

English
Bi-metallists.

It is doubtful whether the scientific bi-metallists of England will be prepared to admit that Mr. Moreton Frewen correctly represents their attitude toward the Presidential contest when he virtually advises the election of Mr. Bryan. He is essentially a crusader on this subject—quite as much so, in fact, as Mr. Bryan himself is. On what he bases his belief that the United States can well afford to lead the way in making the experiment of free silver coinage at sixteen to one does not clearly appear. It is a bad time to dogmatize on such a point when silver stands in the market at less than thirty to one. Mr. Frewen's frank admission that "Bryan's election would probably unsettle values and cause a panic," ought to be sufficient to completely discount his advice to the electors. The panic would be certain; there is no certainty at all about his opinion that "after a panic everything would settle down nicely and everybody would be better off." The prevalent view among English bi-metallists is that if a few great nations—say the United States, Great Britain, France, Germany, Austria-Hungary, Italy, and Russia—would unite in the free coinage of silver at sixteen to one, the parity of the two precious metals might be maintained with little or no fluctuation. The prevalent view among scientific bi-metallists in America is that if the United States attempts the feat alone it will fail, and that failure would mean the postponement of international and successful action. Mr. Moreton Frewen stands an excellent chance of getting a good wiggling before he leaves the United States.

The Irish
Dynamiters.

It seems probable now that Tynan, Bell, and their fellow-dynamiters will be allowed to get off with sentences little more than nominal, or with no convictions at all. As the result of all that has come to light they are regarded in both France and Britain with general contempt as drunken sots and blabbing fools. When Tynan is released he will probably resolve to stay in the United States, where he will now have the satisfaction of knowing his every movement will be systematically reported to Scotland Yard. The rest of his worthless life will be spent, wherever he chooses to go, under a surveillance more humiliating than he would be subjected to if he were a ticket-of-leave man. This will matter little, however, if he is in the habit of drinking himself into a besotted condition at home as he was doing while in Paris.

The Czar in
Britain.

The young Czar and Czarina have, after a short sojourn at Balmoral, passed quietly through Scotland and England to Portsmouth and there embarked for France, where their reception has been as magnificent as their stay in Britain was unostentatious. Judging from the reports that have been published, the British method is quite as likely to have been congenial to the youthful pair as the French method is. They seem to be rather sober-minded and quietly disposed young people. The Czarina is described as a thoughtful and clever person, not unlike her aunt, the Empress Dowager of Germany. The Czar is entirely disinclined towards field sports, being in this respect the perfect antithesis of his fitful cousin, the Emperor of Germany. A great deal of interest hangs on this brief sojourn with the Queen, so far as the quiet of the world is concerned. The late Czar was pre-eminently a man of peace, but he seems to have been as clay in the hands of the late Prince Lobanoff, his Foreign Minister. The latter quite naturally exercised a dominating influence during the early part of the present Czar's reign, but his sudden death has freed his imperial master from all

thralldom and left him open to more humane influences. The visit to Britain at so critical a time will prove to be a memorable one, if it should lead to such an understanding between Great Britain and Russia as will secure for the Christian Armenians some surcease of their awful tribulations. There are indications pointing to such a result, the conjecture most favoured just now being that France will take charge of the Sultan's behaviour, with the backing of the other great powers.

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The Railway Strike.

IT is quite unnecessary to say a word here on the importance of maintaining traffic uninterrupted on such a system as the Canadian Pacific Railway, or on the desirability of maintaining a spirit of loyalty among the working staff toward the corporation. Every great railway is more or less at the mercy of its employees, and if they are dealt with in a purely corporate spirit they are pretty sure to give in return a purely perfunctory service. The light which has been let in on the Canadian Pacific organization shows clearly enough that the relations between the company and its railway telegraph operators have for some time past been very much strained, and it will be the part of wisdom on both sides to lessen the strain and bring about a state of harmony.

The operators complain that they are in many places badly treated in being required to do miscellaneous menial service, such as filling water-tanks, cleaning lamps and sweeping out waiting-rooms. The reply of the company is that it is impossible to relieve them of such duties at many stations where a telegraphic instrument is a necessity and where the traffic is not sufficient to warrant the hiring of additional employees. That there is some reason in this rejoinder is quite apparent to all who travel along the north shore of Lake Superior, across the plains of the North-West or through the mountain region of British Columbia.

A more formidable grievance on the part of the men is that the company treats them harshly in the matter of representations when any are made to the officials. They say that being isolated they have no chance of dealing with the company on a footing as advantageous as that which trainmen enjoy. They complain that if one of their number gives evidence of being dissatisfied he is quietly dropped from the service, and some more pliable operator substituted for him. The answer of the company is that all complaints made through the local officials, the regular prescribed channel of communication, are promptly and courteously attended to, and that all the General Manager did in the present case was to refuse to listen to representations that had not first been made to the district superintendents.

It is not possible for outsiders to take the part of either party to the controversy. It may safely be assumed that the men would not have struck if they had not had some grievances to redress, and it may just as safely be assumed that the company, with so much at stake, would not have likely risked a serious interruption of freight traffic at this season of the year. The strike was well timed from the operators' point of view. During the months of October and November many large steamers from Buffalo, Cleveland, Detroit, and Chicago, load with North-West wheat at Fort William and Port Arthur, and unless the railway is able to bring the grain to the elevators the vessels cannot obtain it. Already much injury has been done by the disorganization of the service; any intensification or prolongation of such a state of affairs is likely to prove disastrous.

Without any intention of being impertinent, we venture