remote distances from the residential part of the city. No; N. P. if we must, but not Municipal protection too. That would be *too* much. The City Council should abolish the special invidious tax on private butchers' stalls. It is an iniquity. Let the Council adhere to the limit regulation, as to where the stalls shall be established—from the markets and from each other—and then let their attention be given to limiting liquor saloons, which will be a much more pious work to engage in. Alderman Wilson once said: "Shut up the saloons, shut up the city." The saloons might be done without, but not the butchers, I apprehend.

MR. HICKSON is to be congratulated upon the completion of his task of securing a line to Chicago. The intermediate link has been handed over by Mr. Vanderbilt, and the contract let for building the 29 miles into Chicago, the line to be running on the 1st December next.

THE Grand Trunk will no longer be the "Ishmael of America," as Mr. Childers deridingly called it; and Mr. Childers has given way to public opinion and retired from the Great Western presidency and left the fusion of the business of the two lines to be a question of the near future.

HITHERTO it has been the Grand Trunk which has been solicitous for the connection. It wanted business, and desired what it got to be economically earned. Now it can afford to stand off. It is no longer a system, commencing and terminating at intermediate points of the through route. It has important termini at both ends in the United States, and also reaches New York, Boston and Halifax by several ways, besides having its own stations at Montreal, Quebec and Portland—three Atlantic sea-going ports, with Chicago and the West to supply a trade from. "Ishmael" became the ruler of great nations, and there is no railway on the continent of America—and America is this year supplying the world with food—which has summer and winter, so many outlets to the sea commanded by itself and accessible through others as the Grand Trunk has. Mr. Childers pointed a moral and may adorn a tale, but he was not a conspicuous success in the Great Western chair. He refused to swim with the tide to prosperity, and has left others to buffet with the waves in adversity. If the shareholders of the Great Western were over here and could realise the advantages of a fusion, with a single interest, they would no longer allow their now isolated line to take only that which is left after all other through lines have been satisfied, but they would insist upon an arrangement being made on the best terms which can be got with the Grand Trunk, when both Companies would be mutually benefitted. Sir Henry Tyler realises the difference in the position his line now occupies to that which it was in when it was at the mercy of every contention. A firm hand and an assured purpose may bring the hesitating board of the Great Western to terms. Meanwhile the Grand Trunk proprietors can regard their present position with equanimity.

"WHAT went ye out for to see," O Torontonians? The Governor-General and the Princess Louise were on show during Thursday, Friday and Saturday, and right bravely they gave themselves as food for the eyes of the curious; they attended the exhibition, lacrosse, and sundry other things of interest, but they could hardly have wished to be on show again on Sunday. On that day, at any rate, they should have been free to walk the streets, and worship God in the sanctuary without the oppressive stare of vulgar crowds. The preachers at the Episcopal Cathedral, and at St. Andrews, could hardly have rejoiced in the major portion of their congregation that day. Poor preachers! poor Governor-General and Princess Louise! and O vulgar crowd of funkeys!

I HOPE some paper will retort that the people of Montreal set the example, and were every bit as bad. I shall say: So they were.

CAPTAIN GOLDSMITH and his wife—who started from Boston for Europe some months ago in a miniature vessel—have met with exactly the fate they deserved, and, it is to be hoped, have learned the lesson they needed to learn. Out of mere bravado they decided on crossing