

# EVENTS

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## *The Week in Parliament.*

**P**ARLIAMENT is now in the hurry mood and everybody is talking about the day of prorogation. It is a singular thing about Parliament that on the day it meets the members and employees begin to wonder what time they will get through and this question recurs almost day in and day out from the hour that the speech from the throne is delivered until the day when the battery on Nepean Point proclaims the end of the session. This session began Jan. 11th, or just a little more than six months ago. With a short, legislative programme, no tariff changes, no bills bearing on an approaching election and in short nothing which might be termed of a controvertial character, one would surmise that three months would finish the session of 1905. More than double that time has elapsed and Parliament is still in session. For some reason best known to themselves the members of the Government have not hurried Parliament and have taken things easy from the beginning. There has been no attempt to intimidate the Opposition, no effort to keep the House sitting all night or all week, no forcing of any debate. On

the contrary every concession has been made to the wishes of the Opposition and to them has been given for criticism or debate, every opportunity.

The best portion of the week in the House of Commons has been devoted to passing the supplementary estimates after Mr. Foster on behalf of the Opposition had made the criticism and warned the Government that the financial expenditure has grown to be heavy and careful oversight was necessary, which is really what Mr. Fielding, the Finance Minister, himself stated in his budget.

On the motion to amend the militia act, Mr. Foster drew attention to the disproportion between the officers and the staff and the number of men who might be termed the actual working part of the force. There has been an increase for headquarters and district staff pay alone of nearly \$44,000. Alluding to the proposed increase of the militia force to a drill body of 1,000 men Mr. Foster took the position that Canada must not undertake anything at the present time in the shape of organizing defensive forces, but should be content with drilling the armed

men who defend our own soil. He made the point several times that without great guns to protect military manœuvres in the field the force would be ineffective and seemed to incline to the opinion that we should put our money in heavy ordnances rather than in trying to drill one thousand men in place of forty or fifty thousand. Mr. Foster's appearance in the field as a militia epoch was new but he seemed to have given some attention to the matter and echoed the popular idea when he declared that we should keep down our permanent force and not make any attempt to establish a standing army. He properly

pointed out that to keep some thousands of men in barracks the year round for the pleasure of feeding and clothing them would not be a wise policy for this country. At the same time Col. Sam Hughes put in a protest of using the permanent force as a police force. He would have all the boys in the country above the age of 12 years taught to drill.

Sir Frdedrick Borden defended the change at Esquimaît and Halifax on the ground that it relieved the British taxpayers of considerable expense and also that it was the duty of Canada to garrison these Canadian ports.



M. WITTE

Who will represent Russia at the Washington peace conference

## Oscar II. of Sweden and Norway

THE King of Sweden bears the reputation of being one of the best and most generous monarchs, one of the most accomplished savants and gentlemen of Europe. It is unfortunate for him that he has had two kingdoms to rule, as a writer in the *Hamburger Nachrichten* thinks, his administration has been divided, even distracted. 'When he was needed in Norway at any crisis, he was always occupied in Sweden.' In the Roman circus the performer who rode two horses and leapt alternately from the saddle of one to that of another was named desultor; he was a desultory rider. Norwegians accuse Oscar II. of being a desultory ruler, with the implication that he sometimes sat longer in the one saddle than in the other. For, as the above quoted writer remarks, 'He is himself a Swede.'

Judging of the demeanor of the King of Sweden, it does not appear that he anticipated the coup d'etat which deposed him from the throne of Norway. Yet his utterances that are published in the press indicate that his character has much in common with the ideal Scandinavian monarch of Shakespeare. Oscar II. received what from a personal standpoint he must have taken as an affront 'more in sorrow than in anger.' His kingly dignity and self-restraint are evidenced in a letter which he recently addressed to the Storting, or parliament of Norway. The royal communication is published in the *Post och Inrikkestidningen*, Christiania. In this letter he says that his oath to the Norwegian Constitution obliges him to answer the charge that his veto of the Norwegian measure for a separate consular service, on May 27, was unconstitutional and con-

trary to the independence and sovereignty of Norway, and that it was moreover, null and void, because it lacked the endorsement of the Prime Minister King Oscar puts forth long and exhaustive arguments in favor of his position; he claims absolute right to exercise his judgment in acting for the best interests of the United Kingdom, and says that in making his decision on the consulate question he consulted the interests both of Norway and the union. He concludes in the following words:

'The Constitution I have sworn to respect and the good of the countries I govern made it my absolute duty to take that decision.' The resignation of the Ministers placed me in the painful position of being false to that duty or of remaining without a Cabinet. I had no choice. The Storting, in accepting the resignation of the Ministry, have violated the Constitution, and by a revolutionary act have declared that the King of Norway has ceased to reign and that the union with Sweden is dissolved. It rests with Sweden and with me, as King of the Union, to decide whether this violation of the compact of union must be followed by a legitimate and legal dissolution of the Union. My contemporaries and history must judge between me and the Norwegian people.' Such a letter as this, academic, abstract in argument, is, as the English press is unanimous in considering, thrown to the winds amid the excitement of the revolutionary tempest. Revolution aims not at the letter, but at the spirit of justice. The *Saturday Review*, in this connection, quotes Burke's 'You cannot indict a nation,' with the implication that Oscar II. by attempting

to do so, has proved himself a mere doctrinaire."

Of course the Swedish papers are enthusiastic over the King's message to the Storting as shown by the following extracts:

"The letter of the King is so calm in language that everyone must admire in astonishment the self control which the writer exhibits. The fact that such a letter has come before the Storting clearly shows that a way is open not only for a personal union between the two countries, but also for the succession of a young Bernadotte to the Swedish throne."

"King Oscar takes a firm stand on the ground of right and truth. Revolutions have their justification, when a people's rights are threatened or denied or when oppression crushes the subjects of a throne. But a king is never to be deposed when he is merely maintaining his position on the basis of constitutional enactment or takes a step which he believes to be his duty to do as a ruler."

"As regards ourselves and in view of the final verdict of Europe, the King's sound and logical presentation of the Norwegian imbroglio, if considered aright, is a statement which deserves the most careful consideration."

Of course, the Norwegian press do not agree with the Swedish view. The *Aftenposten*, Christiania, intimates, in its criticism of King Oscar's letter, that that monarch's conception of the Union and of his own constitutional right and du-

ties is unjust and, as well as quite irreconcilable with what constitutes national independence and constitutional prosperity. The King has not uttered a single word in answer to the Storting's request for his cooperation in the election of a new King.

In predicting the ultimate outcome of the Swedish-Norwegian dispute, the most difficult part of the problem is to decide on the future action of the Swedish irconcilables. According to the Stockholm correspondent of the London Times, Sweden is at present divided. The writer says:

"The general tone all over is against military measures or any attempt to coerce Norway back into the Union, but opinion is by no means as unanimous in favor of a prompt and amicable settlement with Norway, wiping out old scores and making a slate in view of drawing up conditions of the future. An adverse current is setting in from different directions prompted by a variety of feelings, such as loyalty to the King, indignation at the way he has been treated, and distrust of the Norwegian democracy and its uncompromising thoroughness."

Recent despatches say that these "adverse currents" are setting in the direction of war, although the Norwegian poet, Jonas Lie, in a Copenhagen paper says: "I believe that most Norwegians feel as I do—we wish for no war, we wish for peace."



## *Safety of Fast Trains.*

**W**HILE it is calculated that the wreck of the New York Central's 18 hour flyer between New York and Chicago must dampen the desire of some who want to ride at such speed, the newspapers are of the opinion that the accident cannot fairly be attributed to the fact that the train was running faster than usual. Had the train been making 30 miles an hour instead of 60 says the New York World, "it must have been wrecked just the same." The Twentieth Century Limited was going on its mile a minute clip, when, near Mentor, Ohio, it ran into an open switch and crashed through the freight station, and a moment later the locomotive "blew up, setting fire to the wreckage. 19 persons were killed and twelve injured. The railroad officials are of the opinion that the wreck was the work either of a maniac or of some one who had a grievance against the railroad. According to the press reports investigations show that the switch where the train left the track was opened and locked again, and the light at the switch

which should have shown red to the engineer, did not show. Fireman Gorham says that both he and the engineer Tyler, who died at his post, saw a white light at the switch, but that when the train was within a few yards of the switch there was no light at all. Gorham adds that an attempt was made to stop the train, but without avail. Railroad men believe that the switch was thrown open just as the train was coming into Mentor.

The New York World sadly remarks that it was "fire that doubled the horrors of the catastrophe. Despite the teachings of experience scattered through long years, railway enterprise lags still behind the point of fireproof safety"; and the New York American adds in a similar vein:

"Human skill, possibly, can never avert accidents, but surely human forethought can see to it that trains carrying scores of people must be composed of non-inflammable materials and that every device to secure safety that can be invented shall be applied to them."



# *The Founder of the British Empire.*

Chatham. By Frederic Harrison. The Macmillan Company.

**D**ISCRIMINATIVE, convincing, and adequate are words which may fittingly be applied to Frederic Harrison's "Chatham," at once the latest and most satisfactory portraiture of the great British statesman. It is not so much by reason of affording additional knowledge respecting the facts of Pitt's career that this study must be accorded primacy over its predecessors—though to be sure Mr. Harrison makes free and profitable use of sources unavailable to Thackeray or Macaulay, hitherto Pitt's most authoritative biographers: it is in point of interpretation. Free from the obsequiousness and the savage irony that severally distorted the presentations of Thackeray and Macaulay, thoroughly incisive and lucid, sympathetic but just, the new "Life" gives us a Pitt of profound human characteristics, a Pitt measured by the standards of both contemporaneity and posterity and placed in what we must regard as true historical perspective. Not that his biography is free from blemish. Errors occur in his treatment of several of those who most largely filled the public eye in the piping times of peace

immediately preceding the mismanaged Spanish War and in the period of drift that intervened before the outbreak of the history-making Seven Years War. Nor can we deem free from fault the covert allusions to certain helmsmen of the present day. But when we have said this we have said all that need be said in way of criticism. As concerns Pitt himself Mr. Harrison has assuredly given us a masterpiece of psychological analysis. The too common error of focussing attention on success and failure, and of leaving endeavor out of account is not apparent here.

Needless to say, the facts justify Mr. Harrison's inclusion Pitt's name in the list of the few great creative statesmen of English history—the others in the author's opinion, being William the Conqueror, Edward the First and Cromwell. "William the Conqueror made England an organic nation. Edward the First conceived and founded Great Britain. Cromwell made the United Kingdom and founded our Sea Power. Chatham made the Colonial system and was the founder of the Empire."

# Argentina: The Wonderland of South America.

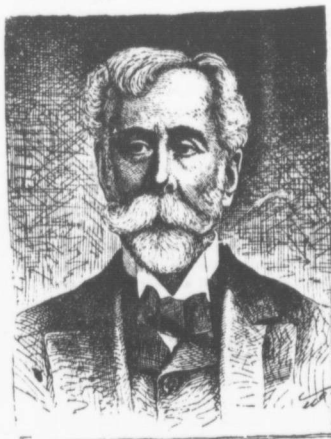
BY JOHN BARRETT.

(Formerly American minister to Argentina and Panama, now minister to Colombia.)

**A**T this time when there is so much discussion of South American countries and affairs, it may be of particular interest to take a passing glance at the great republic of Argentina. I say "great" advisedly and in no sense of flattery or exaggeration. It deserves this description in many respects.

Argentina is so far away to the south and so apart from the regular routes of North American travel that only a minimum percentage of people realize that in the southern end of the western hemisphere there is a nation of such size, resources, possibilities, and progress that it is entitled to the attention and respect of the world. I would that it were in my power to divert a small part of travelers for pleasure and observation from Europe and Asia to South America, and particularly to Argentina, Chile, and Southern Brazil. A diversion of study and investigation of this kind would exert a mighty influence in educating the North American people to a realization of the fact that we should devote more time and energy to making the intimate acquaintance of our Latin neighbors. It would demonstrate how ignorant many of us are of what Latin America can do and is doing under favorable conditions of temperate climate and national wealth. It might teach some

critics of Spanish America to remove the "beams" from their own eyes before they point out the "motes" in those of their southern neighbors.



President Manuel Quintana, of Argentina.

The marvelous material, economic, educational, and social development of North America has blinded the eyes of a goodly portion of its citizens to an appreciation

## EVENTS

of what is going on beyond its borders. They often rant about European interest in South America and European effort to surpass us in the competition for South American trade and friendship, without remembering that European nations, merchants and travelers know far more about South America than we do and expend rebel our effort to build up closer relations of commerce and comity.

A summarized statement of some facts about Argentina confirm these premises and conclusions. The Argentina Republic, as it is named, is today one of the most prosperous and progressive countries. Its foreign commerce for 1904 reached the immense total of \$451,463,000 in gold. This was greater than that of any other Latin nation, not excepting Mexico and Brazil. It exceeded the foreign trade of Japan, of whose marvelous progress we now hear so much, and it went far beyond that of China, concerning which there is general discussion. In other words Argentina, with only 5,000,000 people, showed a buying and selling capacity in excess of Japan with 40,000,000 people, and China with 400,000,000! My comparison is no reflection on these latter countries, and I have always been an earnest advocate of the importance of our commercial and political interests in the Far East, but these should not overshadow or hide what we have at stake in South America.

That Argentina is moving ahead with proverbial leaps and bounds is proved by the fact her foreign commerce, the best thermometer of a country's prosperity, increased \$90,000,000 in 1904 over the total for 1903, which was \$360,000,000. Estimating her population, as before stated, at 5,000,000, she has in the present total of \$451,463,000 the remarkable average of nearly \$90 per head, or a far greater average than the United States or any of the principal European countries. If this lusty young giant of south America keeps progressing at this rate, it will be difficult to estimate her trade and wealth when she has a population of 25,000,000.

The immense area of Argentina can be easily appreciated by remembering that if a line were drawn from the Canadian border of the Gulf of Mexico just east of the first tier of States on the Pacific side of the Mississippi, Argentina would equal all the country to the east thereof. It covers, approximately, 1,200,000 square miles, of which a large proportion is adapted to the homes of a progressive race than the corresponding territory in the United States. A most important fact, however, that too often is unappreciated in the northern hemisphere, where the south and South America are usually synonymous with heat, is that Argentina is located almost entirely in the temperate zone, and is distinctly a "white man's" country.





# The La Follette Railroad Law in Wisconsin.

BY JOHN R. COMMONS.

WHEN the record of the Wisconsin Legislature of 1905 is summed up it will show a series of enactments remarkable in their union of "progressivism and conservatism. This is more true of the law regulating railway charges and services. The Legislature and the Governor as is well known, were elected on this issue, after a campaign national in the interests aroused. This campaign, with its split in the Republican party and its new alignment of others, was the culmination of a struggle extending through the past ten years and marked during preceding legislative sessions by an anti-pass law, a law taxing railway companies on the full value of their property, and a primary election law. Wisconsin was one of the four "Granger" States, which in the early seventies revolutionized the policies of the state governments towards railways. The "Potter" law of 1874 was similar to laws enacted in the same year in Iowa and Minnesota, and in 1871 in Illinois. These laws created state railway commissions, with power to fix maximum rates. Coming as they did, in the midst of an industrial panic and depression, and being admittedly crude and novel, the railway companies were able, in 1876, to secure their repeal in the Granger States except Illinois. The agitation, however, was renewed, and, following the year when the interstate commerce law was enacted, the States of Iowa and Minnesota returned to the policy of 1874-76. A similar bill, introduced in the

Wisconsin Legislature in 1889 by the Hon. H. A. Taylor, afterwards Pacific Railway Commissioner and Assistant Treasurer of the United States, came near adoption, but was defeated. It came up again in legislative sessions during the nineties, but was again defeated. It was then held in abeyance by Governor LaFollette and his supporters until the anti-pass, taxation and primary election laws "could be disposed of. Finally in the session of 1903, following the governor's message on the subject, a bill was again introduced, but after a heated discussion in and out of the Legislature, "including a second and special message from the governor, it was "defeated in the Assembly. The record of that Legislature and of the governor became the issue of 1904, and there has perhaps never been an act of state legislation so eagerly studied by all the people, "with such masses of statistics, and such detailed comparisons with other "States, as the revised and amended law of 1905, which came out of the proposed law of 1903. That bill was modeled after the law of Iowa, but the law of 1905 profits "by the experience of all the States, and by many decisions of the State and federal courts. Compared with other laws, it is less sweeping and radical at some points, but more strongly bulwarked at others.

This is seen in the importance "attached to the provisions for selecting the three state railroad commissioners, and in the grant of large powers, with wide discre-

tion in the use of those powers. Both of these features are a reversal of the tendency shown in other States. The salary of each commissioner is fixed at \$5,000 a sum more than double that of the Iowa commissioners and 40 per cent greater than that of the Illinois commissioners. The secretary received \$2,500, while those of adjoining States are paid \$1,500 and \$1,800. The terms of the commissioners are six years, one to be appointed each alternate year. Of course, the object in view is to keep the commission from falling into the hands of railroads, and to avoid such an outcome as that in Iowa, for example, where the commission is notorious throughout Wisconsin, at least, to be composed of three men nominated, respectively, by the three great railway systems of that State. The contest on this point turned mainly on the method of selection, whether by popular election or governor's appointment. It is quite noteworthy that the railroads contended for election, while the governor and the legislative majority were for appointment; and this notwithstanding the example of nine States which have changed from appointive to elective commissions, against sixteen with elective commissions. More especially is this reversal of the trend in other States noteworthy since Wisconsin under the leadership of Governor La Follette, has just adopted a comprehensive primary election law designed for the very purpose of preventing the corporations from controlling party conventions and elective officers.

Insistence on an appointive commission by those who had so recently reformed the primaries was alleged by the railway spokesmen as a gross inconsistency. They argued against concentration of power in the hands of the executive and were willing to risk the election of radical commissioners in the present state of the public mind, looking to the courts for protection, and expecting such commissioners to discredit themselves and the law and to provoke a reaction, as had been the case with the Potter law in 1876, rather than see the first commission appointed by the present governor. It is felt on all sides that the character of these first appointments must,

more than anything else decide the fate of the new law, and it is expected that each biennial election of a governor preceding the biennial appointment of a commissioner will keep the voters awake on the railway question. The nature of the duties and power of the commission also indicates that selection by appointment rather than by election more likely secure men of the qualifications required. These duties and powers are stated in the broadest terms, with very little that is mandatory and very much that is discretionary. In the first place a break again is made away from the trend in other States, in that the commission is not required to fix a classification of goods or a schedule of rate to be charged, but is authorized to review any or all rates made by the road, and then, after a hearing to substitute a reasonable rate. The commission does not lay down any rule for arriving at a tariff, but takes into account every element that has a bearing or influence on the rate. The law in this respect is less radical than other recent legislation, for in twelve years the number of States in which the commission must make complete schedules of freight rates for each railroad has increased from seven to thirteen, while the number in which the commission may make specific rates has decreased from eight to seven. This, too is a change from the tenor of the bills hitherto introduced in the Wisconsin Legislature. Perhaps no part of the proposed law aroused more discussion throughout the State than the one that led to this feature of the adopted law. It was on this point that many of the manufacturers and other shippers were aroused and were led to join with the roads in opposition to any legislation whatever. It was contended that a State commission could not take into account competitive and market conditions, because it could establish only on a rigid mileage basis—a "distance tariff" so called. This would interfere with many industries and localities which had been built up through "special", or "commodity," or "group" rates, in which distance was ignored in order to place competitors on an equality in the great markets. There

were also "transit" rates, "concentration" rates, "local" rates, and "terminal" rates—altogether a bewildering variety of peculiar rates not amenable to the mechanical classification and inelastic schedules which a public body was assumed to be bound by. The governor had recommended that the commission be given power to make commodity rates, and to vary them with the requirements of any situation, "assigning upon their records the reasons for any special exception made." In the final outcome the law definitely states that "nothing in this act shall be construed to prevent concentration commodity, transit, and other special contract rates, by such rates must be open to shippers for a like kind of traffic under similar circumstances and conditions. . . provide such rates be under the supervision and regulation of the commission." Thus, by leaving the initiative to the roads, they are free, as before, to adapt their rates to industrial conditions, but the commission is at hand to check their acts if they are unjustly discriminatory. The roads can even make non-compensatory rates in order to stimulate business and increase other forms of traffic if they see fit to do so—an act which if ordered by a State commission, would be overruled by the courts. One feature of the law which, however, is the same as that in sixteen of the twenty States, that regulate rates is the power of the commission to fix an absolute rate rather than to declare what must be a maximum rate. It thus is made unlawful for the company to charge less than the commission rate as to charge more than that rate. This follows from the intention to prevent unjust discrimination between shippers and communities—an object equally important with that of preventing excessive charges.

The theory of the new law seems to be that the railroads have their experts with years of experience in making rates and handling traffic; but that no body of men, however expert, can be trusted in every case to use their uncontrolled power, upon which the wealth and prosperity of the State depends, in a manner fair and reasonable. On the other hand, no body of

men selected by the State can have the expert qualifications and detailed information that come from daily contact with the problems. On this account the rates made by the railroads are in effect held to be, prima facie, reasonable and lawful. This is a radical distinction from the laws in those States which require the commission to fix a complete schedule of rates, the evident assumption there being that the road's rates are, prima facie, unlawful and unreasonable.

These rates in Wisconsin, however, may be challenged, but the burden of proof is upon the complainant to show that they are unreasonable. The railroad commission is the board of review to investigate the complaint, with powers over witnesses books and testimony entrusted to a court of record. It gives the railroad company and the complainant ten days' notice of a hearing; upon which, if it find proof that the rate is "unreasonable or unjustly discriminatory" fixes a reasonable rate, and its order takes effect of its own force in twenty days after service on the railway officer. Thenceforth, the legal situation is reversed. The rates fixed by the commission now in turn become prima facie, lawful and reasonable, and the burden of proof is upon the railway company if it goes into court and asks that they be overruled. Upon the several steps involved in these provisions the contest in the Senate committee, where the principal struggle occurred, was prolonged and intense, and it is most remarkable that, starting with opposing views, that committee reported a bill unanimously which then was unanimously adopted by both houses and signed by the governor. The first step in the controversy related to the source of complaint against the rates or regulations of the roads. The companies contended that only shippers were affected, and that they only should be entitled to enter complaint. But it was shown that public interests were involved, and that localities might be injuriously affected. Consequently, the law entertains complaints "of any person, firm, corporation, or association, or of any mercantile, agricultural, or manufacturing society, or of any body politic

or municipal organization." A railroad itself is permitted to make complaint against another railroad, and there is nothing in the law to prevent the commission from raising the rates of a road that is resorting to a destructive rate war.

Next, the railroads, continuing the idea that the commission should be a quasijudicial body, held that, conceding that it might decide on complaints, it should not itself initiate investigations. But the committee decided that the commission should be, what the courts have supported

legally, an arm of the Legislature, and gave it power, "upon its own motion," to investigate any rate or charge. It thus becomes the organ, as stated by the governor, "of the great body of the people of Wisconsin, who bear in the aggregate the principal burden of the freight rates," but who "could not appear before the commission to make complaint," nor "state their complaint or allege the measure of the wrong imposed on them." The procedure when initiation is by the commission, is the same as when a complaint is made.



The Lynn Canal,