

## SOME TIMELY REMARKS.

Organized labor in the United States has already made its influence strongly felt throughout the land, as is clear from the legislative enactments which, during the past year, have been placed upon the Statute books in very many States.

But, while labor has thus achieved much that will be of service to coming generations of those who depend upon wages for subsistence, the cause has been greatly discredited by the action of men such as the anarchists of Chicago; who, while they are anxious to associate themselves with the united party of labor, have not hesitated to stoop to the most cowardly means for obtaining their extreme ends, holding neither life nor property valuable, so long as they stood between themselves and that which they desired to accomplish.

These disturbers of the peace are, for the most part, discontented socialists; who, having been driven from their homes in Europe, have sought occupation in the United States and, finding that the free institutions of that country allowed them a comparatively unrestricted field for the spread of their socialistic ideas, they have fastened themselves as a parasite upon the strong body of honest workmen who had combined for mutual protection.

We do not for a moment believe that any working man, who honestly desires to earn his own livelihood, can sympathize with ignorant foreigners, whose sole aim appears to be to overturn the things that are, and to substitute therefore a new idea of things, of which they themselves have but the most hazy notions.

Society as at present constituted is, no doubt, far from perfect, and the inequalities which exist are perhaps difficult to understand, but it would be impossible to make any radical alteration without endangering the whole social structure, and it might be seriously hindering the march of progress which has been so observable during the past few decades.

In many respects where the working man receives fair remuneration for his labor, his success, like that of the farmer, the merchant, or the professional man, must depend upon skill, industry, thrift and sobriety; and these must for all time play an important part in the relative position in which men are placed. It is, after all, only the few in this world who are born with a silver spoon in their mouths, and who are in a position to enjoy to the full the luxury of leisure. To the great mass of human beings, whether they be laborers or not, life is a constant fight for existence and subsistence, and only as the individuals display more skill, are more industrious and thrifty, and less intemperate than others, do they rise to higher social positions than they otherwise could occupy.

This truth should be borne in mind by young men who feel that the want of capital handicaps them in the race for power and position; for this is an age in which brains and skill are of more real value than a bank account, which yields a fixed and unaltering income. Men who expect to better their position can never sympathize with those who hope to attain this end by killing off those in high places and appropriating their wealth. Reforms that require the dynamite bomb to further them, are never likely to be crystallized in legislation.

The war against monopolies and the honest endeavor to obtain a fair share of the profits of labor, should be supported by every man whose heart is in the right place, be his labor mental or manual, but no man who realizes his obligations to his brother-man can afford to encourage the unfurling of the red flag of socialism or give his tacit consent to the murderous methods indulged in by anarchists.

## THE MANITOBA AGITATION.

An American gentleman, Mr. John M. Stahl, contributes to the Albany, (N. Y.) *Cultivator and Country Gentleman* of Sept. 1, a long and interesting article containing his "Impressions of Manitoba," which, it may be remarked, are very favorable. In it occurs the following paragraph:—

"In 1870 the population of Manitoba was 12,200, and of Winnipeg (Fort Garry then), 215. There was not a mile of railroad in the province until 1878. In 1881 the population of the province was 65,000, and of Winnipeg 12,000. In 1886 the province had a population of 108,640, and Winnipeg of 21,000; while there were a thousand miles of railroad in operation within the province. In 1871 there were in the province 33 schools, with 816 pupils in attendance; in 1886 there were 549 schools, with 17,210 pupils in attendance."

Further on Mr. Stahl says, "Winnipeg is supposed to have 24,000 inhabitants now." These figures are in all probability substantially correct.

What is stated of Manitoba is, in degree, applicable to the Territories, and, broadly speaking, the progress and prosperity indicated are due to the C. P. R.

Nothing is more to be regretted than the arbitrary tone assumed by the C. P. R. management in the origination of the existing difficulty; but for which it is more than probable the people of Manitoba would have listened to reason, and no serious disagreement would have arisen. But, this conceded, there can scarcely be much doubt that the C. P. R. is within its rights, and the provincial agitators beyond theirs. It is difficult, moreover, to separate from the legal aspect of the contention considerations of honor, and even morality. It is impossible to deny that the unexampled progress of the enormous N. W. territories is due to the unparalleled exertions of the C. P. R. syndicate, and, having in view the arduous nature of the vast undertaking, it does not appear that the syndicate has been unmindful of its responsibilities. There seems, therefore, to be a degree of ingratitude in the endeavor to cut the throat of the C. P. R. by infringing the terms of the charter to which the whole country owes its rapid advance. The

underlying influences of the not very patriotic or creditable agitation are, perhaps, not far to seek. The building up of the Canadian nation by the construction of the railway, combined with the fact of the increased facility afforded to the Mother Country for the maintenance of her power on the Pacific and towards the east, is, however the feeling may be disguised, intensely distasteful to a very large section of the American Republic, and the intrigues of the more actively malevolent portion of her citizens do not unfortunately look in vain for sympathy and aid to a Canadian faction, either really predisposed to annexation or ready to seize on any sort of grievance in aid of party tactics. This combination we take to be the source of the Manitoba Railway agitation, for a careful consideration of the subject does not lead us to a belief in its sincerity, or in the real existence of a necessity for the line contended for.

As to the question of right, one of the inducements offered to the Syndicate was as follows:—"No line of railway is to be authorized by the Dominion Government south of the Canadian Pacific line, from any point at or near that railway, except such line as shall run southwest, or to the westward of southwest; nor to within fifteen miles of latitude 49" (Latitude 49 is the frontier line between Canada and the United States).

This condition, being embodied in the contract—the Province of Manitoba having its full representation in the Dominion Parliament when the contract was confirmed—English investors subscribed liberally for stock, the favorable points being, of course, strongly placed before them.

Sir Geo. Stephen, in his recent circular, indicates the need of this provision, nor can we, in view of the magnitude of the interests involved and the risks incurred, consider that the safeguard was uncalled for—"the object and spirit"—he says of the clause—"was the temporary protection of the interests of the Dominion in the N. W. as well as the protection of the C. P. R. from the encroachment of lines from the south during the infancy of the enterprise."

Considering that, in addition to the gigantic work of its main line, the C. P. R. has already constructed two lines to the frontier, one of which further tends to the westward, it would scarcely appear that the syndicate has been neglectful of the interests of Manitoba, and it is extremely difficult to see what the Manitobans really want with another line at present. They might be assured that so astute a management would further connect with U. S. lines as soon as there should be any real opening, and it would seem natural that what would be to the profit of the company, would also be for the best interests of the Province.

An outcry is made that, by the contract, Manitoba is cut off from Duluth, with its cheap water-way to Montreal, but the makers of the outcry studiously avoid mention of Port Arthur, which has a shorter land carriage from Winnipeg, a shorter route through the lakes to Montreal, and which has unquestionably a great future before it.

The Manitoba Railway agitation is artificial, as well as unpatriotic. Its character was betrayed by the wild talk of Imperial troops and so on, which inaugurated the movement, and nothing but the imprudence of the C. P. R. authorities in giving way to a temptation to bully, prevented its being almost still-born. The difficulty will, no doubt, be ultimately quietly settled by the courts, if not previously compromised; meanwhile, it is to be hoped that the Manitoban malcontents will wake up to the fact that violent and threatening measures cannot but be damaging to the credit of a Province already somewhat given to premature railway speculation, and tend to the temporary discouragement of immigration.

## A BLACK LOOK-OUT.

There are grave fears of a financial panic in the United States, and the government is now being strongly urged to come to the relief of the country. The difficulty, so far as we can gather, arises from the absolute lack of money with which to carry on business, in consequence of which rates of discount have advanced to an abnormal figure, and already many merchants and manufacturers find the tightening of the money market a serious drawback to their business.

Several theories have been advanced as to the cause of the unusual stringency. Some financiers believe it to be due to the recent deal in railway stocks, by which millions of dollars have for a time been withdrawn from legitimate business; others are of the opinion that the money which has been invested in the manufactures of the N. W. South, as well as the enormous amount of ready cash that is required to move the cotton and other crops, has been withdrawn from the North at a time when most business men required discounts; but the majority of those in position to give an opinion worth listening to, believe that the trouble arises from the enormous accumulation of capital in the federal treasury at Washington; and, as with each month these accumulations have been growing larger, it seems probable that they have pointed out the true cause of the difficulty.

It does seem strange that any governing body should, year after year, impose taxes upon the people out of all proportion to the revenue required for the needs of the country, and yet this is what the United States is doing at the present time, and will probably continue to do until some terrible financial panic shall prove that the people are not able to withstand the excessive strain.

Victor Hugo was no doubt a great genius in his way, and he accumulated a large fortune; but as a business man he must have been an infant in arms. For years he wanted to build a new house, but was afraid he could not afford it. He had no idea how much he was worth. Finally some friends went to his bankers, the Rothschilds, and found he had on deposit with them the snug sum of 6,000,000 francs. He was delighted, and forthwith began the house. He never lived to see it completed.