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C. BLACKETT ROBINSON, Publisher.

THE derangement that seems suddenly to have come over French Canada is but the effervescence of a feeling that has been rising among a certain class there for some years past; it is to be hoped that having now exploded it will carry with it the ill-humour that has lately threatened the amicable relations of the two races. There is no substantial reason for antagonism between the British and French of Canada. We may regard the growth of a separate people, of Latin race and habits, on this northern half of the Continent with misgiving; but it is a natural growth, which no power on earth can stop. It no doubt has a purpose—a purpose which it were folly to attempt to thwart. At any rate we could not do it if we wished. The French-Canadians have every reason to be satisfied with a condition of things that fosters their growth; and so we believe they in general are. The British are from time to time provoked—and justly provoked—by an apparently increasing aggressiveness on the part of their confederates; but, in fact, this aggressiveness is not the attitude of the great body of the French-Canadian people. No doubt they all have a strong and growing sentiment of nationality; but this would not pass out of the sentimental stage were it not for the mischief-breeding idleness and ambition of a few individuals among them. It may be said that two pests of the one have been seen in a lamentable waste of human life; some effects of the other are seen in the present display of political fireworks. The epidemic of small-pox is happily diminishing in virulence; but the epidemic of political quacks shows no sign of abatement. These gentlemen—briefless advocates and country notaries for the most part—it is whose voice is mistaken in Ontario for the voice of Quebec. Turned out from the seminaries of that Province by the thousand every year, equipped with a little learning, a good deal of logic, and a boundless distaste for homely business, they have no resource other than to turn journalists and politicians. They usually, however, contrive to attach themselves in one way or another to the Quebec Legislature, and having little private business of their own, they busy themselves attending to the concerns of other people, often acquiring both professional and political reputation by posing before the *habitants* as the champions of their race, their laws, and their religion. Hence *le Parti National*.

THE French National Party is like the play of "Hamlet" with the part of the "fair and fat" hero left out. There is no nation in it. The refusal of their very foremost man to have anything to do with the new party deprived it of all respectability—or rather prevented it from becoming respectable—and left it like a collapsed balloon on the hands of the managers; and this wreck has been blown into air by the guns of the *Mail*. No doubt, among certain classes of the people, there is a desire to punish Sir John for the execution of Riel; and on this desire the politicians have attempted to erect a National Party. It would manifestly be a glorious and not unremunerative office to lead a nation of *habitants*. But this would involve a sort of semi-rebellion against their English-speaking partners in Confederation—a thing very different from what was meant. And accordingly the edifice of National Party collapses. In fact it was erected on the wrong lot. The party, moreover, that includes such irreconcilable elements as Bleu Girouard, the now member for Jacques Cartier, and Rouge Lafamme, his rival, whom he supplanted in the county by the aid of English Montrealers resident there,—such a party is manifestly supported on feet of clay. There may be one vote recorded by the revolted Conservatives by way of protest against Sir John, but there will be no lasting rebellion against him. Much less will there be against the British. And if Ontario bayonets be sent to Quebec it will be for another purpose than to quell a rebellion. They may perhaps be tipped with vaccine points—to retire before which no French-Canadian need deem himself disgraced.

ONCE more the Scott Act has been rejected. On its submission to a vote in Prescott and Russell three-fourths of the electors have declared either that they did not believe the Act to be the best means of promoting temperance, or that they would not submit to the tyranny of a sumptuary

law. A majority of eighteen hundred was cast against the adoption of the Act. If of these some six hundred had supinely neglected to record their votes, or had been persuaded by the arguments of Scott Act advocates to vote for it, we should again have the spectacle of a fractional proportion of a community attempting to enforce Prohibition on a large body whose moral judgment rejects it. Again we have to remind Prohibitionists that the liquor trade exists to supply what many think a legitimate want; it does not exist, as seems to be assumed, for the express purpose of inciting to violence or wrong. Only as so designed can it be considered criminal; and by ignoring this important distinction Prohibitionists deservedly fail to secure the support of the moral judgment of thinking men. Such men may consistently take the warmest interest in the promotion of true temperance, yet reject the Scott Act as an instrument unfit to bring it about. Legislative interference may be usefully employed to regulate the character, and by consequence the number, of houses of entertainment; but legislative interference with the individual is worse than useless. If enquiry be made into the attitude of mind of the opponent of the Scott Act in any place where it is in force, it will be found that the sentiment is universally one of protest; and, there being no moral crime in it, determined evasion of the law. The Act is, in short, impracticable. A reference to the returns from Prescott and Russell will show that in eight polling-places out of thirteen the vote was as four to one against the Act. Is it likely that if a majority elsewhere had brought the Act into force it would have been observed in these objecting districts?

ON the whole we prefer the results attained by the Temperance movement in the Salvation Army to the achievements of the Scott Act. At a "Saved Drunkard's Demonstration" the other night "a quiet, wholesome-looking, and rosy-cheeked young woman" stood up and sang her pathetic story of "what God and the Army had done for Ned and me." Not a word of the Scott Act; although if there can be found one shred of justification for its arbitrariness it must be in that it is supposed to remove temptation out of the way of such poor fellows as Ned. Possibly he does not live in a Scott Act district; but has it ever been known to help such as he? Evidently Ned is not a Scott Act man; for he was not produced at the Demonstration, as any well-regulated reformed drunkard would assuredly be on a Scott Act platform, as a terrible example. But other reformed drunkards came forward and told their stories: they were all full of gratitude to the Power that had saved them—to the Army—even to the big drum; but again not a word of acknowledgment to the Scott Act.

THE publication this week of the October accounts of the C. P. R. again attracts attention to the economic value of that enterprise. Of its political value in binding together the several Provinces of the Confederation there cannot be a question, if once the practicability of a permanent union be conceded; but it has yet to be shown that the railway will pay any commercial return on the immense cost of its construction. When the North-West is filled up with settlers, and as it fills up, a return will come from that part of the road; but in the meantime the operation of the greatest extent of road with the least volume of traffic will entail a constant drain on the resources of the Company. The traffic from British Columbia will, we fear, be very small: by refusing the aid of Chinese labour, the British Columbians have repelled the sole means that offers for developing their resources. The traffic of the railway will be little helped by the occasional transit through Canada of a few car-loads of Eastern produce—the competition for the Eastern trade by English and French steamship lines and by the American railways to the south of us is too keen; and any trade that crosses this continent is sure by and by to be diverted—to save transshipment—through the Panama Canal. A few invalid Anglo-Indians or China merchants may very likely choose the cooler passage home through Canada, in preference to the sweltering heat of the Red Sea; but in the nature of things these will not be many: and the view of their yellow faces peering out of the car-windows as they are borne to the Atlantic coast, accompanied by an occasional car-load of tea going the same road, will not profit Canada much. The statement before us gives us no information of the financial result of operating the portion of the line we refer to. It shows an annual business of eight or nine millions over the whole C. P. R. system, and it states the net profits (for the ten months, January-October) to have increased from three-quarters of a million last year to near two and three-quarter millions this; but until we know what proportion of this is due to the Eastern branches of the C. P. R. system, the information we have is valueless for any estimation of the prospects of the new road. These Eastern branches were earning money before the C. P. R. proper was built; the consolidation of them all into one system may have helped all; but after reading the account of an interview had with Senator