

of any individual or corporation should have an end. Canada does not want, and cannot afford to have an *imperium in imperio* of any kind established within her borders.

#### Hawaiian Politics.

For some months past there has been a *de facto* revolutionary government in the Hawaiian Islands. The former Government of Queen Liliuokalani was overthrown by an armed uprising, which owed its success to the fact that the United States Minister and the commander of a United States war vessel gave it their countenance and moral support. Quite recently the partisans of the deposed Queen made an attempt to overthrow the Government of President Dole, and as they were unsuccessful they have been treated as ordinary "rebels." The whole affair read at first like a political farce, but recent news from the scene of the drama indicate more than a possibility that the farce may speedily become, if it has not already done so, a veritable tragedy. It has been reported that the *de facto* government will execute the death sentence on the captured partisans of the Queen. President Dole could make no greater blunder. The whole civilized world would revolt at such treatment of members of one political faction by members of another, and it would be sure to lead to reprisals. The first attempt of the Queen's party to restore her to her throne was made by ordinary armed warfare; if a feeling of revenge for judicially murdered comrades is added to political animosity assassination is sure to be resorted to. President Dole and his colleagues would do well to remember that it is easier to import bombs than to import firearms.

#### An Abuse to be Remedied.

If the decision given in the Police Court the other day, in the case of a son of ex-Alderman G. B. Macdonald, be in accord with the provisions of the Education Act, the sooner that Act is amended the better. The circumstances of the case, as reported in the morning papers, are briefly these:—The boy in question, upon being given the alternatives of submitting to be flogged for some breach of discipline, or leave the school, accepted the latter. His parents, having administered the correction which they deemed right and proper, have very properly refused to allow their lad to be punished a second time for the same offence, by the teacher, and to prevent that injustice, have found it necessary to keep him at home. Action was brought to compel his return to the school, and submission to the caning. To the surprise and, we fancy, the indignation of all intelligent parents, the decision of the Court is in favour of the plaintiff. That is, the parent of a child is to be forced to send his child to a particular school, and to permit him to be there flogged, irrespective of his own wish or choice. If the Truant Act is so worded as to justify this decision, it sanctions, as we are glad to observe the *Globe* clearly perceives, "a piece of intolerable tyranny and interference with the rights of parents." The State has, no doubt, a right, for its own protection and well-being, to see to it that every child within its boundaries shall have at least an elementary education. But to deny the parent the right to select the school at which his child shall be educated, or to compel him to send him to school at all, if he prefers private tuition, would be to subject him to a species of despotism to which, we are sure, the average Canadian will never submit. Many intelligent parents object on principle to having corporal punishment inflicted upon their children by any other hand than their own, and who shall say that they have not a perfect right to do so?

#### Safeguards in Ocean Travel.

The terrible *Elbe* disaster has raised, as well it might, two important questions in the German Reichstag. We may pass by the obviously wild declamations against the English as a momentary outburst of unreasoning passion, though it is rather ominous that so much dislike of England and Englishmen should have come to the surface so readily. In so far as the utterances of individual members were the outcome of a national feeling, it is deeply to be regretted, and its causes are well worth studying, in view of the danger involved to the future peaceful relations of the two peoples. But the questions of immediate practical importance are, what additional precautions can be taken to insure the seaworthiness of ocean steamships, and what stricter rules, if any, adopted for the guidance of officers and helmsmen in the presence of imminent danger of collision. The idea that the officers of the *Crathie* purposely took a high-handed and rash course, or that they spared any effort to avoid the catastrophe when the danger was perceived, is absurd, seeing that their own lives were at stake equally with those of the occupants of the other ship. But there is evident room for enquiry as to whether the prompt use of some nautical tactics other than those adopted might have averted the danger, and whether a better construction of the *Elbe* would have prevented her from going down so suddenly. It would be wiser for the German statesmen to invite a conference with a view to the careful study of these two questions than to fly into a passion and fling harsh epithets across the channel at those who, no doubt, as sincerely regret the calamity, and are as sincerely anxious to devise the best possible precautions against its repetition as they themselves can possibly be. The investigations which will probably be held in both countries should result in devising still better safeguards against the recurrence of such tragedies.

#### The Railway Collisions.

Two railway collisions, each with deplorable and fatal results, took place in Ontario during the recent storm. In the one case the catastrophe was caused by one train running into another while the latter was fast in a snow-drift. In the other the circumstances were the same, except that it was a snow-plough instead of a train, which was run into by the train following it. In one case, a messenger was despatched to warn the approaching train, but failed to make himself seen or heard in the driving blast. The practical question suggested is whether it was not within the power of such careful foresight as railway men are reasonably expected to use, to have prevented the disasters. Had, for instance, the sectional, or block system been rigidly adhered to, and the hinder train absolutely forbidden to leave one station until notified of the arrival of the one in advance at the next, the collisions would have been impossible. Even apart from that precaution, which would seem to afford an absolute safeguard, railway ingenuity ought, one would suppose, to be able to devise some signal or other device by which a warning could be effectually conveyed to an oncoming train. We speak with reserve, as becomes those destitute of practical knowledge, but it certainly seems as if rigid inquiry should be instituted, with a view of finding, if possible, some means to prevent the recurrence of such tragedies.

#### The Brooklyn Strike.

Five men killed outright and almost twice that number seriously, perhaps fatally injured; some hundreds of thousands of dollars lost by the street-car companies and their striking employees, through the enforced cessation of traffic; much property destroyed; vast inconvenience and injury inflicted