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THE TIMES.

The Toronto *Globe* gave us another lively specimen of its acquaintance with facts and particular regard for veracity last Monday. It said:—

"The agitation in favour of annexation has ceased as suddenly as it began. The Political Economy Club of Montreal has ceased to exist. A few adverse articles were enough to quiet the tremendous fellows who proposed to effect an immediate revolution. Mr. Macmaster got down on his marrow-bones with hurried bad grace, and his example was promptly followed by most of his colleagues, who had momentarily believed in their courage to oppose public opinion. We suppose that Mr. Perrault, who never knows what is or is not practicable, will continue to butt his head against the wall. But his eccentric performance will only be a warning to others who imagine that weak argument can aid strong wishes. The recent annexation movement was nothing like as strong as that of 1849, and we shall probably not witness another till hard times return again."

What are the facts? First of all, the Political Economy Club of Montreal never contemplated an agitation in favour of annexation. Of course the *Globe* will have it that the movement was in that direction, and that we intended it should be so, yet stood so much in dread of criticism that we were afraid to avow our purposes. But most readers of the *Globe* will know that those who started the Club are quite capable and ready to speak out their mind on any subject they may take in hand. If they wanted to declare for annexation they would do so, the *Globe* notwithstanding; but they want no such thing, and the writer in the *Globe* states what he must know to be false.

"The Political Economy Club of Montreal has ceased to exist," quoth the *Globe*. That will be news to the members. We thought it was in a good and healthy condition, with every chance of a future of honour and usefulness. We think so still. The Club has not ceased to exist, and instead of the "few adverse articles" doing it any harm, they did it a great deal of good. When the *Globe* began to abuse it the general public said, There must be something good and useful in the Society. The mercy of it is that the *Globe* cannot kill anything; if it could there would be few institutions left in Canada worth having.

I am glad to see from a cablegram, received a few days ago that the Directors of the Grand Trunk have declared a dividend at the rate of four per cent. per annum upon preference stock for the last half year. It is important to notice that this dividend has been earned before the certain benefits to be derived from the new connection to Chicago have been obtained. This must have created a new sensation in the breasts of the proprietors of the Company, who, for so many years, have had small hope of getting any return for their outlay. And with the extension of the road to Chicago—which is already an accomplished fact—the increased facilities for travel promised, and a continuance of efficient general management, they may reasonably look for better things still. Such results can only have been brought about by the large business done and by the economy with which the road is managed. The aggregate of work performed, I am informed,

has doubled within a few years, yet the revenue is the same, or less than it was some years ago, and then no return was made to the proprietors out of it. A dollar of receipts five years ago cost eighty cents to earn; now the freight rates are one half, and yet a profit is made. The strictest economy, with increased work performed and reduced prices paid for everything, has only enabled this result to be obtained.

Mr. Mackenzie took the first opportunity which occurred in the House of Commons to have an ill-natured fling at the Grand Trunk as being the chief, if not the only cause, of the opposition to the Coteau Bridge. We ought to remember that the Grand Trunk has done everything for Canada, and Canada has done but little for the Grand Trunk. Encouragement has been given to every opposition enterprise, even to the extent of helping it with public capital, and it would be manifestly unfair if the Grand Trunk were not allowed to exercise any influence it may have to keep out competing lines. Mr. Mackenzie is evidently taking his ideas of the Grand Trunk from the *Globe*. He states that he does not consider Mr. Gzowski's opinion equal to the opinion of Mr. Page, and would prefer Mr. Shanly's to either. Mr. Page is against any bridge at Coteau, and Mr. Gzowski is only partially in favour of a high-level bridge. Surely, Mr. Mackenzie's own statement, that Mr. Gzowski had built the International Bridge across the Niagara River shows that he must be competent to give an opinion on the question of the Coteau Bridge.

Is it that trade continues to be so bad in Montreal that people are compelled to still further retrench? or is it that a general system of giving "notice to leave" has been introduced in order to secure a reduction of rent? Property holders must be somewhat appalled by the prospect of losing the interest on their money, particularly those having old property, when they see the continued building that is going on as the only way to realise something in return for the investment made in land some years ago.

"SIR,—You profess to be on the side of everything that tends to the advancement of culture in Canadian society, and so far we have reason to believe that you are in earnest. But did it never occur to you that many good and valuable institutions, which do a needful work in a quiet way, are being overlooked entirely. We hear of all that is done by the Board of Arts and Manufactures, by the Art Gallery, what the new Academy proposes as its *raison d'être*, &c., but not much is heard of those private establishments in which young Montreal is being educated. Mrs. Lovell's and Mrs. Lay's schools, and others of the kind, are really doing very much for society, not merely by the education they give our daughters, but by the treats they so often give to their friends. On Tuesday evening last I attended a private concert at M. Couture's, when his pupils and those of M. Ducharme sang and played in a manner that was beyond all praise. I do not wish to advertise those gentlemen, for other professors are probably quite as proficient. I only wanted to call attention to the valuable work which is being done by our many private educational establishments."

A. H.

The state of the law in reference to trespassers on railways demands the serious attention of Parliament. We had lately a case in which the driver of a train on his way to Lachine saw a person on the side of the track. On his return trip he saw the same person on the track, and, as he states, too late to avoid running over him with the train. The man was killed under the cars. He was stated to be so far imbecile as to be unable to take ordinary care of himself. The Coroner's jury exonerated everybody from all blame. The logical consequence of this decision of the jury is, that as a community we are not doing wrong, and are justified in allowing wilfully a certain number of persons every year to be killed upon the public highways, when the law, by moving but one of its powerful fingers, could protect