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Semi-Weekly Telegraph and The News ST. JOHN, N. B., FEBRUARY 21, 1912.

THE "INTERESTS" SHOW THEIR HAND Speaking of "moderate" protection, what were Mr. Ames and Mr. Cockshutt doing in the debate on the tariff commission the other day at Ottawa?

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given if he were gifted with a sense of humor. One is that the party was willing to revise the tariff in accordance with sound principles of economics. New the dissonance, or rather the complete cleavage in the party, was due to this very point.

The Republicans promised tariff revision, and the Payne-Aldrich enormity was pronounced by Mr. Taft the best tariff bill ever devised. No sooner had he expressed himself in this way than the insurgents made their protest, and the people have been protesting ever since, when opportunity offered.

The strength of the Progressives was due to the fact that the whole country believed that the tariff "revision" was a betrayal of the party's most solemn pledges to the people, and a proof that the selfish clique that cared nothing for the real desires of the nation were still in control.

These Progressives he speaks of as "political emotionalists or neurotics." There is much of emotion about one of the most prominent of those who would desire to be considered a Progressive, but in things of politics this neurotic emotionalist is wiser than seven men who can render a reason.

Indeed if Mr. Taft will search out and seek the reason of things, he may have wisdom to find in that every emotional Progressive, one of the chief causes why he has not such a safe chance for reelection as may at first appear. Mr. Roosevelt is present at the matter, but eight governors have recently asked him if he would not accept a Presidential nomination.

He has given no answer and his silence is more unusual and perhaps more dangerous than his speech. It is represented that there is a mighty spontaneous movement for him, and that he is the idol of the nation. This may prove a stronger reason against the success of the regular nominee of the party than all the nine reasons discovered by Mr. Taft for his success.

Then, as all recent developments would seem to indicate, Governor Woodrow Wilson is more popular with the people than either Mr. Taft or Mr. Roosevelt. This is another reason that out-balances the nine. When we lay one thing to another to find out the account, the way is not so smooth for a "stand-pat" Republican as might at first glance appear to an interested inquirer. It looks like a Democratic year.

THE HAMLET OF POLITICS Mr. Borden may be described as the Hamlet of politics. He stands irresolute, purposeless and procrastinating, when everything calls for action. As truly as the Prince of Denmark he can say to his friends: "Why, look you now, how unworthy a thing you make of me. You would play upon me; you seek to use my mope; you would pluck out the heart of my mystery; you would sound me from my lowest note to the top of my compass."

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staircase instructed the whole country on the great economic problems and on the evils of special privilege, and on very largely outgrown, and a generation of young voters who are not familiar with these principles have their names on the electoral roll. This is the reason that the special "interests" are able to pass their edifying falsehoods and useful deceptions and to introduce elements that corrupt the judgment. The tricks of the medicine man cannot influence where the people are familiar with the processes of correct thinking, and with methods of analysis and verification.

A campaign of deception and a government of reaction in Canada can be met effectively by a restatement of Liberal principles. Particularly should the Liberal platform on taxation be restated at this time. The Conservatives are preparing for a tariff which will be unjust to the masses of the people. Sir Wilfrid Laurier stated the Liberal policy on this point in 1896: "The Liberal party asserts as a cardinal principle that in the levying of the public revenue by means of a customs tariff the duties should be imposed simply with the view of collecting the necessary and hopeful of the future. Mr. Arthur C. Copping, in "Canada Today and Tomorrow," writes: "For those who mark the current events, Canada's great destiny is written plain. Canada in a few decades must possess more people and more real wealth than Great Britain. Whether the centre of Imperial control will then cross the Atlantic is a point on which the prophets differ. Memories enshrined in Westminster Abbey will tend to conserve the ancient seat of government. Yet there is weight in the surmise that the logic of numbers will ultimately prevail."

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"It is an infallible thing. Let us suppose that we are playing cards—and it is too true that the work is a very bloody game; let us suppose that we are playing cards and that we can at every minute read our opponent's cards. There are no secrets in cavalry, no spies that give better information than the aeroplane about the position and the disposition of the enemy and their available forces, the position of their batteries, etc. With the aeroplane everything is seen by the eye; nothing is left to guess."

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It is established that the use of aeroplanes has greatly increased the effectiveness of the French artillery, which is perhaps the strongest of the French arms. A French officer of the aeroplane "the eye of the battery 2,000 feet in the air." In destroying bridges and blowing up bases of supply the use of the aeroplane cannot be measured. France at the present time leads the world in aviation as applied to military matters, and during the last few years the danger of invasion by Germany is thought to have been greatly lessened by the determination with which the French have addressed themselves to the conquest of the air. They have now trained 2,000 officers for the work of directing aeroplanes and dirigibles.

Progress in aviation has increased immensely the uncertainty with which any war between first class powers must be regarded in the future. Also it has added new terrors, and novel and amazing lines of adventure to the most terrible of the sciences. What has been done already far outruns the imagination of the average individual. Men who talk carelessly of war, and men who desire to provoke it, ought to be given a few months of training in the aviation corps.

WRITING ABOUT CANADA In spite of a government that is endeavoring to run away from every issue that may be raised, Canada is finding its place in the sun. Last year witnessed a very large output of books dealing with the various elements that are entering into the remarkable industrial and commercial expansion, the social conditions of the people, and the physical configuration that makes it attractive to visitors. Most of them deal with the central and western provinces, a few with the country as a whole and one, by Beckles Willson, gives a popular history of Nova Scotia. Mr. Affio's "A Fisherman's Summer in Canada" gives a number of splendid accounts of sporting experiences in the Maritime Provinces, and the story of an unsuccessful attempt of the author to land a tuna at Mira. Tuna was plentiful in Mira Bay and several sections of Eastern Nova Scotia, but the only one landed with hook and line was last year by Mr. Ross, of Montreal. He was successful after a fight sufficient to exhaust and to satisfy any sportsman.

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In the military manoeuvres of 1911 the French army employed forty aeroplanes. On the day before operations were begun three planes were sent out to ascertain what progress had been made upon certain rear fortifications at Toul. The flying corps carried cameras designed to make photographs from a height of 4,000 feet. The planes circled about at that height above the fortress, beyond the range of effective fire, and returned with photographs and notes supplying all the desired information in detail. A little later an officer sent to secure information about the disposition of an enemy's troops flew ninety-three miles in two hours and made a complete observation of the number and positions of the forces in question, and of the topography of the country over which it would be necessary to operate against them. In another instance the fire of six batteries was regulated by a single aeroplane. In yet another a commander sent a message by aeroplane another part of his line, twenty miles away, in seven minutes, and in twenty-five minutes a similar message was carried thirty-one miles against a strong wind.

It is established that the use of aeroplanes has greatly increased the effectiveness of the French artillery, which is perhaps the strongest of the French arms. A French officer of the aeroplane "the eye of the battery 2,000 feet in the air." In destroying bridges and blowing up bases of supply the use of the aeroplane cannot be measured. France at the present time leads the world in aviation as applied to military matters, and during the last few years the danger of invasion by Germany is thought to have been greatly lessened by the determination with which the French have addressed themselves to the conquest of the air. They have now trained 2,000 officers for the work of directing aeroplanes and dirigibles.

Progress in aviation has increased immensely the uncertainty with which any war between first class powers must be regarded in the future. Also it has added new terrors, and novel and amazing lines of adventure to the most terrible of the sciences. What has been done already far outruns the imagination of the average individual. Men who talk carelessly of war, and men who desire to provoke it, ought to be given a few months of training in the aviation corps.

WRITING ABOUT CANADA In spite of a government that is endeavoring to run away from every issue that may be raised, Canada is finding its place in the sun. Last year witnessed a very large output of books dealing with the various elements that are entering into the remarkable industrial and commercial expansion, the social conditions of the people, and the physical configuration that makes it attractive to visitors. Most of them deal with the central and western provinces, a few with the country as a whole and one, by Beckles Willson, gives a popular history of Nova Scotia. Mr. Affio's "A Fisherman's Summer in Canada" gives a number of splendid accounts of sporting experiences in the Maritime Provinces, and the story of an unsuccessful attempt of the author to land a tuna at Mira. Tuna was plentiful in Mira Bay and several sections of Eastern Nova Scotia, but the only one landed with hook and line was last year by Mr. Ross, of Montreal. He was successful after a fight sufficient to exhaust and to satisfy any sportsman.

All the writers on Canada are optimistic and hopeful of the future. Mr. Arthur C. Copping, in "Canada Today and Tomorrow," writes: "For those who mark the current events, Canada's great destiny is written plain. Canada in a few decades must possess more people and more real wealth than Great Britain. Whether the centre of Imperial control will then cross the Atlantic is a point on which the prophets differ. Memories enshrined in Westminster Abbey will tend to conserve the ancient seat of government. Yet there is weight in the surmise that the logic of numbers will ultimately prevail."

Mr. Verne, in "The Fair Dominion," gives graphic and delightful pictures of village life in French Canada. One sentence is worth noting: "To make money circulate is a virtue, no doubt; but courtesy and simplicity and prudence are also virtues that not the greatest country that is yet to come will find itself able to dispense with." Some of these books are substantial contributions to history, and the number and variety of them indicate the unusual interest which the development of the country is arousing everywhere.

THE AIR FLEETS During 1912 the French war department proposes to spend \$4,400,000 upon new airships and the perfection of its aviation corps. If anyone is disposed to think, off hand, that this vast expenditure is madness, or that it is at best an experimental nature, his view may be corrected by reading what General Bonneau of the French army has to say about the bearing of aviation upon the science of war, and particularly of its effect upon reconnaissance. Of the aeroplane he says: