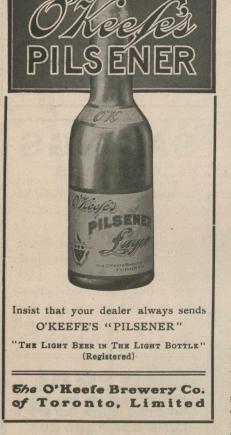
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What Canadian Editors Think

GRAIN VIA MONTREAL. (St. John Telegraph.)

M ONTREAL, evidently, will not only hold its advantage over American ports in the matter of grain shipments, but steadily continue to attract more and more of that traffic. The American railway trunk lines have rejected the appeal of the various trans-Atlantic steamship lines leading from Boston, New York, Philadelphia and Baltimore, which sought to induce the railways to concede lower grain rates for export. The steamship petitions set forth, that the export grain trade was being diverted from United States ports to Montreal, and that "Montreal is not only loading that Montreal is not only loading their regular tonnage, but the favor-able grain rates from that port are attracting tramp steamers in addition to the regular lines." The trunk lines, however, declined to reduce their rates and challenged these statements of the petitions. They contended that "the general depression in lake traffic has diverted independently operated lake vessels from their customary service between upper lake ports to the longer routes to points of trans-shipment on the St. Lawrence or to Montreal dir-ect." With the fall movement of grain it was predicted that these vessels would find it more profitable to confine their service to the upper lake ports. It was alleged that the rail lines from Georgian Bay ports to Montreal had not shared in the busi-Montreal had not shared in the busi-ness and were suffering from all-water rate competition, and that in view of increased crop movement had an-nounced a 5 1-2c. per bushel rate from Georgian Bay ports to Montreal. In short, the trunk lines contend that the conditions which brought about Montreal's grain chipping develop Montreal's grain shipping develop-ment had been abnormal and tempor-ary, and that the United States ports will soon again receive their customary quota.

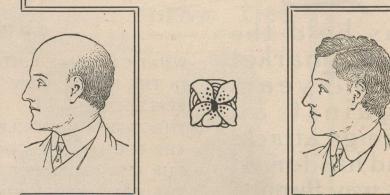
REFORM THE COURTS. (Montreal Star.)

* * *

THE fact is that our whole system T HE fact is that our whole system of administering justice needs overhauling. We have inherited a lot of "deadwood" from the past which was very useful and necessary when it was put in place but which now merely clogs the wheels and en-cumbers progress. What is needed is that some men, well versed in the practical requirements of our courts and their work, should take up this and their work, should take up this problem of legal procedure and justice administration as an entirely new proposition; and tell us what sort of a legal machine they would set up if they had to build "de nova" with an eye single to meeting modern condi-tions. After all, it is the present tions. After all, it is the present world in which we must live. To-day in all walks of life we are trim-ming our machinery down to the simplest proportions which will do the work now required; and are getting rid of all extraneous devices which were meant to meet difficulties at one were meant to meet difficulties at one time very real but now non-existent. And this is a reform which should be applied to legal procedure. From the past, we should bring nothing but experience. The scaffolding which was once necessary can now be dis-pensed with Provisions meant to pensed with. Provisions meant to meet ancient dangers are now about as useful as the fortified castles of the Middle Area. The teaching of the Middle Ages. The teaching of the past should never be forgotten; but its methods may easily be out grown and one of the most emphatic of the teachings of experience is the neces sity of meeting new conditions with new devices.

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