

conciliatory—or to appear to be  
re other times—and they occur  
most ministers suspect—when  
safety and fitting propriety, tell  
books formidable, but is not, to go

cabinet of the Province of On-  
d intimate converse with an  
oter is surely beyond the com-  
accustomed to deal with the  
considerable business. The  
er right to review the conduct  
who owe their appointment to  
Railway Commission of three  
responsible for the proper con-  
The delegation of responsi-  
ust be large; and only rarely  
ove. The commissioners must  
in the complete confidence of  
except when they depart from  
inciple of administration, the  
their faults a little blind.

undered badly in selling the  
a syndicate without advertis-  
nders. Such a blunder is, in  
When it is proved that the  
ly associated with one of the  
affairs, the proceeding is so  
es, that it is quite impossible  
Mr. Cecil B. Smith and Mr.  
eamed for a moment that it  
nd when once the facts were  
er Mr. Smith has joined the  
sts. His time is valuable.  
more than the readvertising  
one. No little parsimony in  
surely ever cost so much as  
alse economy. That such a  
s originally adopted would  
r the men appointed to look  
rimarily a colonization enter-  
essentials in dealing with a  
not that there is a peculiar  
wned business which it is  
o appreciate. Fourparlers  
and its Commission lasted  
not of lack of understanding

ision had put itself into so  
anybody but a member of  
ve seen that re-advertise-  
acting Premier need only  
n to the Commission, and  
li a sensitive public, which  
diately and frankly with-  
ing experience which has  
of doing things. The Com-  
ar, sharp issue, would have  
it a matter of their life or  
they had chosen resigna-  
e choice would have been  
stification. There was no  
ay of the hurrying to and  
the Ottawa syndicate, and  
a Cabinet council of Mr.  
to see the Cabinet, Mr.  
e dignity of the Commis-  
him was, with sublime in-  
e a rod for its own back.  
vers. They ought to have  
a on such a subject would  
nts. There is no wisdom  
ants. But they saw Mr.  
at next day the acting  
reasurer, and goodness  
net ministers, were found  
blic press, the ex-parte

statements of a company promoter to a hostile journal.

From all points of view, save two, this storm is a trivial piece of business. But it does damage the reputation for ordinary gumption of the Railway Commission; and exposes an inherent weakness in Government administrative methods. Both things are prejudicial to the reputation of the Province as a whole. There is too much obvious straining after the capricious favor of this section of voters and that by Ministers of the Crown. Politicians always heed partisan opinion; statesmen seldom. If they are big enough for their jobs, they must display their highest ability in getting public opinion to heed them. Leaders lead. Worthy public opinion likes to see them doing it.

The feeble favoritism with which the Temiskaming lease has been handled is against every public interest; and most of all against the interest of public men who fail to distinguish between the way of doing feeble things strongly, strong things feebly, and strong things strongly.

#### CHANCES WITH JAPAN.

Manufacturers cannot achieve the impossible, even though their eyes be in all the ends of the earth. The Dominion Government is sending Mr. W. T. R. Preston, the retiring Commissioner of Emigration for Europe, on a peripatetic mission to foster Canadian trade with the countries of the northwest Pacific. Mr. Preston's ability and success in advertising Canada in the United Kingdom and the continent of Europe, eminently fit him for his new office. He will do much more than merely supplement the missionary work which has been carried on in China and Japan since the Minister of Agriculture officially visited those countries. The field is bigger, and from some points of view, more difficult to cultivate than it was.

Mr. MacLean, the Canadian agent, reporting from Tokio regrets that Canadian manufactures are not adequately displayed in Japan by samples or prospectus; and calls for a vigorous advertising campaign. Every piece of news about Japan and China makes you wish for a multiplication of transactions with them. The exports of Japan have shown a remarkable increase since the war ended. In 1905, China bought \$15,000,000 worth of goods from Japan in excess of the purchases of the previous year. Though there is now a slight slackening of imports, Japan in 1905 spent \$32,000,000 more in the British Empire than in 1904, the increase being 41 per cent. The United Kingdom's share was 34 per cent. The enlargement of Australian exportations to Japan is an important part of this increase. The United States are increasing their Oriental trade enormously. The Harriman interests are said to have bought two large White Star boats for use in the Pacific Far Eastern service.

It is worthy of note that the Japanese Government is discouraging foreign investments in Japanese enterprises, unless they are made through the Industrial Bank (Nippon Kogyo, Ginko), 150,000 shares of which are held in London. It is closely supervised by the Government; and is pursuing a vigorous policy with the ultimate intention of issuing debentures to foreign capitalists to a total amount of 175,000,000 yen, or \$87,500,000, for commercial expansion purposes. To promote trade abroad by home merchants, the Government lends 20,000,000 yen to the Yokohama Specie Bank at 2 per cent. The inability of foreigners to own real property in Japan still exists. Although the Japanese are quite ready to trade with foreigners, they want to keep very close control of their financial arrangements—a national policy with which it is not easy to quarrel.

But, though you may not quarrel with Japanese commercial patriotism, you do not rejoice at all the manifestations of it. The open door in Manchuria

seems to be scarcely ajar for white men. On September 1st, Dalny, (which is really the coast terminus for the business of the railroad through Manchuria built by Russia, and now controlled by Japan), is to become an open port. But as shippers over some American railroads, affectionately disposed towards special packing houses, and railway companies have sorrowfully learned, there is a kind of inverted asset in delays. Time is money; and by devotion to some interests, rather than by neglect of others, it is possible to make it easier for some to profit and some to lose. Sir Edward Grey, the Foreign Secretary was recently asked in the House of Commons, whether he was aware that the Japanese officials were putting every obstacle in the way of British merchandise after it left Niu-chwang, and that there were some thousands of boats delayed pending instruction from headquarters, whilst Japanese goods went in free via Dalny; and would he make such representation to the Government of Japan as would put an end to this unfair treatment.

These reports, unflattering as they are to the warmer friends of the Anglo-Japanese alliance, are only what would have been expected from such old hands at Government ownership as the Japanese. The Government, of course, has its own arsenal and ship-building yards, and runs the telegraphs and telephones as well as posts. A few years hence, all the railways will be nationalized. Tobacco, salt, camphor, and opium are Government monopolies. Trade guilds up and down the country are helped from the national treasury. Steamship companies are heavily subsidised. The Government may co-operate with capitalists in forming a leviathan trust to develop railways, mines, and forests in Manchuria. Steps have been taken to increase the production of rice and cotton in Corea, and sugar in Formosa. From Manchuria the Japanese expect presently to receive foodstuffs, and their manufactured articles they hope to sell in China. "Asia for the Asiatics" may become a talisman of commerce and of war.

What, then are Canadian prospects, in face of an expansion that promises to be engineered on peculiarly exclusive lines? It is not far from Japan to the mainland of Asia. Yokohama is 4,290 miles from Vancouver; and 3,940 from Fort Simpson, in the neighborhood of the Grand Trunk Pacific western terminus. Trade will have to be fought for. The splendid growth of traffic for C.P.R. and other steamers journeying from Vancouver to the Orient is capable of great extension, under proper stimulus. Better grades through the mountains will facilitate the shipment of wheat. Whatever agriculture does in Manchuria it will be a long time before it makes Canadian competition impossible. Alberta is increasing enormously as a grain-growing territory. Geography and railroad engineering are combining to enlarge the supply for the Far Eastern market. The Minister of Trade and Commerce is doing well for provoking demand for sending a travelling hustler to the hinterlands of the North-West Pacific.

#### EDITORIAL NOTES.

Unless the cable is a verbal contortionist, Mr. "Ned" Farrar, the widely known journalist, of Ottawa, has made a grievous charge against the Canadian Manufacturers' Association. Writing to the "Tribune," a juvenile Liberal Free Trade organ in London, he says that if the naked question of protection versus free trade were submitted to the Western Canadians the result would be overwhelmingly for free trade; provided the Manufacturers' Association could be stopped from contributing to a bribery fund to be employed among the poorer classes of settlers. This surely is a gross misrepresentation, so wide of the