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THE DOMINION ILLUSTRATED PUBLISHING COMPANY.

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Expectation is just now on tiptoe as to the composition of President Harrison's Cabinet. To J. G. Blaine report generally assigns the portfolio of Secretary of State. Yet those who are behind the scenes say that there is no love lost between the pious President and the somewhat cynical but undoubtedly able statesman from Maine.

It would be well if Señor Sagasta's policy of military retrenchment were imitated by the greater powers. There is little likelihood, however, that such will be the case. On the continent it is hopeless to look for assured peace save under the pressure of great armaments, and now we see by the Queen's speech, at the opening of the Imperial Parliament, that England must, *nolens volens*, follow suite.

The Sackville question has assumed a new phase. It is now asserted that it was at Lord Salisbury's suggestion that the unwary minister had been sent about his business. The explanation of a proceeding so apparently unfriendly on the part of the British Premier is that, as long as a foreign Government took the initiative, a minister or envoy could be considered free from censure, whereas, if he were recalled, on grounds of complaint, by his own Government, his career as a diplomatist would be virtually ended.

Australasia has sent forth no uncertain sound on the Samoan question, which, to our South Pacific fellow-colonists, is a really vital question. To them the Germans, who, in spite of Queensland's warning, were allowed their own way in New Guinea, are intruders and aggressors on their lawful domain. England's apathy (as they deem it) is preparing a world of troubles for herself and them in a possibly near future. English statesmen at home have, however, to keep an eye fixed on European complications as well as on what some of them regards as mere "South Sea bubbles."

The subject of Sir Richard Cartwright's motion on the right of negotiating commercial treaties was more interesting than the debate on it. Sir Richard spoke, as he always does, with vigour, and everything seemed to promise a discussion of more than usual importance. The strategy of the Premier, however, brought about an absurd anticlimax. In one issue, nevertheless, the stirring up of the question has been fortunate. It has called forth kindly and timely comments in the English press as to the relations between the metropolis and ourselves and assurances of the Home Government's readiness to stand by us in all our perplexities.

The Parnell Commission reached an acute stage lately when Le Caron, whose story of his career is like one of Boisgobey's novels, and Pigott, the procurer and seller of the incriminating letters, were put in the witness box. Mr. Macdonald, business manager of the *Times*, was also keenly cross-questioned by Sir Charles Russell. The supposed revelations have left the state of opinion on the controversy practically unchanged—the Parnellites and their sympathizers denying and the Ministerialists insisting on the genuineness of the letters and the truth of the accusations. Pigott

is now said to have disappeared and to have confessed that the letters are forgeries.

The *contretemps* resulting from Mr. Perry Belmont's premature appearance at Madrid as American minister and the necessity, which his apparent unconsciousness of anything wrong imposed on the Spanish authorities, of informing him of the true state of affairs—Mr. Curry not having as yet been officially withdrawn—reveals a sad lack of system in the diplomatic organization at Washington. It is, indeed, by Americans of sensitive patriotism, that the most incisive criticisms of Washington diplomacy have been uttered. The Hon. Messrs. Eugene Schuyler and Dorman B. Eaton long since called attention to the need of thorough reform, both in the matter of appointment and in the disregard of etiquette.

The resignation of M. Floquet, on the adoption of a motion to postpone revision indefinitely, was a surprise even to the mover, Count de Douville-Mailléfeu. General Boulanger claimed it as a victory for himself, and issued an egotistic manifesto to the electors of the Seine. The consequences threatened to be serious, as all possible premiers shrank from the task of forming a Ministry. M. Méline, who had succeeded M. Floquet as President of the Assembly, at first declined and then was induced to accept. But the attempt on his part was a failure, and mention of M. de Freycinet as an alternative raised a storm in certain quarters. Finally the problem was solved by M. Rouvier's acceptance of the task. His colleagues have all held office in previous Cabinets.

Hon. Mr. Gladstone has recently paid a striking tribute to the moral and intellectual worth of the great Irish Liberator, while his correspondence which Mr. Fitzpatrick has just brought out—forty years after his death—shows the beauty and gentleness of his domestic character, together with the true religious fervour by which he was possessed. O'Connell's place in history is secure, and his character as a statesman and a leader must ever attract admiration. But the man as he was in the circle of his family and before the altar of God attracts not only our admiration, but our sympathy, and is his highest claim to remembrance. The man of war becomes the devoted husband and fond parent; the undaunted assailant of "the Saxon oppressor," the willing slave of the domestic circle, and the humble devotee at the foot of the Cross.

The sudden death at Winnipeg of Mr. C. J. Brydges, so long and favourably known throughout Canada in connection with the Grand Trunk Railway, and for several years the representative in the Northwest of the Hudson's Bay Company, was a shock to hundreds of sincere friends in this city. The close of Mr. Brydges' life was consistent with what its course had been since his arrival in Canada. He was struck with apoplexy while visiting the new hospital in Winnipeg, of which he was practically the founder. He was all his life the most charitable of men, and it was fitting that he should pass away in the exercise of charity. Mr. Brydges was born in England in 1826, came to Canada in 1853, was associated with the Great Western and Grand Trunk, retiring from the latter in 1874 and becoming superintendent of Government railways, and in 1878 assuming his late position of Land Commissioner of the Hudson's Bay Company. A widow and four children survive Mr. Brydges.