

men and clever speakers, one who combines in himself the qualities necessary for successful leadership, in so much greater degree than any other, that to pass him by would argue astonishing short-sightedness, or internal divisions highly detrimental to strength. It can scarcely be doubted from present indications that on the assembling of Parliament, if not before, the disorganized Party will hasten to fix upon at least the outlines of a worthy policy, and to place at its head a strong, resolute, and high-minded leader in the person of Sir Richard Cartwright.

THE *Canadian Gazette* comments at some length upon the evidence given by Mr. Van Horne before the Canadian Railway Commission, and endorses throughout the views of the Canadian Pacific Railway manager. With Mr. Van Horne's condemnation of the manner in which railway charters have come to be hawked about in Canada, most readers are no doubt heartily agreed, and it may be hoped that the *Gazette* reflects the views of the Canadian Government in protesting that the business should be stopped. The *Gazette* is evidently unable to see any lurking fallacy or selfish special pleading in Mr. Van Horne's argument in favour of allowing railroads to discriminate at will against the Canadian in favour of the American, or against the small and in favour of the large shipper. But it is when the *Gazette* girds itself for the task of defending Mr. Van Horne's consistency, as the vice-president of the greatest railway monopoly on the continent, if not in the world, in advocating "the utmost possible freedom in railway matters," that the article becomes specially interesting. "Freedom if you will, he says, but let it be Canadian freedom. It is true that the Canadian Pacific Railway enjoys certain protection from the State in the North-West, but that is a protection not against rival home concerns, but against lines which if built would have for their first and main object the diversion of traffic from Canada rather than any contribution to her development." It does not seem to have occurred to the *Gazette* to ask why North-West Canadians should be anxious for liberty to construct railroads save for their own advantage, or whether enabling 50,000 or 100,000 Canadian farmers to realize better prices for their grain may not be quite as much in the line of Canadian development as compelling them to pay tribute on every bushel they send to market to a great railway corporation. Canada, especially North-West Canada, is, above everything, an agricultural country, and it must be clear to every unprejudiced mind that to stimulate her great agricultural interests by enabling farmers to get their crops to market at the cheapest possible rates is a vastly more valuable "contribution to her development" than can possibly result from forcing all North-West traffic through one long and expensive channel, in order to protect a railway company in the enjoyment of a profitable monopoly.

AT the meeting of the Canadian Institute on Saturday Evening, Mr. Charles M. Dobson, M.E., read an important paper on *Auriferous Ores*. He demonstrated the enormous loss sustained by the ordinary methods of reducing ores. After detailing his experience in treating West African gold ores by processes which were claimed to be most successful in saving float and flour gold, and his experiments in electro-mercurial amalgamation, he said: "With these facts before me, I built a machine especially for the treatment of these ores, and I am proud to say that I have saved nearly twenty-five per cent. more gold than I had done prior to the use of the machine. Encouraged by this, after leaving the West African coast, I improved the system and increased the current of electricity in quantity with the greatest success in the treatment of ores containing float gold, and in extracting gold from the black sands of the St. Lawrence, where there exist illimitable quantities, which assay from \$7 to \$10 per ton in gold. I applied the process to a machine modified mechanically by myself, and last November succeeded on a small scale in extracting one-fourth of a dwt. of gold from 250 pounds of black sand taken from the St. Lawrence region." Mr. Dobson hopes to be able to show that by his process the ores of Madoc and Marmora may be treated so as to save as much as seventy-eight per cent. of the gold at a cost of little over \$2 per ton. If he can do so it will enormously enhance the value of the large tracts of gold-bearing lands throughout the Dominion of Canada.

THE refusal of the Canadian Customs Department, which is virtually the refusal of the Canadian Government, to extend the benefits of the bonding arrangement so as to enable shippers in Southern Manitoba to forward their grain by the Northern Pacific Railway from the boundary line, and have it re-enter Canada free of duty is no doubt a logical outcome of their North-West railway policy. To permit farmers in the vicinity of the boundary to take advantage of the cheaper route afforded by the Northern Pacific

would be to enable them to evade the operation of the Canadian Pacific monopoly, and, so far, to defeat the ends for which that monopoly is maintained. Nevertheless the decision referred to seems unwise for different reasons. It cannot but bring home to the farmer, who is arbitrarily prevented from getting a better price for his grain, the hardships of his situation in the most direct and practical manner, thus intensifying, if possible, his hostility to the monopoly policy and his determination to be rid of it. Moreover this action of the Government is almost sure to be misunderstood by the United States authorities, already somewhat annoyed by the alleged discrimination in canal tolls, in violation of the spirit of the Washington Treaty, and still further vexed, it may be, by the immunity the Canadian Pacific enjoys from the operation of the Interstate Commerce law. It will be hard to defend the refusal of the bonding privilege to Manitoba shippers, on grounds more or less technical, from the charge of being aimed to prevent American railways from participating fully in the reciprocal privileges secured by the Washington Treaty. But thus it is that one violation of sound commercial principles leads to kindred difficulties and abuses. The monopoly principle as applied to railways is inherently vicious, and it is not surprising that in view of such applications many of the Government's former supporters in Manitoba absolutely refuse to accept any compromise which would prolong the life of the Canadian Pacific's monopoly.

To those accustomed to the freer methods of the British and Canadian Parliaments it seems strange that a people priding themselves on their absolute self-government can be content with the Committee system of the American Congress. Under that system no bill can come up for consideration in the House until it has been reported by the Special Committee to whom it is referred. As the Speaker has the naming of all special committees, it is clearly in his power to shut off discussion of any measure to which he and his party may be unfriendly, by taking care that the committee to which it shall be referred shall contain a hostile majority. Thus it results that the fate of many a bill which might be influentially supported, or even have a majority of the representatives in its favour, is determined by the Speaker in announcing his committees at the opening of the Session. It may be urged, of course, in favour of the Committee system, that much time is saved by preventing prolonged and useless discussion of measures which could not possibly pass the House. This is a consideration of much weight. But, on the other hand, it by no means follows that because the final rejection of a bill is certain, the time spent in its discussion is necessarily wasted. Most great reforms have been at first supported by small minorities. Free discussion in the hearing of all the people is the prime condition of legislative progress, and one of the best safeguards of national morality. While the eyes of all who are in favour of some measure which they think of great importance to the welfare of the commonwealth are turned to the Speaker as the man in whose hands is the virtual decision of the question, they must feel that something is wrong with the machinery of government. When they turn away disappointed, realizing that their measure is doomed by the *personnel* of the Committee, it is hard to see how they can resist the conclusion that notwithstanding the boasted freedom of their institutions, they are still to a considerable extent under a one-man government.

THE Committee on Manufactures in the United States Congress has reported favourably on a resolution to investigate the various "Trusts" now in operation in the United States. This resolution was considerably enlarged during its passage through the House, with a view to meeting the wishes of those who desired to see such combinations and monopolies as the Standard Oil Company, the Anthracite Coal Company, etc., brought within the scope of the Commission. Constitutional limitations will probably prevent inquiry into such combinations as confine their operations to a single State; only those operating on a quasi-national range coming, it is thought, within the purview of Congress. The proceedings of the Commission to be appointed will be watched with great interest. The strong argument of theoretical protection is that the development of home manufactures, in the absence of foreign competition, will so stimulate production that, by virtue of the competition set up, the consumer will get his goods at a lower price than the same articles would cost if imported under a free trade system. That this effect would to some extent follow, if not counteracted, especially in smaller communities, has been demonstrated in Canada. But the "Trust" and other forms of combination are the deadly foes of competition, which they strangle, as an American exchange puts it, "before it is fairly born." It is evident, therefore, that unless some counter-check