

notice several variations from the usual mode of conducting diocesan synods, and venture to suggest that we scarcely think the alterations are made in the direction we feel at liberty to commend. There appear to be as a rule six lay delegates from each church; even in the exceptional instances there are four. It is true that in the event of a decision contrary to what the clergy think desirable, an appeal may be made to a vote by orders, but this appeal is never made without some little unpleasantness of feeling, and therefore should not be resorted to unless in cases of absolute necessity. But when one order is manifestly in excess, such an appeal necessarily becomes much more frequent. Another thing which strikes us is the very strong Erastian character seen throughout the whole proceedings, which appears so much more remarkable as we were not aware that they had a church establishment in those parts. The position however which was assumed by the Lieut.-Governor would seem from the reports, to have amounted to even more than that, as he claimed for the state a greater control over the Church than is assumed even in the mother country. He laid down the principle that "all power whether in temporal or spiritual matters, emanated from the crown." Now that is most decidedly a position which, if we rightly understand his Honor, was not assumed either by Henry VIII. or by Queen Elizabeth, and is certainly unknown in any part of Her Majesty's dominions, outside of British Columbia. He could not be referring to means and opportunities of exercising the functions of an office, but must have alluded to the authority inherent in the office itself, or the words would have no meaning in their connection with the subject he was discussing. His Honor appears also to have directed the proceedings more than the Bishop himself, and to have occupied the chair almost as much, so that the character of the proceedings bore a stamp more secular than ecclesiastical. We regret also that it was not thought desirable to connect the diocese with the province of Rupert's Land. Perhaps when the Pacific Railway is completed, the increased facilities of communication will furnish an inducement for the union which we imagine would be most desirable.

THE ONTARIO LEGISLATURE has at last attacked the liquor question. We have already remarked that the greatest difficulty of all in dealing with it lie

in the fact that large portions of the revenues, both of the state and of municipalities come from the manufacture and sale of liquors; and that until this is entirely done away with, no very material change for the better can be expected. A step has however been taken in the right direction, which will relieve municipalities from the temptation to grant licences in places where they are evidently not needed. The duty of granting licenses is to be vested in future, in a board of three commissioners, appointed by the Lieut. Governor in Council for each city, county, or district, as the Lieut. Governor may think fit. Limitations are to be placed on the number of tavern licences granted; the effect of which will be to reduce those in Toronto from nearly three hundred at present to less than 170; in Hamilton, from 111 to 70; in Ottawa, from 125 to 55; in London, from 92 to 41; and in Kingston, from 86 to 32. The importance of this change may be illustrated from a statement made by a poor woman, who said her husband after receiving his wages could pass one liquor saloon with safety, but she could not trust him to pass thirteen. In cities, towns, and incorporated villages, the number of licences is to be at the rate of one for every 250 souls for the first thousand of the population, and one for each four hundred over one thousand of the population. Municipalities may limit the number still further. In townships the number of licenses is left to the commissioners. Shop licenses are to be placed under additional limitations. The provisions of the Act will not of course satisfy those who have favoured a more restrictive legislation; but the municipalities can still use the Dunkin Act if so inclined. The new act however is admitted by all to be a step in the right direction. The most advanced advocates of temperance have sufficiently indicated their satisfaction with it, as far as it goes; and we have no doubt that its operation will be exceedingly beneficial. When its effect has been sufficiently tested, perhaps further steps may be taken in the same direction, which will more entirely commend themselves to some of the most zealous advocates of total abstinence.

THE LEGISLATURE OF VICTORIA, British Columbia, have by vote, unanimously endorsed the rejection, by the Walkem Government of the last Dominion offer of \$750,000 to the Province, and by

the same vote have resolved to appeal to the Imperial Government. The offer was made as a compensation for the non-fulfilment of the agreement made by Sir John A. Macdonald's Government to build the line of railway from Esquimaux to Nanaimo. The Government organs regret the state of these things, and appear to think that the responsibility of refusing the sum offered rests entirely with the Government of British Columbia. They also imagine that there is no danger of any disruption in the union of the Province with the Dominion, and that the main element of dissatisfaction is in the amount offered by the Canadian Government. The Legislature assembled on the 10th, and it is said that a member of the House proposed a resolution demanding permission for British Columbia to secede from the Confederation. It is further stated however that the subject was not entertained for the present. The construction of the railway in question was one of the terms in consideration of which British Columbia consented to unite with the Dominion. Whatever difficulties may have arisen, they appear in part to have been created by the Canadian Government, at least, so far as it appears to us. The scheme laid down by the late administration, whatever faults it may have had, would no doubt have been carried out, if they had remained in office; and we do not think it has yet been shown to be impracticable. It would also have met the standard objections which we have heard for years and years, *usque ad nauseam*, by the opponents of that administration against the Grand Trunk Railway, and would have been, as all parties at one time admitted, a great boon to Canada. The subject has an ecclesiastical aspect, as well as a political one.

HER MAJESTY'S NAVY seems destined to meet with a considerable number of mishaps. The training ship *Warspite* has met with a disaster similar to the *Goliath*, and the two happening so near together is at least a suspicious circumstance. The origin of the fire is unknown, but it is the opinion of the officers and others that an incendiary has been at work. The Secretary of the Marine Society attributes the fire, perhaps with less probability, to spontaneous combustion. The *Warspite*, which was completely consumed, was an old fourth rate line of battle ship, and for the last fifteen years has been lent by the Admiralty to the Marine Society, for training poor and destitute lads. It