

"Save me from my friends." An indiscreet friend of Mr. Solomon White telegraphed to certain American newspapers that this gentleman's candidature for the Mayoralty of Windsor, Ont., was in the interests of annexation. Mr. White promptly repudiated it, but it was of no avail, and the citizens of Windsor rightly declined to elect him.

The project has often been dreamed of for canalizing the Tiber so as to make Rome a seaport. It was entertained by Cæsar, by Pope Sixtus 5th, and by Napoleon. It has now been revived by a Roman Engineer, Oberholzer—whose name however sounds German, or perhaps Swiss—who has produced tenders from a British and an American firm to carry out the work in five or six years without subsidy. On its completion they desire interest to be guaranteed on the capital at 5 per cent, with a sinking fund of one per cent. The Italian Government is anxious to carry out the scheme, but cannot at present see its way to do so.

A branch of the Imperial Federation League was established at Pictou last week. Mr. C. D. McDonald, in referring to a speech delivered by Mr. Mowatt a few days ago, in which he said that "during all the years he sat in the Ontario legislature he had never heard any member utter a disloyal word," added, "I wish from the bottom of my heart, a Nova Scotian could say what Mowatt said. It is an undying disgrace to Nova Scotia, to Pictou county and to the Liberal party, and I feel it more and more every day, as I was the means to help elect a man who not only spoke disloyal words, but actually refused to take off his hat in honor of Her Majesty the Queen." These words were greeted with loud cheering.

Notwithstanding a good deal of disaffection and growling against our Federacy, and some squabbling between the Federal and Provincial Governments, Canada stands before the world to-day the brightest example of the broad principle of Federation. This principle we firmly believe Great Britain would find the best she could adopt within her own borders, but the idea is so radical as to be absolutely startling as yet to, we believe, the majority of Englishmen. We have little doubt, however, but that it will gain ground; meantime, the chief objection we see to the County Councils is that, temporarily satisfying some of the necessities of the country, they may tend to postpone a strong feeling in favor of the more comprehensive measure.

It is notable that the mention by the Hon. G. E. Foster—in a speech in reply to the toast of "the commercial, manufacturing, and agricultural industries of Canada," at the late great banquet of the Board of Trade of Toronto—of the contract for the Sault Ste. Marie Canal having been let, was greeted with prolonged and reiterated applause. There is no question of the vast importance of this work to Canada, and in fact, it ought to have been finished by this time instead of being about to be begun. It is further notable in what very different estimation the Toronto Board appears to be held by the citizens of Toronto, to that with which our own is regarded by the citizens of Halifax. Nevertheless the last meeting of the Halifax Board seemed to hold out some promise of better things in the future.

One of the greatest international combinations ever attempted in high finance is on the carpet. A scheme is reported to be preparing at Berlin for putting the Turkish Empire under trust, on the analogy of that which has proved so successful in Egypt. England, Germany, France, Austria and Italy are to be the joint trustees, and the scruples of the Sultan are to be overcome by giving him a liberal yearly allowance. It is said that the first suggestion of such a plan came from Prince Bismarck, and that it is highly favored by him, both on political and financial grounds. There would, of course, be some difficulties to overcome; but "nothing venture, nothing win" is a proverb which applies more strongly in the East than anywhere else. Holders of Turkish securities need hardly be warned not to sell while this brilliant prospect lies before them.

Mr. Justice Weatherbe has a long, and most interesting and valuable letter in the *Herald*, last week, on sub-marine cables. The Judge specifies the enormous expense of cables, and the repairs necessary to them, and the immense length of cable that has had to be abandoned; and shows, apparently conclusively, that the heavy amount of destruction is due to casing the cables with iron, which becomes corroded by the action of the salt water, and breaks in innumerable places. The Judge advocates casing the gutta percha core with hemp, on which, it appears, the salt water has little or no effect, and which, owing to new methods of laying it up, will neither shrink nor kink. Hemp casing would also be lighter, and would obviate a defect termed by electricians "induced magnetism" due to the iron casing. The Judge adduces an instance of hempen yarn from a hawser submerged for 79 years in Halifax harbor, which is now as strong and bright as new yarn, and remarks that hemp recovered from the *Royal George*, sunk in 1782, is as perfect as when submerged. It would seem that the Judge is urging an idea of untold value.

That the new County Councils of England are a decisive step towards decentralized popular government, is evident by the nervousness of the *Standard* and other conservative papers as to the immediate results of the measure. It is not that they deprecate it—the immediate prospect seems to be looked to without dissatisfaction or much fear—yet there is apparent in their notices of the elections that hesitating timidity of tone which is so curious to Canadians. Despite the great strides made in the last few years in the extension of the English franchise, Canada is so far ahead of the old

country in simple popular government, combining an essential republicanism with the moderation and steadiness inherited from British institutions, that she can scarcely understand the trepidation of English Conservatives at every fresh step, notwithstanding that so many have been taken that the strongest Conservative of to-day would have been scouted as a dangerous Radical less than 100 years ago. No doubt much of this instinctive dislike to popularization was due to the French Revolution, but the results of the County Councils ought to be reassuring, as they are far from evincing any decrease in the reasonable regard of the people for the higher classes, or in their confidence in them as, on the whole, the ablest administrators.

The question of Life Insurance for fishermen has lately attracted some attention, and it has even been suggested that some scheme might be adopted somewhat on the lines of that carried out by Prince Bismarck for the benefit of workmen generally. The beneficent nature of such an ordinance might well condone its compulsory nature, and the Newfoundland Legislature may perhaps be commended for its courage in having dealt with the idea in a practical and decisive way. It has passed an Act to provide compensation for the relatives of fishermen lost when engaged in the Bank fishery. The Act stipulates that the Master of every Newfoundland vessel, on clearing from the Custom House upon the first trip each season, shall pay the Collector the sum of fifty cents for each member of the crew, such sum to be a first charge upon the wages or share of each member. The owner of each Banking schooner similarly pays twenty cents for each member of the crew of his vessel. In the event of a man being lost, his legal representatives will receive a proportionate amount of the whole fund, but not to exceed \$80. It is no doubt a forced insurance scheme, but it seems to us to carry its own recommendation, and to be suggestive of what might be done elsewhere.

It would seem that there are persons unwise enough to advocate the establishment of a small standing army for Canada. The *Chronicle*, last week, had an article on the subject, with which we almost entirely agree. An army of, say 10,000 men, would be an utterly paltry force, and an entirely inefficient substitute for our (say) 35,000 Militia, for it is to be borne in mind that the Militia evinces an appreciable improvement year by year. This is largely due to the schools of instruction scattered through the Dominion, whose graduates are permeating the Militia in increasing numbers. But there is wide difference between a "standing army" and a small "permanent force." The terms seem to imply a distinction without a difference, but there is a difference, one point of which is, that the system involves no necessity for any considerable addition. The present schools amount to less than a thousand men, but there is no doubt that at least two more schools are required, a Cavalry School in the west of Ontario, and an Infantry School towards the west of the Territories. The strength of all the schools also requires a slight increase, but this, as well as the two additional corps, need not involve a larger total force than 1500, and there would seem to be no necessity for a larger number in the future.

At the recent important meeting of the Halifax Chamber of Commerce, Mr. Edward Stairs moved the following resolution:—"That this Chamber; recognizing the inconvenience to passenger travel, and the great disadvantage the trade of Halifax and the Western part of the Province is under through the non completion of the Railway system between Halifax and Yarmouth, do bring to the notice of the Government the advisability and great necessity of having that portion of the Railroad between Annapolis and Digby (commonly known as the "gap,") completed at as early a date as possible; and that the committee on internal trade be instructed to deal with the matter." The resolution was unanimously passed. It shows that the community have become tired of the political blundering over an important measure, and, following the advice of THE CRITIC, have determined to take the matter into their own hands. As we have repeatedly shown, the trade of Halifax with the Western Counties has been almost lost by the want of direct rail communication, St. John now doing the lion's share of the business. The purchase of an iron steamer by St. John business men to ply between that city and Digby and Annapolis, is another menace to the trade of Halifax, and the "missing link" must be at once constructed, or the trade of the Western Counties will be entirely absorbed by St. John.

The city of Jerusalem is growing in size and population at a remarkable rate. Its growth is all the more surprising because neither its situation nor its trade are favorable to a rapid increase; it lies among a not very fertile group of mountains; it has next to no commerce, and has no manufactures. Nevertheless, new buildings are rising daily; churches, gardens and institutions of various kinds are filling up the formerly desolate neighborhood to the distance of half an hour's walk beyond the old limits of the city. The Jews are to the front as builders. Their houses spring out of the ground like mushrooms, uniform, ugly, one-storied, plentifully supplied with windows, but with no manner of adornment. The Rothschilds have completed a new hospital. Close beside it there is a new Abyssinian church. The Russians are also great builders. They have erected a new church, consulate, lodging houses for pilgrims of the orthodox national churches, and a hospital. Near to the Russian group stands the "German House," for German Roman Catholics, from whose top the German and papal flag float side by side. The Russians have also built a high tower upon the Mount of Olives, from whose summit the Mediterranean and the Dead sea can be seen. The Greeks and Armenians are also busy builders, but they provide for the bodily rather than the religious demands of the pilgrims. The former build cafés and bazars, and the latter set up shops.

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