

THE "CAT" AND THE "GUSHER."

The St. John *Globe* comments, apparently with little disapproval, on the letter of a correspondent of the Toronto *Globe* to that journal against the use of a "cat" in prison. This Toronto correspondent considers that the "inference to be drawn" is "that society is in a low and depraved condition," and that the lash is calculated to brutalize its recipient. Maudlin philanthropists always run into generalities based on the better nature of society, and always display an utterly crude knowledge of human nature, and sympathies misplaced to the last degree of imbecility. "What," says this amiable gentleman, "can be more sickening than to see one brute flogging another in the name of the law, and the doctor standing by to correct the blows." Well, we think it is just possible to draw a yet more sickening picture. Let the *Globe's* correspondent imagine his daughter, of tender years, accidentally caught in a lonely place by one of those human baboons, about whose precious hides he is so solicitous. Let him picture to himself his child's agony, tears, and deadly terror, and all the subsequent certain and possible consequences, and if he is a man, and not an emasculated and gibbering idiot, he may find reason to alter the direction of his lymphatic milk and water sympathies. "Destroy in the criminal whatever of manhood may be left in him," forsooth! What manhood does the *Globe's* correspondent imagine exists in the outrager of women and children? The question needs no answer. The beasthood that is in him is only to be reached and quelled by the strong hand that appeals to his physical cowardice and brutality.

"What a spectacle for a Christian country!" Which? The despair of the outraged, or the howls of the fiend under the only punishment that brings home to him and his kind a sense of retribution, and a wholesome fear of incurring it again.

The Toronto *Globe* is not answerable for the mawkishness of its contributor. That journal has itself done service to manliness on this count, though we confess we should decline to publish the communications of old women of the male sex at all.

It would be instructive to learn in what manner the presence of the warder and the doctor to "correct" (we presume the word should be count) the blows, adds to the "sickening" aspect of the function. Would the gentleman have such punishments administered without authorized witness, or the checks of authority? And why should the person administering the lash be necessarily "a brute?" Why argue with maudlinism at all? Only that it is catching among fools.

AMERICAN AGGRESSIVENESS.

Some years ago, we used every now and again to hear from Americans of a higher and more thoughtful stamp the expression of a belief that it would be quite as well for the great Republic to share the continent with an independent power to the north of it as to amalgamate Canada with the United States. This, however, it was always apparent, was the sentiment of a superior class only. Underneath, in the mind of the many, lay always the latent hope of some day carrying out the Monroe doctrine. How deep and confident was the expectation, the rapid advance of the Dominion to the status of a nation has enabled us to learn. So long as Canada was content to plod along in the old way, the average American was satisfied with the expression of his contempt. Now that things wear a new face, the dormant temper of the bully awakes, and shows itself, after the fashion of its kind, in a supreme reliance on brute strength and material wealth.

It is no good blinking the fact that much unpleasantness may arise from this too popular cult which appeals strongly to what a large mass of the citizens of the United States regard as patriotism. It is possible that, but for the Presidential contest, we should not have heard quite so much unpleasantness on the subject as we have lately, but it will very likely do good service as a party cry, and there is no saying what may come of it; except one thing, which we may regard as pretty certain to come, and that is the disgust of every Canadian, except the deliberate Annexationists, at bluster and arrogance. The progress of Canada has of late been so rapid that the leading tail twisters, and even some who would not exactly like to be classed in that category, evidently think that now or never is the time to strike for the control of Canadian affairs. Their gratuitous intermeddling will probably only succeed in rousing the spirit of every Canadian, and inspiring our people with a very real distaste and resentment.

The recent debate in the Senate is characterized by the most invidious spirit, a spirit which has proved contagious enough to infest even so reputable a statesman as Mr. Evarts, from whom something better than buncombe and bluster might have been looked for. "But," as a contemporary remarks, "the election is too near, and the old Fourth of July, Morse's good and infant-school bravado against Great Britain, seem to be too good a stock-in-trade for the coming struggle to be forgone even by the leading statesman of the Republican party. Ruin and decay are surely before a party that has nothing better than that to rest upon."

It is only to be hoped that the violent Monroe-doctrinists will not succeed in doing irreparable mischief before the result of the Presidential Election exhausts the supply of venom.

THE RAILWAY COMPETITION "GRIEVANCE."

It is as well to try to understand with some degree of distinctness what are the existing conditions of the competition to which American Railways are subjected by Canadian lines, and which are regarded by certain Republican Senators and Representatives as one of the "grievances" that inspire their belligerent utterances, and justify to themselves their hostile and aggressive attitude.

In the first place, it may be pointed out, that although under campaign incentives, a sudden *furor* has been roused against the Canadian Pacific, as if its competition were a new departure, it is in reality no new thing. That of the Grand Trunk was earlier, it still continues; it is acknowledged to be of special advantage to many parts of New England; and any act of Congress interfering with present facilities would meet with scant endorsement in the business community. This consideration reveals the very unpleasant animus of the Republican wire-pullers.

The following are the points at which the competition impinge on the interests of American Lines:—

The Line from Montreal and the seaboard to Minneapolis and St. Paul by way of the St. Louis, St. Marie. The distance from Boston by this route is appreciably less than by way of Chicago, while between that city and New York it is about the same. This competition, *Brudstreet* remarks, "cannot be ignored or overawed."

The C. P. R. further competes with some measure of success with the American Pacific Roads for business between the Pacific and the Northern Atlantic States, while it will probably score a decided advantage in the movement of cotton goods to China, and of wool and tea coming East.

The Short Line through the wilderness of Northern Maine may not materially affect American traffic, but the shortening of the distance from Halifax to Montreal shortens by just so much that between Liverpool and Japan or China, and will tend in some degree to divert business from New York.

The C. P. R. further contemplates a fresh "outrage" by building from London, Ont., to Detroit, which may involve a close compact with the Wabash system.

These are the conditions which provoke Mr. Gorman to "squeal" that "60,000,000 of Americans" ought no longer to be "outgeneralled." This is a sad confession for the astute American to be driven to. We were always under the impression that in speculative enterprise and organization he was supreme and unapproachable. The fact is, the politician of the Republican party who is itching for blood and thunder, resembles nothing so much as an ill bred and over grown school boy, who loses his temper when he gets the worst in a game, and when he is, or fancies he is, the stronger, takes to bullying.

But while the competition of the C. P. R. is doubtless a loss to the American Trunk Line and Transcontinental Stockholders, it is the gain of not a few shippers and receivers of merchandise, to whom low rates are gratifying—as long as they last. If freights through Canada are cheaper, the Maine and New Hampshire cotton mills will not fail to take advantage of them, and the same is true of California wool shipped for the East, and of every similar interest. Some American Railways even have something at stake in existing connections, as the New York, Lake Erie and Western has in its connection with the Grand Trunk, and there would undoubtedly be no little objection at Chicago to any interference with the competition of that Railway.

Mr. Gorman and those taking part with him, will therefore probably find substantially arrayed against them the bulk of the commerce of New England and the North-West, as well as the Pacific Coast.

Many interests of vast importance are involved in the proposed investigations besides those of the Railroads in whose behalf they have been instituted, and it is to be hoped that when they make themselves felt by the impulsive gentlemen who propose to themselves an early conquest of Canada, there may ensue some modification of "tall talk."

BRITISH RETIRED LISTS

A paragraph has been recently going the rounds of a portion of the Press to the effect that England has 281 Admirals and 109 Generals, who are paid for doing nothing. This sort of presentment is very crude. In the first place, this kind of paragraph is generally strikingly loose and incorrect; and in the second, he never goes into the matter. What he refers to in this instance are, of course, the Retired Lists of the Army and Navy. In doing so, he enormously under estimates the Retired Generals—those on the Active List alone number over 200, and the Retired List, which we have not time to count, is probably three times as numerous.

The 181 Retired Admirals is nearer the mark, and the pay of such a list of officers who will never serve again, appears a tremendous affair; it does in fact amount to nearly £2,034,000 sterling. But England does not grudge it.

When a Canadian Militia Staff Officer has devoted, let us say 25 of the best years of his life to the service of his country; a grateful nation dismisses him at the age of 63, with a gratuity of two or three years' salary. But that is not quite England's way of looking at things. Generals, Admirals, Vice-Admirals, and Lieut.-Generals, have to retire at 65, Rear-Admirals and Major-Generals at 60. A Naval officer at 60 has been at least 45 years in harness; a Military officer at least 40 years, without counting the five or six years of special education. England thinks that, after this length of service, a man has a claim to a decent maintenance for the rest of his life.

With not a tenth part of the British establishment, the United States has, since the civil war, paid in pensions to soldiers and sailors, and to the survivors of those who fell in the war, or suffered disabilities, no less a sum than \$83,440,300.

The German Government does not show to much advantage in its treatment of the unfortunate Queen of Servia. The spectacle of a wife plotting against her husband is not edifying, but the spirited, if rash Queen, had two very strong motives,—disgust at a faithless husband, and the desire to rescue her son from the influence of a profligate court.