

over the fact that the government had been mightily sustained. They are all tears instead of being all smiles. It may be that the tory papers were seized with the numbness of despair, certain it is that they took their big defeat much more philosophically than did their opponents the loss of a certain constituency. Certain Liberal papers assert that neither Halifax, Colchester or Cumberland will on account of the way they went get the least little bit of the Transcontinental and thus Pictou County will reap the benefits of these counties' folly. Thank goodness for that same "its an ill wind that blows naebody good" but how is it proposed to bring the Transcontinental to Country Harbor without touching any part in Cumberland. A tory paper tells us solemnly that Sir Frederic's election in Kings by 500 majority is due to the fact that twenty-five ministers worked against him, and that the majority is a protest against clergymen engaging in politics. Tuts. That's jumping to a conclusion in a hurry. There were no ministers out against the Knight in 1894 and he had over double the present majority. I had hoped, in common with many that the war of vituperation would have ended with the election, but no, it still goes on; it is cheap 'copy'.

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The member elect for south C. B., in a little speech thanking the electors of a colliery district for what they had done for him, made the usual promises of very good behaviour so far as promoting their interest in parliament lay, and added—this is not of course included in his parliamentary duties, that "he would do all in his power to bring about a reconciliation of the two labor factions in Nova Scotia." Ye-? The Record is not aware that there are two factions in labor circles in C. B. The Record admits to one only. The P. W. A. is not a faction; it is the original whole thing. There is a faction, one only, and that is composed chiefly of those who aspire to positions in the U. M. W., a foreign society. A faction is a turbulent, a disloyal—opposition, and that fits those who are making so much noise in the law courts. It is said that it is a very dangerous thing for an outsider to interfere with a family quarrel. The one who does so, as a rule exposes himself to two forces, and that is the way it may be with the member elect for south C. B. If he is wise he will keep out of it. The Scots have a saying in reference to those who against advice adopt a certain course, "Let them dree their weird." That is a very formidable looking sentence, but it after all only means "Let them go the way they choose." So leave that 'faction' severely alone is my advice to Mr. Madden. The P. W. A. is not going to employ taffy sticks to bring the factionists back. The conduct of these has made it impossible to hold out a peace offering. As a speaker lately said, "They cannot construct a habitable building of olive branches." If the U. M. W.'s would come back now, unrepentant, there would be no living in the house with them.

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A couple of years or so ago, I made reply to a short article on socialism, written as I believed—at least I jumped to that conclusion—by a well

meaning clergyman of the presbytery of Inverness. I remember only one thing I told him, namely: that he was no socialist, simply a reformer like myself. It seems there are some clergymen who call themselves socialists who are not of the X. X. brand. In London, recently, the Rev. Thos. Yates preached a "Citizen Sunday" sermon from the text Isa. 12, 6 and 7, "They helped every one his neighbor; and every one said to his brother, Be of good courage, so the carpenter encouraged the goldsmith." Referring, in the course of his sermon to socialism, Mr. Yates expressed a similar idea to that I had touched upon only with much better emphasis. He said:—

"It is irritating to hear Christian ministers declare themselves Socialists, when, on examination their Socialism turns out to be a very earnest but decidedly vague Christian humanitarianism. Socialism is an economic and political theory, and men must make up their minds on its merits just as they do on any other economic doctrine. But Christianity is neither to be confused nor committed to a doctrine or method of economics, and it does not stand nor fall with any theory of politics. With the utmost conviction Christian men have been led to adopt this particular theory of economic development in the belief that they were taking the best way of realising a social order in harmony with the Spirit of Jesus Christ. I myself am not so convinced; but if I were a Socialist I should hope for wisdom to distinguish between the end which was Christ's end, and the method which, being human, might fail as other economic doctrines have failed, which earnest Christians have before adopted."

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Though the miners of Glace Bay were told by a gentleman from the other side that they had an eight hour day in Britain, they have not there quite got it, nor is it likely such a law will be in force for some years yet. The eight hour bill was before the committee of the British House of Commons. Mr. Gladstone on behalf of the Government moved the clause, making the length of the day eight hours, exclusive of the two windings, for the next five years, and for the succeeding three years eight hours exclusive of one winding. The Government was defeated on the motion to adopt the clause. A member of committee moved eight hours for three years exclusive of the two windings, and another member that the reduction to eight hours bank to bank be extended over a period of eleven years. Neither amendment was acted upon. The Home Secretary said that if the members in a desire to have their own amendments carried conceded against the Government, the matter would have to be dealt with on the report stage.

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The Halifax Herald is crazy mad on the coasters question. In a foot note to a reasonable and sensible letter written to it by Mr. G. H. Duggan, the Herald grandiloquently asks the question: "What are 1,300,000 tons of coal to the St. Lawrence in comparison with the great shipping trade of Canada", or words to that effect as I am quoting from memory. Let me see if I can knock a little sense into the Herald. The complaint of the coasters is that Norwegian vessels—steamers