

to the German one, and keep silent. Our press, on the whole, has been comparatively reasonable. But the hope of a reduced naval expenditure has gone by the board.

#### EATING THE INSANE ROOT

If statesmen go mad, there is some excuse for simple workmen losing their wits. Last month witnessed an outbreak of the strike delirium in Ireland which is surely the *reductio ad absurdum* of the theory of the sympathetic strike. A firm of timber merchants in Dublin had a dispute with its workmen. They went out on strike. The timber merchants employed other men to do the work, and sent a load of timber to the goods station of one of the Irish railways to be delivered by rail in the ordinary course. Two of the railway men refused to handle the timber, declaring it tainted, as it had been delivered by blackleg labor. The railway company dismissed its insubordinate labor, whereupon their comrades struck. The Amalgamated Society of Railway Employes took up their cause and formulated an ultimatum to the railway company demanding that they should reinstate the dismissed workmen and never again ask their employes to handle any goods sent in for transport by any employer whose workmen were on strike. When this preposterous demand was rejected they proclaimed a general strike on all Irish railways, and held out a threat that they might follow it up by extending the strike to England! This is sheer midsummer madness. The railways are bound by law to carry any goods handed over to them by the public. If this principle were once permitted there is no end to the monstrous developments which might ensue. As an object-lesson in delirium the Irish strike was useful. It comes to this—that whenever any body of workmen make any demand, no matter how unreasonable it may be, which their employers do not instantly concede, the law is to be suspended in order that these employers may be at once put out of business, and that without any inquiry whatever as to the justice or the injustice of the strikers' claims, and to enforce this preposterous demand the whole railway system of the country is to be paralyzed. It is sad to see a cause which would otherwise command so much sympathy made ridiculous in the eyes of all sane men.

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#### POLITICS AND IDEALS

ONCE upon a time we read a story of a bear which loved its master—not as the boy loved ice-cream; but he was keeping the flies off his sleeping hero in some sylvan shade—geographical data not mentioned.

It is probable that the boulder with which bruin essayed to smash the pest that danced at the end of his master's nose still lies where it fell, but as to the bear-beloved, "subsequent proceedings interested him no more."

It is now the Canadian elector who need pray to be delivered from his friends. The most benevolent and gratuitous libel on the Canadian voter which has come to our notice is contained in an editorial statement of the *B. C. Mining Exchange and Engineering News* in a recent issue. Speaking of the recent election, the editor says: "It is true that the Imperial element in the situation did sway many electors, and who is there who is sordid enough to blame any Canadian who voted on these lines? But to say that any elector who voted on these lines was placing his national sentiment before his commercial interests is to talk arrant humbug."

Is it true to say that any Canadian elector who, voting on these or any conceivable lines, placed his national sentiments before his commercial interests, is talking humbug?