

had a number of rare and choice spirits who have drunk deep into the higher teachings of the Word of God. These have been found in all denominations, and they have been in the habit of often uniting in conference in various parts of Britain. Of these Mr. Varley is one, and it may be said that he brings across the Atlantic a condensation of the best Christian thoughts of these modern days. But there is evidently something beyond all this in the results of his labor, and it can be explained only by the simple acknowledgment of the "great power of God."

One result of the searching application of the Election Law by independent judges has been the unseating of one who has exercised far more political power in Canada than any man of this generation. Sir John Macdonald, for many long years, managed the destinies of this country with a more complete control than any man has ever exercised in England, save, perhaps, William Pitt, in his palmiest days. To think of Sir John Macdonald out of Parliament would at one time have been a mental impossibility. But it must be confessed that a great change has come over Parliament during the last year or two. And the change is for the better. There is undoubtedly less of corruption, and that abominable "log-rolling" which once made our parliamentary government a by-word. Sir John Macdonald, with all his splendid qualities, was deeply imbued with the very worst views of that system. In fact he made it his own. He ruled by studying the weak points of men. He was a thorough Walpole in his style of administration. Completely unselfish himself, so far as money was concerned, he knew to an iota the power of money and place and honor over others. This system of ruling, however, must come to an end some day; and the overwhelming defeat he sustained at the last general election was the Nemesis of many political misdeeds. And now he is not only out of power but out of Parliament. He cannot even set foot in that Chamber in which, for many years, he exercised such absolute sway that his very beck and nod could make or unmake men. He will, doubtless, be returned for some constituency, if he wishes; but the lesson is impressive, and should be studied by all our young politicians.

The contemplated action of the Midland Railway Company, in respect to the with-

drawal of the first-class carriages from their road, is an interesting evidence of the superior force in modern times of economic law over social usages and prejudices. To those who hold the theory that all things tend to revert to their primitive type, this movement will, doubtless, afford consolation, as it is a return to the primitive order of coaching days, when only two classes existed, the inside and outside passengers. It has been again and again remarked by statistical-minded observers, that the first-class carriages on the English lines must be run, not for profit, but in deference to social ideas. They cost a large percentage more than other coaches; they are more liable to injury, and when full, only contain about half those of the second class, so that to make them as remunerative as others it would be necessary for the fares to be double, and for the percentage of passengers, in proportion to accommodation, to be higher than carriages of a lower grade. These conditions are both signally unfulfilled by first-class traffic. A coach-full of first-class passengers pays only about 75 per cent. of one full of second class, and the latter cost less to provide for, and fill up their carriages to a very much higher percentage in proportion to the seats than those who require the dignity of isolation and privacy of first-class. One very odd result of this constant emptiness of these solemn and stuffy carriages has been to make them the receptacle of the overflow of the second and third-class traffic, a practice which has done much to lessen the occupants of these stately vehicles, as a not unreasonable objection was entertained to pay for privacy, and be made the companion-traveller of drunken rowdies returning from prize fights, foot-races, fairs, and other popular gatherings of a so-called Christian nation. But a social millennium has not come, as some think, because of this; nor a social revolution, nor a break-up of caste distinctions, but otherwise. The railways will be compelled by the same economic law they are now obeying to provide for those who require high-class comfort in travelling; but the accommodation will be made more costly and less open to chance demand. Thus, a sharper time than ever will exist between the first-class of the future and the second and third. The social reformer rejoices, however, in the increased facilities of travel given to the humbler classes, as that means enlarged opportunities of social advancement and intercourse, and that education which comes from contact with varieties of men and circumstances.