

farmers do not "make hay" of capital, but are only too glad if capital comes to them to buy the hay after it is made, or will even give a promise to buy it while the crop is still on the ground. The Northern Provinces are communities of "Grangers," and Grangers must have railroads in good working order to transport their produce, or else they can't "get along" at all.

Yet a little movement against one curious form of "capital" has been participated in by workers of both Canada and the United States of late. Luckily, the central authorities on both sides of the line can in this case easily hold their own. I allude to the movement against the fur seals. These capitalists can hide away their treasure altogether if too roughly handled, and labor has determined to handle them so roughly that, like capitalists elsewhere, these marine wealth-bearers threatened to remove from their former haunts, if not from public life itself. The question put by the workers as to whether the problem of a fur seal's possessing its own skin was one that required the blunderbuss of the armed cruisers of three Powers and an international civil trial at Paris to settle, was, needless to say, mainly settled by the eloquence of an Irishman. Most of the sealers were Americans. Most of those who defended the seals were lawyers, and as no general railway strike could be brought to bear in favor of the enemies of the wealthy seals, they will still be allowed to propagate their species, although the word species has a suspicious likeness to "specie," which everyone knows means capital. The Americans contended that seals should be free in the open sea. But then they denied that the open sea was open sea, a contention so Hibernian that the Irishman had no difficulty in confuting it.

He was made Chief Justice of England, and the seals got a time in the year when they, like Irish landlords, should not be shot or killed at all, at all. This all reads like a fairy story, but it is an impartially told bit of history, and only noticed here because some people sought to make the affair a cause of quarrel between friends, that is, between Canadians, Americans, and British. There is plenty of room for all three on the sea, as on the land, and even on the great lakes. In those inland seas it is for the interest of both to have good salvage arrangements in case of wreck. Wherever there is chance of any disaster causing loss of life, the Canadian Government has issued orders which have for many