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Owing to the considerable number of communications to the editor, the editor is unable to accept of all communications. He is, however, able to accept of all communications which are of a general nature, and which are of interest to the public.

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Amesbury, which would render it harmless, would undoubtedly require a large number of ice breakers.

The shipowners and shippers are at present complaining of the high rates charged for marine insurance in summer. What would be the rates with the hazardous character of winter navigation?

We do not pretend to say that steamers cannot reach Quebec in winter, that is quite possible, but there is much more to be considered. Would it be commercially profitable? We do not think so.

We believe that these Quebec enthusiasts could spend their money and time to better advantage in improving the present condition of the St. Lawrence route for summer navigation. We are not selfishly influenced on account of the port of St. John and its winter trade, but because we feel that the proposal is not a sound commercial scheme. It is to be hoped that the government will not spend much money on this academic problem, but rather devote its resources and energies to improving the navigation of the St. Lawrence for the summer trade.

**THE RAILWAY COMMISSION.**

The debate in the House of Commons on Monday last upon the resolution of one of the western members in favor of a railway commission, has disclosed the necessity of further enlightenment on the question of the powers of such a commission, and its effects elsewhere. The Telegraph is in favor of the appointment of a railway commission, but this paper does not advocate its appointment in any form of belief that it will prove a panacea for all our railway ills. We have no sympathy with the western idea that the railway commission is to be used as an arbitrary factor in the fixing of freight rates, excepting where it can be clearly proven that the railway is using an illegal discrimination as between individual shippers or as between individual districts. The mere fact, instanced by various members, that freight rates were higher between points at lesser distance from one another than these rates are between points further apart proves no illegal discrimination. It does prove lack of competition, enabling the higher rates for the shorter haul, and it may also prove that railways make their profit on the business between local points. Canada is not prepared for populism and its nefarious doctrines, and our people would prefer to suffer wrongs in individual cases from the railway corporations rather than to take the risk of an oligarchy represented by a railway commission, with powers such as we have suggested. In our hatred of trusts, let us beware lest escaping from Scylla we fall into Charybdis, and become the constructors of that most fatal form of tyranny—democracy run to populism.

The Canadian people are sufficiently vigorous to require no such paternal action on the part of the government. The railway commission will prove a useful part of the body politic in judiciously determining the rights and wrongs of the various charges of unfair discrimination on the part of railways which at present can only be rectified by the unwieldy railway committee of the house. But in the construction of such a commission, it is required in the best interests of our country that no short sighted policy is adopted of stabbing the railway corporations at the expense of the principle of property rights. In the meantime there is a campaign of education necessary to prevent illusions of the railway millennium, which is to follow the appointment of a railway commission. Such a campaign is necessary for the members as well as the people, if a worse wrong than corporation tyranny is to be avoided. Short cuts in national legislation for the righting of popular wrongs have so far been wisely avoided by our legislators, and we can afford to exercise a wise conservatism in refusing their introduction.

**"MADE IN GERMANY."**

When the Sheffield school of politicians, of which Sir Howard Vincent is the best type, originated the act by which all foreign goods should be branded with the name of the country of manufacture, it was thought that the stigma, "made in Germany," would cause all good Britons to shrink away from wares bearing these words. The result has been the very reverse. It advertised German goods in a most unexpected manner. Nothing has helped the German trade in Great Britain more than the cry of "made in Germany." The Teuton realizes the situation thoroughly, as was evinced not long ago by the captain of the North German Lloyd's steamer Kaiser Wilhelm der Grosse. This steamer came into Southampton after a record breaking passage, with a large sheet hanging from its side with the significant words "made in Germany." Thus the term which was supposed to bear odium with among the British public, was employed to devote the triumph of the Teuton over the Briton.

The British press have not been faultless in the matter. By continual reference to the term, they have simply been giving the German a large amount of free advertising which he has been only too glad and willing to accept. The British manufacturer is awakening to the fact and is very desirous that the press should give the plodding Teuton a rest.

**THE RECURRING QUESTION.**

Parliaments come and go, members replace one another in our legislative halls at Ottawa, but there is one subject of perennial existence—the railway pass for members—which bobs up serenely with each new session. And it will continue to thrust itself upon the public gaze until it

has been laid to rest. There is no objection of the vicious principle, which at present exists, of members accepting mileage and using passes over the various lines of railway. It seems to be one of the perquisites of membership as dear to the opposition heart as it is to the government members. One of the things that everyone condemns, and that scarcely any of the interested parties seems in earnest in desiring removed. No one seriously claims that the members are retained in the railway's interests by a railway pass, but it serves at times to lull into dreamless slumber the new born zeal for reform in railway matters which new members particularly deem to be their vocation in public life. The railway pass is undoubtedly a powerful opiate, and its results are even observed in the effects of the much sought "annual" upon that bulwark of liberty—the public press. But newspapers, while their editors have the human weakness of preferring free transportation to paying railway fares, at least can claim that they do not receive mileage for the very journeys upon which passes are used. In this respect, at least, newspaper men are more honest than members of parliament and supreme court judges.

And if the principle of members of parliament accepting the free will offering of a railway pass be vicious, how shall we describe the action of our solemn of the law who, sworn to hold true the scales of justice, allow themselves to be blind-folded by a railway pass? We do not believe that in accepting the glad hand of friendship from the railway company in the shape of an "annual" that any of our judges sells his fairness of decision, but it is most objectionable that any member of a legal tribunal should accept this opiate as a favor from the railway corporation. It is a sound principle that judges should be very chary of accepting such favors. Especially is this true when we remember that the country pays for the transportation of the judges, and even if no bias of judgment could possibly result from acceptance of such favors at least it is not a shining example of honesty for travelling expenses to be paid twice, once by the pass and once by the people. No legislation should be necessary for the abolition of such a vicious principle in the case of either member or judge.

**HISTORY REPEATS.**

A dispute is going on now in the British House of Lords which on a larger scale is the Hughes-Hutton episode over again. Already it seems to have developed into a veritable acrimony, as may be inferred from the Marquis of Lansdowne's remark that Viscount Walsley didn't understand his own position.

The Viscount has the professional soldier's notion that the commander-in-chief should be a sort of military dictator responsible to no one but himself. He chafes at civilian control or scrutiny. The Marquis has the democratic idea that the army is as much a public service as the post office or the customs and excise and that, consequently, its managers should be answerable to the state. At present Great Britain is trying to ride two horses. No one likes to lay violent hands on the army organization, but circumstances and tendencies indicate that extensive reforms will be necessary.

The events of the Boer war have strengthened the Marquis's hands immensely. There it was proved that a machine like discipline was not the higher quality of a soldier. The colonials showed that the best courage goes with a power to think and act for one's self. In emergencies Tommy Atkins was helpless and bewildered without his leaders. He fought on doggedly enough until his last cartridge was spent, but, officers gone, no other arose to guide this sturdy fortitude. On various occasions the Canadians, New Zealanders and other colonial militia demonstrated the fact that every private was a colonel in pose. Outside the superior intellectual calibre of the colonial volunteers was another reason—they were not oppressed by precedents, text books and the hard and fast ritual of war.

Whatever the British officer may think the British nation is swinging round to the layman's view of what the art of war ought to be. The British officer and therefore the British army has followed many fashions. First it was Frederick the Great and his mathematical manoeuvres, then Napoleon whom they copied closely, even dressing the soldiers in the same headgear and uniforms, hoping that their fighting would produce the same results. The military traditions established by these great chiefs lingered in the British army until the Boers taught the lesson that civilians recognized some time ago. The lesson was that the modern army must aim at three things, mobility, marksmanship, cover—to be on the spot to act, to change spots quickly, to shoot you, best courage goes with a power to think and act for one's self. In emergencies Tommy Atkins was helpless and bewildered without his leaders. He fought on doggedly enough until his last cartridge was spent, but, officers gone, no other arose to guide this sturdy fortitude. On various occasions the Canadians, New Zealanders and other colonial militia demonstrated the fact that every private was a colonel in pose. Outside the superior intellectual calibre of the colonial volunteers was another reason—they were not oppressed by precedents, text books and the hard and fast ritual of war.

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