

yeomen of his guard. Such plunder of the community as the Pension Arrears Bill and the imposts which Congress continues to lay on the American people at the bidding of the Manufacturing Ring, or even the direct taxation to which Quebec is likely to be subjected by its elective spoilers, would hardly have been possible under what history brands as arbitrary rule. If a clique or a faction gets the control of the elections and becomes master of the national assembly, how is it to be dislodged? How is a reform of the Constitution to be enforced against corrupt representatives who have an interest in keeping it unreformed? Sismondi touches on the subject in connection with the constitutional history of one of the Italian Republics, and seems to think that the difficulty is met by saying that if the people wish to depose an elective government, they can at any time do it by refusing to elect. But this implies a unanimity and an organization on the part of the people which can seldom exist, while there are perfect concert and unity of action on the other side. It is conceivable that society may have to resort, in some extreme case, to old-fashioned methods of putting down incorrigible iniquity. At all events, intrigue and corruption ought always to be made to feel that, in the last resort, the national force is not in their hands. For this reason, as well as on social grounds, it is desirable that while a regular force is established, the militia should not be allowed to decline.

—Leaving finance to financiers, and political economy to political economists, the leader of the Opposition directed the fire of his forensic eloquence against the relations of the Government with the Pacific Railway Company. One important point, at least, he made. It is clear that the restriction on the amount of dividend, which is intended to operate as a limitation of fares and freights, would come to nothing if the amount were to be calculated, not on the sum actually spent, but on the full value of a stock which the Company is at liberty to water to any extent it thinks fit. The question is particularly serious in the present case, because the Railway is protected against competition, by which its tariff