

The Week.

AN INDEPENDENT JOURNAL OF POLITICS, SOCIETY, AND LITERATURE.

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TORONTO may justly be proud of the Loyalist meeting on Saturday. Probably in no other city on the continent would fifteen thousand persons, assembled in protest against the mischief-making of a political agitator, to listen to the discussion of a topic so likely to arouse the indignation of right-thinking men—nowhere else on this continent, perhaps, would such an assemblage disperse without adding to the orderly business transacted on the platform some rougher marks of their disapproval. The meeting was eminently representative of the better elements of the Ontario people; and the fifteen or twenty dissentients present among fifteen thousand may be taken as likewise representative of that insignificant proportion of our people who, misled by false information spread by the semi-Fenian Press, sympathise with every doctrine, however socialistic or treasonous, preached by these blind or false prophets, in the name of Ireland. We trust the Resolutions passed at this meeting will be taken as the true voice of Canada; the presence on the platform and among the speakers of several Irishmen, and the loyal sentiments approved so heartily by the assemblage, must convince the English people that the late impertinent interference of the Dominion and Local Canadian Houses with the business of the British Parliament was the work, not of the Canadian people, but of their politicians, who so misrepresented the greater mass of their constituents in Parliament, truckling to the ignorant passions of a powerful because turbulent nationality among us. A present result of this disgraceful conduct is the visit of Mr. O'Brien, who naturally has taken the Resolutions of our parliamentary demagogues and wiseacres as the voice of the Canadian people, inviting him to come over and insult the Governor-General; and it was as a protest against such misrepresentation, as well as the design itself, that the meeting of Saturday was held, in order to show this Irish agitator and his abettors that in slandering Lord Lansdowne, he is insulting Canada also.

MR. O'BRIEN has also had his meeting, and has been accorded full liberty of speech; but although he might talk, he could not compel people to listen to him, although protected in his attempt to slander Lord Lansdowne by what he once called "the demon of English rule," the spectators would have none of his absurd logic; and it had to be poured into the ears of the reporters, the chief part of this his main audience having been brought with him from New York and Dublin. The throng around him was nearly as great as that which assembled on Saturday, but there was this serious obstacle to a like success—that the sympathies of those that assembled on Tuesday, *not* to hear Mr. O'Brien, were, with the exception of but an insignificant few, entirely with the Loyalists; and it is again highly creditable to Toronto that the affair passed off without any more serious differences arising between Mr. O'Brien and his proposed audience than their persistent refusal to listen to his diatribe. Evidently from his disappointed and angry speech, Mr. O'Brien has now found out his mistake; he has come several thousand miles, at the expense, it is true, of the poor, half-starved, rack-rented Irish people—who can't pay their rents, but yet can afford to support such enterprises as the present; and this has ended in miserable failure. Let us hope he now perceives that the world is wider than Ireland, and has other interests besides fictitious Irish grievances. He has met with but scant sympathy in Toronto; but what he has received is absolutely all that exists for the bad cause that brought him here.

THE Government have at length declared their policy as to Disallowance. The agreement with the C. P. R. is to be maintained, and no competing lines in Manitoba, as well as British Columbia and the North-west, are to be allowed. Government have come to this decision because it is considered that the country is bound in honour to carry out the agreement with the Company, and because in order to protect the many millions spent by the Eastern Provinces in opening up the Western, it is deemed necessary to prevent the trade of the West being tapped at several points by the United States. As to the first point, it is clear that if the C. P. R. insist on their pound of flesh it must be paid. We repeat, the Company are not to be punished because they have given us the railway full five years before it was due. Their enterprise has had a large reward, but it is thoroughly well deserved. The profit they have reaped might be a ground for con-

cession on their part; but there must be no compulsion: a contract, however onerous, must not be broken for reasons of mere expediency. By a clause in the C. P. R. contract the Company were given protection against competing lines in the North-west certainly. It is contended in Manitoba that this monopoly does not extend to that Province—a contention which is supported by the fact that when the boundaries of Manitoba were extended in 1881 the restriction of railways was confined to the added territory; indeed, the contention has been admitted by the Government itself. Disallowance in Manitoba is exercised by the Government as a matter of policy, the principle there being the same as in the North-west. The Dominion has incurred a great debt in building the C. P. R.; all but a trifling proportion of that debt falls on the Eastern Provinces; and the interest of these Eastern Provinces, belonging to near ninety-eight per cent. of the population, must not be imperilled by yielding to the demands of another two per cent. in Manitoba and the North-west. It may be that free railway construction in Manitoba might forward, as nothing else can, the development of the country; still, that is a matter of debate, and we cannot blame the Government for refusing to accept that view offhand. For our part we are inclined to think that the Government policy is a short-sighted one. The North-west is not making the progress that was reasonably expected: the results, indeed, after seven years, are ludicrously out of proportion to what was predicted when the construction of the C. P. R. was begun, though that can be no surprise to anybody of sense, whom a heated imagination did not lead to expect that, on the opening of the country, the whole population of Europe would rush over to fill it up forthwith. It is, however, making a healthy though slow growth—perhaps the healthier for its slowness. In view of the great debt incurred, any cause that *may* impede the development of the North-west ought to be removed, if it can be done with a reasonable amount of safety. The policy of the Government, broadly stated, is to develop the Dominion as a whole and promote inter-Provincial trade, which policy is to be entirely approved; but it does not seem clear that this design would be seriously endangered by allowing free railway construction. If, however, it were found to do so, an effectual remedy might, perhaps, be applied through the tariff, which already is a powerful protection. Anything that tends to facilitate transportation between the North-west and the Eastern Provinces, as railway competition would do, must rather bind than loosen the ties between the Provinces. The danger, of course, is, and the fear of the Government is, that the binding might take place rather with the States than with the Provinces; and there is something in that. Still, we have faith in the existing connexion between Eastern Canada and the West; our business houses have the field very much to themselves at present; and we believe they may be trusted, with the moderate protection of the tariff, to hold their own, especially as, with cheap rates of freight, Eastern Canada would be as near and convenient a market for the North-west as the manufacturing districts of the States.

IN the Canadian House of Commons, as well as the British, a new Finance Minister has this year presented his first Budget. Both Ministers alike are men of remarkably strong individuality; and as the other day we admired Mr. Goschen's masterful presentation of his subject, in whose minutest details he seemed fairly to revel, so now we have to pay a meed of praise to Sir Charles Tupper, whose firm grasp of a difficult subject, and clear comprehension of the situation, it is equally a pleasure to witness. Sir Charles, like Mr. Goschen, is in every fibre a man of business; and the country cannot but gain very greatly by committing its financial affairs to such strong hands, instead of to the feeble men of theory who are too often thrust into that office for mere reasons of political expediency. We may not be able to agree with every part of Sir Charles's Budget Speech—we do not with respect to the iron duties, for instance, which we regret to see raised against every industry in the country, merely, as is the case at present at any rate, to advantage one establishment; still, we must own that, committed as the Government are to Protection pure and simple—*bound* to it as they are, indeed, by the recent elections, the straightforward method pursued by Sir Charles Tupper is the best. When it is decided to do a thing, "thorough" is the policy to adopt; and Canada probably has no public man better able through sheer energy to carry out a policy of "thorough" in any department than Sir Charles Tupper. No business will suffer in the long run if committed to capable hands. Mistakes may be made, but the mistakes of a strong man are more easily rectified than the uniformly mediocre work of a feeble one. There is not much else that is new to remark on in the Budget. The Debt is acknowledged to be large; but it is represented by great public works, without which the country would be exceedingly poor, though it had not a dollar of debt. The announcement that in the arrangement of treaties the representatives of Canada are to be invested with plenipotentiary powers is very important, and Sir Charles had reason to feel pride in congratulating the House on a boon whose acquisition is,