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LONDON, TUESDAY, MARCH 7.

Mr. Wyndham's Resignation.

The retirement of Mr. George Wyndham, Chief Secretary for Ireland, is hailed as a victory for the Ulster Unionists, but is more likely to serve the purposes of the Nationalist party. This brilliant young statesman, who made his reputation as the framer of the Irish Land Act, has been forced out of the cabinet, because he has favored reforms in the administration of Ireland, in common with many Irish Conservatives. The effect must be to widen the breach between the uncompromising wing of the Unionist party in Ireland, represented by Lord Dunraven. The Nationalists are pointing triumphantly to this division in the Unionist ranks as proof that Ireland still has grievances to be redressed and that the Government is in opposition to the enlightened opinion of Irish Conservatives.

The Irish Reform Association, composed exclusively of Unionists, the majority of them landlords, met last August, under the presidency of Lord Dunraven, and issued a programme which included this declaration:

"While firmly maintaining that the parliamentary union of Great Britain and Ireland is essential to the political stability of the Empire, and to the prosperity of the two islands, we believe that a remedy is compatible with the devotion to Ireland of a larger measure of local government than she now possesses. We believe that a remedy is compatible with the devotion to Ireland of a larger measure of local government than she now possesses. We believe that a remedy is compatible with the devotion to Ireland of a larger measure of local government than she now possesses."

The extreme Ulster Unionists were incensed when they learned that Lord Dunraven had been in collaboration with Sir Anthony MacDonnell, under secretary to the Lord Lieutenant of Ireland, Lord Dudley. The Irish secretary, Mr. Wyndham, was held responsible for Sir Anthony MacDonnell's policy, but he claimed that he had misconceived Sir Anthony's proposals. The latter had spent many years in the Indian service, and it appears that he had suggested to Mr. Wyndham that certain methods adopted in India should be applied to Irish financial administration. Mr. Wyndham explained the misunderstanding as follows:

"Ignorant of Indian affairs, I did not know that a similar system exists in India, and, therefore, it never occurred to me in my conversations with MacDonnell, that he had in mind any board partially elected as part of the reforms of which I approved."

Mr. Wyndham, when the manifesto of the Irish Reform Association was issued, hastened to clear the Government of all responsibility by publishing a statement, in which he said:

"Without reserve or qualification, the Unionist Government is opposed to the multiplication of legislative bodies within the United Kingdom, whether in pursuance of the policy generally known as home rule for Ireland, or in pursuance of the policy known as home rule all round."

Lord Dunraven replied in the Times rather sharply, as this passage from his letter shows:

"The creation of a financial council partly elected and partly nominated to make proposals and supervise the expenditure of voted money and from money derived from savings effected in administration, the formation of a statutory body composed, in accordance with the Scotch model, of members of the legislature, and an extra parliamentary panel, and empowered to deal with private bill legislation and such other business as might be referred to it, do not trench in the slightest degree upon the supremacy of Parliament."

Lord Dunraven, after denying emphatically that home rule formed any part of the programme of the Irish Reform Association, went on to say that the association did not appeal to extremists on either side, but only to moderate Unionists, to support a policy of conciliation and to justify the continuance of parliamentary union by the removal of grievances. When the matter came up in Parliament Mr. Wyndham said that the cabinet had censured Sir Anthony MacDonnell for being concerned in the promotion of the Dunraven "devolution" proposals, but that its action was taken before the Ulster Unionists were not placated and forced Mr. Wyndham's resignation by threatening to overturn the Government. While Mr. Wyndham may not go so far as Lord Dunraven in his ideas of Irish reform he is nevertheless a martyr to the cause. The fact that the Irish Secretary in a Unionist cabinet should confess that some measure of reform is needed is a rare tid-bit for the Nationalists.

The World's Carrying Trade.

British shipping circles are exercised over the prospective legislation for the revival of the moribund United States merchant marine. The report of the United States Merchant Marine Commission, if it is embodied in law, may be a serious menace to British maritime supremacy. This supremacy was challenged by the United States before the civil war, but during the war many American vessels sought the protection of foreign flags, and since then the American ocean merchant marine, far from recovering its old position, has dwindled to almost nothing. This process has been hastened by the substitution of steel for wood in the construction of ships, but more especially by the tariff policy of the United

States, which, in protecting the iron and steel interests, has raised the cost of shipbuilding in the United States to a prohibitive degree. Only about 9 per cent of American ocean trade is carried in American bottoms, and the people of the United States pay \$300,000,000 annually for the carriage of American exports and imports.

This condition of things has attracted the attention of Congress for many years. The late Senator Hanna on several occasions introduced legislation to subsidize American vessels, but even the United States Senate would not countenance so flagrant a diversion of public money into private pockets. The defeat of Mr. Hanna's ship subsidy bill affords some ground for believing that Congress will refuse to act on the report of the Merchant Marine Commission, which also advocates the subsidy plan. It proposes an annual subvention of \$5 per ton for every United States vessel engaged exclusively in foreign traffic the year round; to heavily subsidize six lines of vessels plying to South American ports and to the Orient; to increase the tonnage taxes on all vessels, remitting 80 per cent of them in the case of American vessels conforming to the naval reserve provisions, and to establish a naval reserve of 20,000 men, who must have six months deep sea service, with payments calculated to offset the lower wages paid by foreign ships.

The United States may make it uncomfortable for the British shipowners by pouring millions out of the public treasury, but such a policy may prove disastrous to American commerce.

The American producers and manufacturers are interested in having their products carried at the cheapest price, and it makes no difference to them whether English or German or American vessels perform this service. They want the keenest competition, and a law which will drive foreign vessels from the American carrying trade will be to their positive disadvantage, because their rivals will have the benefit of the unrestricted rivalry of foreign ships, and the lowest rates of carriage, while the American people are taxed for the support of their own ships.

The opponents to the subsidy principle point out that goods in many cases are not imported directly by the United States from the country of origin. The American woolen manufacturers, for instance, buy South African, Australian and South American wool in London, whether it is brought by British ships. The American vessels would get a bounty for bringing it from England, but there would be nothing to prevent the wool being conveyed to Halifax in British bottoms, and at that port transhipped to American vessels which would carry it to Boston or New York and collect the rebate. It would pay the American vessels to make their voyages as short as possible as they would collect the same bounty whether the voyage was short or long. If the bounty system worked out this way, foreign vessels would continue to do most of the carrying and American vessel owners would thrive on the generosity of the American taxpayers.

The United States could build up its merchant marine if it would allow free trade in ships, but the law forbids any ship built in foreign yards to fly the American flag, or be admitted to American register. This is a measure of protection for the American shipbuilder, but it is of no value to him when he is loaded down by high duties on steel and all other materials required in the building and fitting out of ships for the benefit of the steel trust and other domestic industries. Apparently the American people, in their high tariff infatuation, will take any way but the right way to regain their maritime pre-eminence. They will pay dearly for the attempt if they adopt the subsidy plan.

The License Administration.

Messrs. Wm. Yeates, John Jones and A. B. Greer are reported to be the new license commissioners. They are reputable citizens, and no fault can be found with their appointment. The Government is replacing Liberal commissioners by Conservatives in all the license districts, and no Liberal can complain. Before the election, Mr. Whitney very solemnly declared that he would take the license administration out of politics, and appoint men who would see that the law was enforced impartially. The inference was that the present system would be changed. We have been all along told that it lent itself to manipulation of the liquor trade for party purposes, and it has been the object of violent attack in the Conservative press. Our local contemporary, the Free Press, has been very severe on it, and has dilated on the amount of patronage placed in the hands of license commissioners, though we could never see what advantages the office conferred. If the criticisms of the system by the Conservative party were well-founded before the election, they are well-founded today. It will surely not be found that the substitution of Conservative for Liberal commissioners will change the results. The local party organizations doubtless have a voice in the selection of the commissioners, who in any event will be party stalwarts. The Liberals cannot consistently object to this, but can the new Government consistently continue a policy which the members and followers denounced while in Opposition? It is altogether likely that as time goes on, the Whitney Government will admit there has been nothing seriously wrong with the methods of its predecessors, and will quietly follow them in every department.

The Dead Letter.

[Brooklyn Eagle.] Oliver Deane died after a well-spent life and was mourned sincerely by his loved ones. Three weeks after his death his niece Jennie, aged 12, was sent to the postoffice for the mail, and, returning home, she examined the letters at her leisure. One was marked "Dead Letter Office," she was heard

Men of Brains.

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to mutter, breaking into a run, she rushed to her aunt's home.

"It's from Uncle Oliver," she cried. "Oh, Aunt Mary, did he tell you he would write?"

Something In It. [Detroit Free Press.] Prospector—There's nothing in that mine of yours out west.

Owner—Oh, yes, there is! I've sunk a small fortune in there myself!

Unpleasant Reminder. [Cleveland Leader.] Jorkins—My dear, I wish you would not sing about "Falling Dow."

Mrs. J.—Why not? Jorkins—It reminds me too much of the house rent.

Russia's Vital Railway. [New York Sun.] We shall double track the Siberian Railway—Russian authorities.

'Tis well, quite well; A double track is good For that Siberian, Sombre solitude.

The first track led you Westward to the Japan row, And having had it, good and hard, You need a back track now.

Neighborly. [Collier's Weekly.] As years go on it will matter less if the political map shows Canada in one color and the United States in another.

The systems of government are quite similar, and the same language and identity of thought make these people an opportunity and optimism make for both nations a common cornerstone. Flag sentiment and political isms will be spurious and rather than prevailing influences, ambition to do and be will ever draw the wholesome, energetic youth over the border line. Canadians who cross the line may not naturalize as British subjects, but wherever is found the best returns for their kinds of skill there will their best talents be given. The loyalty of these peoples is already the loyalty of best endeavor. In every industrial and professional walk of American life proud sons of Canadian soil are found, and that almost without exception every great Canadian achievement is directed by a genius of American birth show how well the good rule works both ways. We impose no injustices upon each other, we have no issues to solve hereditary, but happily the parallel forces of prosperity and progress lift us above the breach and make us one.

Easily Scared. [Philadelphia Telegraph.] Those who claim that life is not worth living are usually the first to hustle for a doctor when they become ill.

My Sister's Beau. [Roy Farrell Greene.] My grown-up sister got a beau That comes to see her Sundays; so I hev 't be most awful good.

An' speak perlike, as small boys should; An' yet when she is fixin' to go, I heebly'll not act heathenish. An' o'er his vittles an' m'uss, Should sister's beau take tea with us.

When sis gets all her primprim' through On Sunday afternoons 'bout two O'clock, I hear a ting-a-ling—An' that's our doorbells' ring; I know right then my time has come Per heebly 'blind an' deaf an' dumb. I s'pect it's wrong 't want 't ease When sister's beau takes tea with us.

I heard him call her "Angel" once; But sis she ain't, an' he's a dunce. Per thinkin' so, she has no wings. An' yet when she is fixin' to go, I heebly'll not act heathenish. An' o'er his vittles an' m'uss, Should sister's beau take tea with us.

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As to Chloroforming. [Chicago Record-Herald.] "Do you believe all members of the male sex ought to be chloroformed at 60?"

"No," replied Mr. Newpump, wearily rubbing his eyes, "but I'm not ready to say that they deserve it almost any point between 6 weeks and 6 months."

A Thought. [Father Ryan.] Hearts that are great beat never loud; They muffle their music when they come.

They hurry away from the thronging crowd With bended brows and lips half dumb. And the world looks on and mutters "Proud!" But when great hearts have passed away, Men gather in awe and kneel around their don clay.

Hearts that are great are always lone; They never will manifest their best. Their greatest greatness is unknown, Earth knows a little; God the rest.

The Test of Oratory. [Boston Herald.] The question as to what makes a really powerful orator, besides the gift of eloquence, gets another answer from the fuller descriptions of the great speech lately made in Parliament by Lord Hugh Cecil, who has been hailed as another Gladstone in forensic power. According to the London correspondent of the Tribune, the comparison is a legitimate one, for the reason that Lord Hugh Cecil speaks like the Great Old Man, with moral force and a tone of authority. There is something in the quality of his voice that compels men to listen to him. What they deserve to hear is a note of personal conviction. In a listless time, when nobody concerns himself deeply in public affairs and everybody is overcautious about what is regarded as good form, Lord Hugh Cecil is terribly in earnest. He has a natural dignity of utterance, which becomes eloquence when his heart is in his work. He has the courage required for taunting the Prime Minister in polished epigrams, and he does not

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