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DISHONORED AND DISGRACED.

Gen. Caffard has received such a punishment as has seldom been meted out to any public man in the military and political history of Europe. It has been officially announced that he has been removed from the post of chief of staff of the war office, and that his name has been struck from the army list and will receive a yearly pension of \$10,000. The council of the Legion of Honor has recommended that his name be struck from the list of members of the Legion and that he be deprived of wearing any decoration of that order. Under such circumstances the privileges granted him of obtaining time to "blow his brains out" does not seem to have been too unkind. That Boulanger will come out of the affair successful, as his friends predict, will only be in keeping with the remarkable career which has placed him in the front rank among modern soldiers.

### RAPID TRANSIT.

When railroading was introduced the suggestion that people would be able to travel by this means at a rate of from fifteen to twenty miles an hour was regarded as ridiculous. At the present time a speed of anything less than from thirty-five to forty miles an hour is considered slow, and on certain roads a speed of fifty miles an hour is attained. An American inventor has devised a system, and has had working models on exhibition for some time in Boston, whereby he is assured that people may be safely carried on their journeys with a velocity compared with which the fastest train of the present day would be like a snail. The old-time stage coach, which claim that a train may be safely driven at the rate of 240 miles an hour in one which sounds far-fetched, but in this day of remarkable achievements it would not be safe to say that it is impossible. The scheme by which space is to be a considerable extent, and which is being carried out in New York, but with differences in the manner of construction and materials which will make it much cheaper and much stronger. Instead of running on wheels on an ordinary track, as the case is, the proposed cars will be suspended from the track and will run on slides over rails made from a self-lubricating metal of which graphite is a chief constituent, which, it is said, "will enable the car to move along with a little friction, there is between the steel-clad sleigh runners and hard ice at a low temperature. The motive power is to be atmospheric pressure, to be obtained by exhausting the air from a tube of suitable size which is to be run along underneath the cars, though it may be placed above or at the sides with a special facility. The tube is to be of steel, with a lining of the same metal as the rails. Inside a piston, which is connected with the car by means of an arm which projects through a longitudinal slot. The slot has a metal cover which is closed automatically as the piston moves along. At fixed points along the line engines will exhaust the air from the tube on receiving a signal to do so, and the car on being released at the starting point under the pressure produced, will shoot forward on its journey like a bullet from a gun. At the stopping point the car may be brought to a stand still by the simple expedient of admitting air to the piston tube, and thus causing a resistance which may be increased or diminished at will. Being built above the surface of the ground, the track may be laid in a straight line, and is nearly so, and at a low cost for right-of-way compared with the surface roads. A late number of the Boston Herald, commenting on the various features of this system, says that "they are altogether peculiar and original. They open up the question of rapid transit between different points in an altogether new light, giving to the possibility of its accomplishment a certainty which it could scarcely hope for under any other system." The Herald concludes with a flight of poetic fancy, that these ideas "may be the heralds of a new era in railroading, wherein the traffic of the world will be freed out of the bonds of the earth, so to speak, and be made to glide through the air like birds on the wing."

### ELECTORAL IMPURITY.

It is by no means a pleasant duty for a public official to lecture upon the evils of bribery at elections, yet this is the time when the attention of the public generally is directed to the consideration of this subject. No public man nor journal can excuse or condone bribery, yet it is well to calmly consider for a moment the motives which actuate men in receiving and giving bribes. The Dominion franchise is now so low that it is virtually the basis of universal suffrage. In order that this franchise may be properly exercised, the individual voters must be actuated by motives of the purest patriotism. They must be educated up to a level of intelligence which will insure their due consideration of the political policies of the day and up to such a high plane of morality that they will support that policy which they deem to be in the best interests of their country, irrespective of any purely personal or selfish considerations. It is, therefore, the duty of all those who are interested in the welfare of their country, to give to every child the facilities of securing a good common school education; but still more it is the duty of the pulpit and the press to inspire the people with a supreme regard for the best interests of the country, irrespective of all selfish considerations; and, in other words, with that spirit of patriotism which is the most distinguished characteristic of the most distinguished statesman. It must be plainly manifested that in so far as the individual departs from the plain path of duty and prefers to conserve his own interests rather than his country's, he is so far from being corrupted by selfish considerations for the motive which actuates him in deviating from the path of disinterested patriotism are the very same motives which actuate the voter who accepts a consideration or a bribe for his vote. The voter who accepts a bribe doubtless reasons himself into the belief that he is not being corrupted by selfish considerations for the motive which actuates him in deviating from the path of disinterested patriotism are the very same motives which actuate the voter who accepts a consideration or a bribe for his vote. The voter who accepts a bribe doubtless reasons himself into the belief that he is not being corrupted by selfish considerations for the motive which actuates him in deviating from the path of disinterested patriotism are the very same motives which actuate the voter who accepts a consideration or a bribe for his vote.

### CANADA'S RELATION TO AUSTRALIA.

Mr. K. Sande, a merchant of New Zealand, who was recently in New York, had a conversation with a New York Herald reporter which he explained the many advantages offered to Australia by the proposed route to New Zealand. The population of that country is at present 640,000 and the annual exports are valued at \$7,000,000, of which \$400,000 goes to the United States. This trade is, however, constantly increasing. As Mr. Sande points out the distance from Auckland, New Zealand, to San Francisco, by the proposed route, is 16,000 miles, while the distance to Great Britain is 16,000 miles, yet the latter secures nearly all the trade of New Zealand. An annual subsidy of \$36,000 is paid to carry the mails to San Francisco. In discussing the trade advantages offered to the United States by this steamship route Mr. Sande said: "There is already a feeling growing in favor of the Canadian railway line, in view of the fact that the proposed line to Australia is only 6,000 miles while the distance to Great Britain is 16,000 miles, yet the latter secures nearly all the trade of New Zealand. An annual subsidy of \$36,000 is paid to carry the mails to San Francisco. In discussing the trade advantages offered to the United States by this steamship route Mr. Sande said: "There is already a feeling growing in favor of the Canadian railway line, in view of the fact that the proposed line to Australia is only 6,000 miles while the distance to Great Britain is 16,000 miles, yet the latter secures nearly all the trade of New Zealand. An annual subsidy of \$36,000 is paid to carry the mails to San Francisco. 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