

and direct though very likely unexpressed casual relation between the large contribution or contributions for the "G. E. F." and the conviction in the mind of the donor or donors of the value of Sir Adolphe Caron's influence in the procuring of the subsidy, or that Sir Adolphe did not fully understand this connection and turn it to account for the party. The evil, or a serious feature of it, is that so many politicians seem to think it a less heinous offence to betray a solemn public trust and trade in ministerial or Parliamentary influence for personal gain. Probably there were many members who, with the above conviction, voted that Sir Adolphe Caron had done nothing dishonourable or unworthy of a Minister of the Crown, who would have renounced their party allegiance rather than have voted to that effect had they believed him guilty of trading in his official influence for personal ends. And yet why it should be deemed less disgraceful to do wrong for a political party than for personal gain it is hard to conceive.

THE CITY'S DANGER.

The arbitrary deed against which we, in common with so many of our city contemporaries and justice-loving citizens, protested, was consummated and we have a new and as yet untried man in charge of the sanitary arrangements of the City. Every one must hope that the new health officer will prove equal to the emergency. But that the occasion is no ordinary one, that it requires vigorous, not to say heroic, action is but too clear to all thoughtful citizens. The privy-pits, cess-pools, filthy lanes, and other disease-breeding abominations still abound. The bay whose liquid contents lave the City front and separate the citizens from their chief summer resort, is a sink of pollution, rendered constantly more foul and noxious by the rivers of sewage which pour into it by day and by night. But worse than all, our only source of water supply lies beyond this land-locked cess-pool, and all the water for drinking and household purposes has to be brought through one large pipe running directly through this mass of fluid foulness. True, we breathe a little easier for the moment since we have received the assurance that this broken pipe has been patched and caulked so as to exclude for the time being most of the surrounding impurities which it has for months past been freely pouring into our homes. But how can we be sure that this will continue from one day to another? As Dr. Carniff has said in a recent letter to City papers, the fact remains that a fresh break may occur at any moment, and so long as the water supply has to be brought across the Bay, so long there will exist a grave danger to the public health.

What is to be done? How long a time is to be permitted to elapse before some definite, comprehensive and satisfactory

scheme will be decided upon and set about? "It is amusing," says Dr. Carniff; let us say rather it is amazing, "how quietly we take all this". The "Queen City" of Ontario has been supposed to have some well-deserved reputation for enterprise and business sagacity. But if her citizens sit down and fold their hands in the face of an ever-present danger such as this; if they await the visitation of some terrible calamity to goad them into action, when it is all too late to ward off the evil which may come at any time as the result of causes which it was and is quite within their power to remove; if, which is practically the same thing, they are content to throw the responsibility upon a Mayor and Council which have not hitherto risen to the demands of the occasion, let them at once renounce all claim to intelligence or energy befitting the time and the country.

The problem seems simple enough, viewed apart from the abortive attempts which have been made to solve it. Here is the City with its many tens of thousands of well-to-do inhabitants. There is Lake Ontario almost at its doors, with a sufficiency of pure water to supply half a-dozen worlds like this, to be had for the taking. But, forsooth, those waters are separated from us by a narrow branch or harbour which the City has deliberately defiled with its sewage. How to get the pure water from beyond the bay, and how to restore the bay to its original purity? These are the two things to be done. The latter seems simple enough, though undoubtedly expensive. We must stop pouring the sewage into the bay, and in order to do this must provide for disposing of it otherwise. The long-talked of trunk sewer is admittedly the solution of this branch of the problem. If this be so, it becomes a matter of absolute necessity and in such a case the question of cost should not deter. That is to say, the work should be planned and begun with the least possible delay and pushed to completion just as fast as the money can be found for saving the City from danger, disgrace and positive sin against nature and science.

But evidently the citizens cannot wait for pure water until the great sewer has been built and the bay has had time to do its work of self-purification, with the help of the powerful dredges which should be set to work as soon as the ice disappears. It is not for us to say what plan should be adopted in the meantime for bringing the pure water into the city, otherwise than through the bay. Many are of opinion that the scheme mentioned by Dr. Carniff is the most feasible, that, viz., of transferring the intake to a point off Scarboro Heights, where the water is said to be at its purest. The City engineer could no doubt soon perfect a plan for bringing it from a reservoir on the heights into the City, and estimate the cost. Some object that as the outlet of the trunk sewer, when built, must be some

where in that direction, that source of supply would be, in its turn, befouled. A transfer back to the old spot would then be in order. Or there may be some better method. That is the matter for the engineers and sanitarians. Whatever mode is adopted, it is certain to be expensive. But, as the ancient dramatist taught, "Nothing is stronger than necessity." And necessity knows nothing of economy. Rather her law is the truest economy, if intelligently and voluntarily observed.

What is just now needed is that the public opinion of the city should be thoroughly aroused to see and face the danger. Now, when Spring is at the door, is the time to move. Could not an assemblage of citizens be got together, intelligent and earnest and powerful enough to compel the Council to move, and to give not only momentum, but to a certain extent, direction to its movement?

THE CANADIAN TARIFF.

At this time when considerable discussion is going on regarding the fiscal policy of Canada, and in comparing it with the fiscal policy of Great Britain, it is well to go back to the time when Great Britain adopted a free trade policy, and to consider the circumstances under which she renounced protective principles, and the teaching of the apostles of Free Trade; and how the trade of Great Britain is now affected by her fiscal policy.

During the time of the agitation for Free Trade by Cobden, Bright and others, one of their stock arguments was that all the world would soon be converted to Free Trade by seeing the advantages and benefits conferred upon the people of Great Britain by the operation of that system of political economy. But the civilized nations have not adopted Free Trade and the more they are civilized the higher is the tariff. And, in spite of all the literature and arguments of the Cobden Club and the teachings of professors of political economy, protection is continually extending its influence. Although much has been said and written, especially of late, on both sides of the subject yet no one appears to have attempted to show why other nations did not accept the teachings of Cobden and Bright, and following the example of Britain throw open their markets to the world and derive all the advantages of buying in the cheapest and selling in the dearest market.

In order to understand this subject properly, and mark the development and evolution of trade we must go back about 50 years to when the first railway was started. All trade and commerce before that time had been restricted to water carriage, the trade of all countries was mostly limited to rivers, canals, and the coast line; the land carriage—all products being by horses and waggons in most civilized countries with good roads—was very expensive. Consequently the interior trade of all countries was very limited and their resources remained undeveloped; the people were contented with few manufactured goods and those were home made by manual labour. The domestic trade was much greater in Britain in propor-