

It will be little to the credit of the intelligence of the workingmen of Montreal if they fail to appreciate, at their true value, the efforts that are just being made by the rival politicians to use them as make-weights for turning the party scales. It was but the other day that the one set of leaders were making frantic appeals to their racial and religious prejudices, and trying to persuade them that their liberties and their most precious privileges depended upon the election or defeat of the party candidate. Now we have, if newspaper reports can be relied on, a Minister of the Crown insulting their manly independence by addressing them in tones of condescending patronage, and their common sense by dealing out to them such childish crudities as that "religion, humanity, and Conservatism are synonymous, and hold the world together." There may be somewhat more of reason and logic in Mr. Chapleau's condemnation of "strikes." But general denunciation of strikes will avail little in opposition to such practical evidence of their utility as that given in the result of the recent strike of Chicago carmen, in which, by the sacrifice of about \$1,000 a day for ten days, the strikers gained an advance of \$100 a day, or from \$30,000 to \$36,000 a year, for so long a time in the future as they can succeed in holding the advantage they have gained.

THE fact is, that the "strike" is an ugly, ponderous, and dangerous weapon, one that often recoils upon the user with destructive force, yet it is one which has wrought many victories for the workingman, both by its actual use and by the dread it inspires. Every thoughtful man, be he labourer or Cabinet Minister, must admit that it is no fit weapon for civilized warfare. It is for the statesman to do away with it by substituting something better. The problem for Hon. Mr. Chapleau and his colleagues to solve is, How shall its use be prevented in Canada without injustice to the workingman? It is impossible, with any decent regard to equality of rights, to forbid labour to do that which capital is constantly doing. Apart from the special question of "trusts" or "combines," now under consideration, it is well-known that there is scarcely a branch of trade which does not fix its scale of prices and exact them by concerted action. Mr. Chapleau referred to the principle of arbitration as embodied in law in France, and recently in England, but whether to approve or condemn we are unable to discover. It may, perhaps, be hoped that when the veil is lifted from that Report of the Labour Commission to which he somewhat mysteriously referred, it will be found that the Government is prepared to introduce a scheme of compulsory arbitration, or as near an approach to it as is possible in a free country. As to the question of enforcement, Parliament and the Legislatures have surely a right to insert an arbitration clause in the bills of incorporation of general carriers and other chartered companies. If, on the other hand, striking employees should refuse, which would seldom occur, to submit their claims to arbitration, or to abide by the result, it would be necessary only to afford ample protection to the companies in their efforts to replace the strikers by other workingmen, and the difficulty would soon, in ordinary cases, settle itself. Meanwhile it is pretty clear that, until some satisfactory legislative provision is made, the public will have to take their chances of suffering immense loss and injury from time to time, as the city of Chicago has just now done, in consequence of "strikes."

THE telegrams interchanged between the Manitoba and Dominion Premiers do not afford much hope of a peaceable solution of the railway difficulty in its new form. It is impossible to deny that Sir John A. Macdonald's reply, disclaiming on behalf of the Dominion Government any control over the Canadian Pacific Railway Company, and treating the question as one to be settled on its strictly legal merits, is exasperatingly unsatisfactory. The Dominion Government, having agreed with the Manitoba Government to extinguish the C. P. R. monopoly, and having, with the sanction of Parliament, compensated that company for the loss of that monopoly, has surely placed itself under moral obligation to give effect to its promise and its legislation, in the spirit as well as in the letter. It would be absurd to expect that the Province of Manitoba would quietly submit to lose, even for a single season, the fruits of all its agitation and outlay, in consequence of the discovery by the legal advisers of the company whose exclusive rights have been extinguished, of an unrevoked clause of somewhat doubtful meaning and intention in the General Railway Act giving them special power of obstruction. It can scarcely be doubted that a few words from Sir John to the leading members of the company would have convinced them of the folly of entering upon a fresh contest in which they were sure to be worsted in the end, and which could not fail to leave behind it a legacy of ill feeling, if it did not lead to consequences still more deplorable. In a word, it seems clear to the unprejudiced, non-legal, mind

that the moral right is with the Government and people of Manitoba, and that, should the C. P. R. contention be sustained in the courts, the fact would but add one to the many illustrations of the old maxim, *summum jus, summa injuria*. What the C. P. R. authorities can expect to gain by the move, beyond a fresh harvest of unpopularity, and possible reprisals, it is hard to conjecture. They can scarcely be sanguine enough to hope that another year of monopoly of the traffic can be secured by such means.

UNHAPPY Manitoba! One might almost conclude that an envious fate had pre-ordained that railways should be the bane of her politicians. But yesterday a Government and party which had been a little before overwhelmingly strong was almost utterly annihilated in a contest over a railway question. To-day the cabinet which succeeded it is kept on the rack by at least two railway difficulties. While on the one hand it must be sorely tried by the re-entrance of its vanquished enemy the C. P. R. company on the scene, all booted and spurred for a fresh encounter, on the other the leading members of the administration have felt constrained to defend their reputations by libel suits in the courts, against allegations concerning another railway. And the charges which have led to this unpleasant state of things are believed to have been made at the instigation of a third railway, which is also said to have seduced from its allegiance a powerful newspaper, that was a few weeks since the Government's ally and warmest defender but is now its fierce accuser. Truly the railways of the Province are giving its Government a hard time.

AMONG the various evidences of progress on which the learned President of the Provincial University was able to congratulate the friends of education, in his interesting and eloquent address at the Annual Convocation a few days since, there is none more worthy of notice or fuller of promise than the new arrangement effected with the city council. The founding of two additional chairs from other sources than the Provincial endowment does indeed mark a new era in the history of the University. No more striking proof of the need of this financial aid, no ampler pledge of its utility, could be given than are to be found in the fact that a moiety of the new source of income thus provided is to be used in the establishment of a Professorship of the English language and literature. It seems almost incredible that the work in this all-important department of the Provincial University has hitherto been remitted to a single lecturer. However open to criticism so unequal a division of resources and labour may have been in the past, it is gratifying to know that through the opportune settlement now reached with the city authorities, the occasion of reproach for neglect of our own unique language and literature is now at last to be taken away. With the addition of the Professor of Political Science already appointed and the incumbents of the other new chairs now provided for, the staff of the university should shortly compare favourably in numbers as it already does in scholarship with that of any similar institution in America. There will still, however, be much room for further expansion, and it may be hoped that wealthy alumni and other friends of the university may not be slow to take the hint given by the President, in protesting against the "singularly misleading idea" which assumes that "because a university has been organized with a state endowment it is precluded from sharing in private beneficence."

If the observation and judgment of the Austrian Consul at Yokohama may be relied on, the prevailing opinion as to the relative moral integrity of the Japanese and Chinese races will have to be reverted. The consul has sent home a report in which he states that it is very difficult for foreigners to have any dealings with the Japanese merchants, in consequence of their trickiness in trade. They inherit, he declares, bad habits, "lack tenacity, uprightness, and an active and enterprising spirit," and are unworthy of confidence or credit. The Chinese merchants are much better. Dishonesty is rare among them, and they enjoy the confidence of foreigners. These representations are so contrary to the impressions which have ordinarily been conveyed by those having to do with those two peoples that one is led to suspect that the Austrian Consul's experience must have been exceptional, or his opinions prejudiced. An English contemporary suggestively remarks, that "it would be interesting to read a corresponding report on European trade drawn up by an Oriental."

As an offset to the disquieting Whitechapel atrocities, it is reassuring to find that the Annual Return of Judicial Statistics shows a lessening in the amount of crime and the number of criminals throughout England and Wales. The total number of the criminal classes at large, and known to the police, was less by 1.4 per cent. in 1886-7 than in 1885-6. The