

one of their candidates frankly put it, they "stood on "boodle," and boodle has carried the day." Possibly boodle had something to do with the result, but that a whole province should be so debauched and without political conscience it is hard to imagine. Until the proof of such turpitude is forthcoming the Mail need not be surprised if fair-minded men refuse to accept its representations which are far too sweeping for the evidence it has adduced.

The unstinted praise which H. M. Stanley felt constrained to publicly bestow upon Lieutenant Stairs, his most trusted subordinate officer, whom he represented as the soul of fidelity and obedience, whose ability to apprehend orders and power and skill to execute them, whose energy and tact mark him out as one in many thousands, is a tribute in which Canadians may well feel a pardonable pride. Naturally the authorities of the Military College at Ottawa, where Lieutenant Stairs received his Military training are gratified that the young Canadian has acquitted himself so heroically. Moreover they claim that the very qualities for which Lieut. Stairs is chiefly praised are the qualities which the methods pursued in the college are calculated to imprint on the plastic nature of young men. The college is turning out year by year young Canadians who will be fit to cope with any crisis that may occur in the country's development.

The irregular political orbit through which Mr. E. E. Sheppard has moved since his first appearance in Toronto as a journalistic light has tempted Grip to present in pictorial form the different characters in which he has posed. Now, though on abstract principles there is nothing censurable or sinful in a man changing his opinion, provided the change is due to an increase or light touching the matter at issue, nevertheless men have a feeling of distrust for those who show any great tendency to vacillate. They admire that quality in a man which gives the assurance that when you want him you know where to look for him. Especially is this demanded of those who seek to assume important public responsibilities. Consequently when they find a man exhibiting great fickleness concerning his political garb, assuming now the habit of a Democrat, now that of an advocate of national independence, now adorning himself with the distinctive badge of a labor reformer, now robing himself according to the demands of "society," they will hesitate to place any important trust in such hands. Nor can men be blamed for withholding their gifts from those whose ways are so erratic, even though in other respects they may claim to confidence. They cannot be sure the man who fights for them to-day, will not be found in their enemy's ranks to-morrow. Hence those wandering stars that have acquired the habit of changing their orbit with almost every hanging moon, those tarboats whose record is so strangely punctuated, must reckon on contending with a feeling that is not easily overcome. It is the highest wisdom that has been said, "Unstable as water thou canst not stand."

The Interstate Commerce Committee which has been nearly two years gathering information relative to the Canadian roads operating within the bounds of the United States, have at length made their report, which strongly condemns the present arrangement as being unfair to the American competing roads. The section of the report which deals with the facts of the case concludes thus. The sum and substance of the arrangement seems to be that the Gov-

ernment has in some way been hoodwinked into the project of facilitating the work of diverting the Asiatic commerce of the United States to the great political and military railroad constructed by Canadian subvention, and to the British and Pacific Ocean steamer line, which owes its existence almost exclusively to the subsidies which it receives from the Canadian and British Governments." To remedy this undesirable state of things the committee recommends "either such a license system shall be established for the Canadian railroad, or that some other plan be adopted, which shall secure to the American railroads an equal chance in competition with their Canadian rivals." This recommendation is very unsatisfactory to the anti-British press, which insists upon the adoption of the most extreme measures. Says the New York Sun, which is only one of many: "To license the Canadian railroads to continue in our inter-State carrying trade would be to legalize a gross wrong against American interests. Such a license might be likened to a letter of marque issued by our Government authorizing an alien enemy to prey upon our own commerce. The wise and manly course for Congress is to prohibit the trade altogether, and leave the Canadians to find a way out of the dilemma into which an imperial colonial policy directly hostile to the United States has brought them. Fortunately, this course can be adopted without injury to any paramount American interest; and it may lead to a peaceable settlement not only of this question, but of many others." Unfortunately for the Sun's proposition its political animus is too apparent. Few are so blind as not to see in this constant nagging at Britain and everything British a scheme to catch the Irish vote which has become such an important factor in American politics. On the other hand, it is fortunate for the Canadian Companies that the people of the Western States find the Canadian roads so great a convenience that they are not likely to forego the advantages they give for the sake of pleasing a few dissatisfied railway magnates. As a matter of fact there is no great danger of the adoption of such drastic measures as the Sun proposes. The interests of the West will never allow it.

The strike which has been going on in this city among the building trades for the last five or six weeks, though greatly resented, is still of sufficient strength to be perceptibly with the building operations of the city. That the men have obtained a great loss by this enforced holiday, few will be disposed to deny, while should the men ultimately gain their demands, the increase of wages will hardly compensate them for the loss of nearly one eighth of a year's wages. Of course it is not to be forgotten, that the question of principle or right is at stake the money consideration is an insignificant thing, and will not be seriously considered by a free-hearted man, nevertheless the economic aspect of strikes is a legitimate subject for consideration. In this respect it is doubtful if they are a gain. Indeed some economists boldly assert that loss is always the result. One writer has compared a strike to the act of a man who burns his barn to destroy the rats that ate his corn. Here are some figures that may be profitably pondered by those social agitators who would cure the ills of poverty by first impoverishing society. According to the United States Reports of 1880, the total amount of wages lost during the year was \$3,711,007. The aggregate number of days lost is 1,000,000.

and the number of men idle was 64,779. The loss of wages in the St. Louis railroad strike of 1880 was a million dollars, without reckoning the loss of productive labor, which is estimated at a million more. The loss of railroad property in Pittsburgh by fire and otherwise in the great strike of 1877, was from eight to ten million dollars. In the engineer's strike on the C. B. and Q. railroad in 1888, the cost was over two million dollars. The dockmen's strike in London last summer was estimated to have entailed a loss of several million dollars. From all which the conclusion is drawn that every strike, whether successful or not, is a total loss to the community as a whole, however it may effect particular individuals.

Once again the halls at Ottawa are practically deserted. The fourth session of the sixth parliament of Canada, the longest on record save the famous Franchise Act session, has come to a close. On the 16th inst. His Excellency the Governor-General with the customary address dismissed the faithful legislators to their homes. By a curious coincidence the number of bills passed during the session of just closed is identical with that of last session, being one hundred and ten. While much useful legislation has been effected the session has not been distinguished by any striking measure. Some readjustment of the customs tariff has been made, a new banking law have been passed, a number of changes have been introduced into the criminal law, while a bureau of labor statistics has been created, which His Excellency hopes will promote the investigation and study of the questions which affect the relations of capital and labor, and aid in the diffusion of information on all that concerns the occupations and well-being of the working classes. The usual generosity for which this government is noted has been shown toward the railway companies seeking for favors in the form of grants of land. It is estimated that the land grants voted in aid of North-Western railway construction during the session aggregated four millions of acres. In regard of these grants, however, is there anything peculiar in the U. S. P. is an old story, so also is the railway subsidy business.

But though in common place in this respect the session of 1890 is destined to attract the attention of those who write our national history. It has its distinction, though that distinction be an unenviable one. It may appropriately be called the "Scandal Session," seeing that no fewer than four cases have come to light in which members of parliament have been charged with trafficking with their parliamentary influence. First is the case of Hon. C. H. Rykert, whose conduct parliament agreed to condemn as "discreditable, corrupt and scandalous," and who was seen to have profited to the extent of \$74,000 of the notorious Adam's transaction. If a nail is driven into the wall of a man's life, it is not only lighted, but fully at the open end. Mr. Rykert, said to be the principal beneficiary of the Caraqueet railway, which through his influence received a handsome statement read before the House is bold enough to acknowledge the one purpose for which he was to promote this project, which he assumed to have earned them equal shares in the coming fortune. He has in his pocket a head in a hand, a number of...

Waddington railway, whose company stipulated with the constructors of the road as follows: "We want a liberal bonus in bonds of first issue or cash for the seven promoters of the road, for labor expended and good will." The remaining dark transaction is that charged to Mr. Thomas McGreevy, M.P., by his associates, his brother being one of the accusers. The charge is to the effect that Mr. McGreevy received commissions covering large sums upon contracts issued by the Dominion Government and the Quebec Harbour Commission to the firm of Larkin, Connolly & Co. Mr. McGreevy, however, gives the story a blank denial, and says the only money he has received is a repayment of advances he has made. And there the matter rests.

For the honor of our country and of her fair name every patriotic Canadian will wish that this dark page of our history might be covered or effaced. There is in it abundant cause for national humiliation. It is enough to make the man not lost to shame blush in the dark. His only consolation is in the thought that possibly the political corruption is not greater than formerly, but because of the white light that has been thrown upon it, it has been made more apparent and caused to stand forth in all its ugliness and loathsomeness. A favorite argument with those who contend against the idea that the world is growing worse and fast approaching a cataclysm is, that the apparent change is owing to an increase of knowledge, and a quickening of the moral consciousness, and not to any increase of wickedness. The background seems blacker because of the greater light that is thrown upon the picture. May not the same truth find its application here? Many will at least wish that it may be so.

Four Canadians have recently bowed the head in the presence of royalty and as a consequence will now expect their fellow countrymen to address them as "Sir Knight." The favored ones whom her Majesty has seen fit to honor are, Colonel Gzowski of Toronto, Deputy Postmaster General Griffin, Mr. Justice Johnson of Quebec, Mr. Justice Piusent of Newfoundland. Time was when such distinctions were greatly to be desired as serving to invest their possessor with a sort of divinity and to transform him into a creature of nobler blood than ordinary mortals. Even yet some of the old-time glamour and significance attaches to them, though manifestly the power of such titles has greatly waned. Owing to the growing spirit of Democracy which disregards the adventitious circumstances of wealth or rank, the central glory and which asserts that a man's a man for a that, and owing to the utilitarianism of the present age, the titles have become almost entirely obsolete. The titles of nobility are now only a remnant of the old-time glamour and significance which once attached to them.