

tion to any saloon-keeper who conducted his business in a reprehensible way, as by violating the law by selling on Sundays, and otherwise. When it is remembered that, on the authority of *The Wine and Spirit Gazette*, fully two-thirds, if not more, of the retail liquor-dealers of the United States are Roman Catholics, it may readily be understood that Monsignor Satolli's rejection of the appeal, and his avowed approval of Bishop Watterson's "attempt to restrict the evils of the liquor-traffic," have aroused a great storm in saloon circles. The representative organ of the traffic above named dares Archbishop Corrigan to "enforce in letter and spirit the decree" in the New York diocese. To this challenge that celebrated Prelate boldly replies that he accepts loyally "the principles laid down by Monsignor Satolli, both in their spirit and to the letter." He qualifies this declaration, however, by adding that he distinguishes between "the acceptance of the principles" and "the blind application of them," whatever he may mean by that. If, as the *Gazette* suspects, this and other things indicate a "concerted action" by the rulers of the Catholic Church against the liquor traffic, the action is of sufficient importance to warrant the very great attention which the affair has attracted in the States, where the saloon is well known to be one of the most powerful agencies of political corruption, as well as of almost every other form of moral evil.

One of the vexed educational questions of the day is that touching the proper place and use of examinations. Even great and wise men do not always throw light upon such questions, when they deal with them without having given them special study. Lord Salisbury, presiding a few weeks since at the Congress on University Extension, held in the building of the University of London, spoke rather disparagingly of the effect of examinations in connection with the Extension teaching. Teaching with a view to examinations, has, he thinks, this effect, that it makes the student devote all his time to "learning the difficulties." "But the difficulties," said he, "are not the important part of knowledge, and a number of tips and dodges are learnt for the purpose of examination, which, for the nourishment of the mind and moral being, are absolutely useless, and are forgotten as soon as they are acquired." He, therefore, exhorted the Extension teachers to teach less with a view to making the student's mind exact and theoretic, than to quickening it with an eager interest in practical results. Now in so far as the examinations are adapted to promote the learning of "tips and dodges," the criticism is well deserved, and it is no doubt true that the questions set by many examiners have been and are such as to produce this effect. But there is no good reason why the questions should not rather have the effect of testing

the student's real mastery of the general principles of the subject, and so discourage rather than encourage paying attention to quips and dodges. If the aim of the Extension studies is to stimulate mental activity and to discipline as well as nourish the mental and moral being, instead of merely to impart a superficial, practical knowledge, few educators will doubt that this end may be greatly promoted by the use of judicious examination tests, and most students who are in earnest will desire to have their work regularly tried by such tests. To make Extension lectures mere information lessons, or even opportunities for interesting but superficial experiments, would be to cause them to fall far short of their best use and purpose.

The eyes of all the Western nations are just now turned with eager curiosity to the murderous conflict which is just commenced between the two great powers of the East. If the people of the West were in a truly receptive attitude, the object-lesson would, no doubt, be a very instructive one. If it is hard to understand the merits of the quarrel, or to find any sufficient cause for it in the events to which it is attributed, it might not have been difficult for a disinterested on-looker to reach the same conclusion with reference to many of the greatest wars of modern history. It is hardly an oriental weakness or peculiarity which stands revealed when we discover the real origin of the conflict in racial prejudices and hatreds, or in personal ambitions and plots, rather than in any unusual turn of events, or any wanton injury inflicted by the one people upon the other. It is easy to discover, however, in the atrocities which have marked the war at its very outset, that a barbarian nation cannot be civilized in a day, however it may succeed in covering its institutions with a thin veneer of imitation civilization. In Western wars we generally expect the most atrocious aspects to present themselves only after repeated butcheries have deadened the sense of pity in those who have become accustomed to such scenes, while the worst passions of human nature have become inflamed by a long series of sanguinary conflicts. In the case of Japan, it would appear that the savagery is an instinct lying still very near the surface, and ready to manifest itself upon the first occasion. In one respect there is probably a great contrast between East and West. Everything points to the conclusion that, should a war break out between two of the great Western powers, it would be short and decisive. No Western nation could keep up for any length of time the enormous expense that would be involved in carrying on a war under existing conditions, while the crippling of a few ironclads, in a naval struggle, might put the foremost power *hors de combat*. On the other hand, no one supposes that the loss of a few engagements or a few ships by China at

the outset, affords any criterion of the length or the ultimate issue of the war with Japan.

The recent interview of Senator Boulton and Mr. Davin with the Railway Committee of the Privy Council, leaves little room to hope for any relief for the farmers of the North-West, in the matter of the alleged excessive and unfairly discriminating railway rates, from that quarter. The committee seems to feel itself helpless in the matter. Were a single, definite case of injury resulting from discrimination clearly proved before it, it might, perhaps, do something to right the wrong of the individual, but the tone of Minister Haggart was not such as to encourage the patriotic gentlemen who had taken up the case on behalf of the settlers generally, to proceed along those lines. Something may, perhaps, be hoped for from the general inquiry promised by the Government, but the probability that any effective influence will be brought to bear upon the C.P.R. authorities is, we fear, small. Indeed, so long as it is admitted that the railway belongs wholly to the Company and may be run by the Company on purely commercial principles, it is probably doubtful whether a clear case of discrimination could be made out against it. From such a business point of view, the road is undoubtedly within its right in taking into account the absence of return freights as an important factor in determining rates to the sea-board. Meanwhile the fact remains that with the present low prices of wheat and the present high rates of freight, the case of the North-West farmer, who relies upon wheat as his staple product, is dark indeed.

Is it any wonder that under such circumstances, the eyes of the settler on the fertile plains are constantly turning towards Hudson's Bay, and his thoughts dwelling upon the possibility of an outlet yet being had in this direction? Can it be regarded as settled that there is no hope from this quarter? Surely the evidence as yet afforded is too contradictory and indecisive to warrant such a conclusion. To some who can lay claim to no scientific or expert knowledge of the subject, the wonder is, not that both the governments and the capitalists hesitate to embark capital in the hazardous enterprise of building a costly railroad as a doubtful experiment, but that some direct, practical means are not taken for setting the question at rest. It surely, should not be beyond the resources of the governments of the Province of Manitoba and the Dominion, to devise and carry out a project for determining by actual experiment whether and for how long a period during the summer season, Hudson's Bay and Straits are navigable for such a class of ships as modern science and skill are capable of building. The issues involved are so important, the results of possible suc-