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Comments on the Cartoon.



A PROPOSED MONUMENT.—When, in the course of human events—perhaps before the end of the present session of Parliament—Sir John A. Macdonald has severed the chains of slavery in which the settlers of the North-West and British Columbia are bound to the C.P.R. monopoly, the question of signaling this crowning act of the great statesman's life by a public statue will, of course, come up for discussion. It will be a proud day for Canada when this grand work of art is unveiled, and the assembled multitude, with uncovered heads, greet the Abraham Lincoln of our Dominion with enthusiastic cheers. But it is too much to hope that Sir John will fare any better in the matter of a statue than the late lamented George Washington, and that worthy gentleman had to

wait nearly one hundred years before he was fittingly commemorated in stone. The subscriptions come in very slowly, considering the fervor of the popular patriotism. It may, therefore, be that the statue of Sir John the Liberator, may not be done during the present generation, and that uncertain individual, the "future historian," may be called upon to furnish the raw material for the design, in which case it is just possible that the facts may be imperfectly represented. It is well that a memorandum should be made now for future reference, and Mr. Grip, in his anxiety to be of use in connection with this great project, cannot wait until even the Liberation itself has been accomplished before submitting his design for the statue of the Liberator. The artistic effect of this design (for which see page 9) may possibly be improved upon by the sculptor of the future, but the facts are there, as hard and cold as any stone is likely to be. Behold the heroic figure of Sir John, and mark the grateful attitude of the emancipated settlers, who hug his nether limbs. This is all the future historian would have suggested, probably, though

he might, perhaps, have included the bag of millions which touchingly represents the determination of the great statesman to purchase the liberty of the slaves at whatever expense. But, behold, also the document in the other hand, which would almost certainly have been overlooked by the designer of the future. That tells the tale of how the settlers happened to become slaves; and the bags of other millions at the base of the statue tell what trouble was taken to keep the monopoly in good health. Between them lie the hateful monopoly claws, which Sir John has cut off. This is thrown in casually, but perhaps there is an appearance of persiflage about it, and Mr. Grip would not insist upon it's being retained. The design is unique, but so is its illustrious subject. It isn't every day the sculptor has to do a statue of a great Liberator who was himself the creator of the slavery he destroyed.

MACBETH AT QUEBEC.—The resignation of Hon. James McShane, Minister of Public Works, in the Mercier Cabinet (Quebec), which took place somewhat unexpectedly a few days ago, caused a sensation in political circles. Mr. McShane has been for a long time the *bête noir* of the Castor Party in the Province, and his expulsion from the Cabinet has been one of the objects the politicians of that stripe have persistently worked for. That they at last succeeded in making it too hot for the hon. gentleman's endurance seems manifest from the fact that his resignation was accepted with the greatest reluctance by Mr. Mercier, who properly regards it as a serious blow to his Cabinet. Mr. McShane has always been highly popular with the English-speaking Quebecers—more especially those of Irish extraction—and his recent success in "heading off" certain grabbing schemes in the Legislature has added to his good repute. The question of a successor to represent the English element is one that is likely to give Mr. Mercer a great deal of trouble.

THERE'S a hen on at Ottawa! Mystery tiptoes through the dim corridors of the House with finger on lip and infinite meaning in her eyes. Something tremendous, stupendous, paralyzing is about to be done. What in the world can it be? Sh—! Mum's the word! Not before the recess is ended will a quivering public learn the full purport of the "great navigation policy" the Government is hatching.

* * *

WE are told in a general hazy way that the policy will be a sweeping one, embracing, it is understood, the assumption of the Harbor Commissioners Ship Channel debt, the deepening of the old St. Lawrence canals not yet improved, the removal of canal tolls, construction of the long projected Sault Ste. Marie canal, assistance to the Manitoba people to improve the navigation of their inland waters, and several works of less extent, such as the desired dry dock at Kingston, and improved wharfage accommodation at St. John and Halifax. The question of an improved Atlantic steamship service will also be considered in this connection.

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HA! Something involving millions and millions evidently. Looks suspiciously like an attempt to raise a cloud of gold dust under cover of which our able but badly cornered statesmen may escape from the difficulties in which Disallowance has put them. But let us wait and see.

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DURING the last two hundred years the Dutch have added 1,000,000 acres of land to the area of Holland by reclaiming from the sea. The work is still progressing, and it is computed that eight acres of land are daily restored to cultivation in that wonderful little country. —[Floating news item.

Some day, when he is not very busy, Henry George might take half an hour and tell who the land belongs to.—*London Advertiser*.

As Mr. George is just now working overtime on the Tariff question, we have referred the question to a little Sunday school boy, just to oblige our contemporary. The little boy says the land thus reclaimed belongs to the Dutch.