

"There is a pleasure in being mad which none but madmen know."—Dryden.

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NOW that the Ross Government has succeeded in winning the three Bye-Elections which were held on Wednesday, we may expect the House of Representatives to meet within the shortest time that the Constitution will permit.

Let the Conservative Press malign Mr. Ross as it likes, the fact that the Premier is the best business man in Canadian politics stands out with glaring conspicuousness. The chief characteristics of the solid business man

re—we think everyone will admit—an accurate knowledge of the value of his line of goods, diplomacy in making his purchase at the best price, and absolute secrecy concerning his invoices. All of these qualities Mr. Ross has, in the last few days, given ample evidence of possessing. His bargain with the Grand Trunk Railway—the evidence of which can easily be found in the turn-over in Stratford, where the Grand Trunk shops are located—is one of the best examples of good politics and business that ever Mr. Ross has given us. It eclipses his Referendum stroke, which has heretofore been considered his masterpiece.

The Grand Trunk Pacific will now meet with hearty support from the Liberal Press.

We are glad that the set of men that form our local government is definitely settled, and we believe that it is in the best interests of Mr. Ross that the people have decided as they have. Mr. Whitney has proven his incompetency by not winning. How could he protect our interests when he cannot protect his own?

IT will greatly stimulate the confidence of the Canadian Public if they will carefully read and digest the statement of Manager Hays concerning the recent series of accidents that have been happening with mathematical regularity. Mr. Hays claims that the Grand Trunk has as perfect a system for the running of its trains as any road in America. We believe him. Surely

no fault attaches to a system that permits four or five fatal accidents a month. What does the Canadian Public expect? Why are we permitted to travel from one point to another, at a cost to us of only three cents a mile, if we are not to expect to suffer the occasional inconvenience of an accident?

And, after all is said, of what consequence is a little smash-up, which produces only twenty-eight or thirty corpses, and thirty-five or forty so-called serious injuries? Can a corporation that has to pay large dividends be expected to take the lives of a few unfortunates into their consideration? Surely not.

It is this senseless carping that has given our neighbors the excuse for calling us cranks. Let us grin and bear it if a thousand should be killed each week. The country will get more benefit, in advertising, out of the fact that our roads pay good dividends, than it ever could hope to get had those that are killed not been killed. Silence on the part of those that suffer is the truest indication of heroic spirits. This is the opportunity for the truly patriotic.

TORONTO, the stronghold of Conservatism, has met with a shock that is likely to do her some good in the future. By this, we do not mean to say that it will do the Conservatives good, for they, unquestionably, are beyond salvation. From this time forth, however, the people of Toronto will know how much stock they should take in the honesty of the daily press. Hereafter, when a daily paper denounces any person, it will be safe to form the opinion that that paper is in the pay of the person denounced.

In the recent Municipal elections three Conservatives appeared in the field, one slowly following the others. Each Conservative paper picked out its favorite, and started vigorously to support him. Then the Liberal press played its strong card. The *Globe* and the *Star* came out publicly in support of one of the Conservatives, while privately they urged a Liberal to enter the field. He entered. The *Globe* and *Star* assured the Public that he could not win. The united press was avowedly against him. The Public's sympathy was at once aroused. Result? The Liberal was elected Mayor.

Mr. Urquhart and his party should be congratulated. A better example of good generalship has never been seen. The most expert Jesuit might well be proud of the stroke. The Tory press was beautifully outwitted, and the eyes of the Public were opened.

The re-treat is even more dangerous in the bar than it is on the field of battle.

Why blame the railways for the natural competitive jealousy which prompts them to out-do the automobiles? Competition is the life of trade—the undertaker's trade.