

The Sun

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of Canadian imports. Germany supplies about 2 per cent., France about 3 per cent., British colonies and possessions about 5 per cent., and the remainder is represented by small accounts with many countries. While the Franco-Canadian treaty will probably result in some increase in French sales, American business stands in little danger from that quarter. The competition of Germany promises to be of much greater importance to us than that of either France or England. About 45 per cent. of American shipments enters Canada free of duty and for a fair part of the dutiable goods the merchants of the Dominion will for business reasons continue to come to the United States.

The Berlin correspondent of the London Standard asserts that Germany is planning a trade invasion of Canada active, aggressive and persistent, supported by German shipping companies which are maturing plans for a regular line of fast steamships to carry emigrants and goods to Canada. England rather than the United States will be injured by German competition if there is no change in the relations between this country and the Dominion. If the maximum rate of the Payne bill is applied to Canadian merchandise our neighbors will doubtless retaliate by imposing their surtax on American products. The consequences of such a situation would be quite unpleasant for us, but very pleasing to England and Germany.

The Happy Vision of Mr. Mack. Under the influence of the stimulating climate of Hot Springs the Hon. NORMAN E. MACK, chairman of the Democratic national committee, looks into the future and beholds "the sun of the Republican party setting." "The Democratic party is in splendid condition for a fight," and is intelligently fighting within its own ranks all the time. "We [the Democrats] are going to carry the next House of Representatives."

Such a reaction against an Administration is in the natural order of political events. Doubtless many Republicans look forward hopefully to a Democratic House. They expect that the Democrats will display sufficient inability to make sure the election of a Republican President in 1912.

Such is the unfortunate reputation of the Democracy. Wounding a Friend. Perhaps the Hon. JOSEPH P. CANNON may have to retire from the Speakership. Possibly the Democratic party will have something to say about the matter after the November elections. But it was unkind and ungentle of the Hon. AUGUSTUS PEABODY GARDNER to say to the Beverly Republican Club, and its dinner too, of all occasions:

Mr. CANNON has reached an age where his mind is not adapted to viewing correctly present day conditions. If there is anything that Uncle Joe hides himself upon—and there is no rooster man than he—it is his second youth (or has he ever felt old?), his ability to set the pace for the "boys" in pleasure and business. Seventy odd years young, he sits up to all hours reviewing the past with wit and story; to the present he addresses himself from the Speaker's chair with alert eye and undimmed faculties; the future may not be his, but he anticipates it.

Mr. GARDNER is one of the cleverest of the younger men in Congress, and no one thinks more of his prospects or has more good will for him than the Speaker. Was Mr. GARDNER not called to the chair the other day by his admiring friend to preside over the House? We are inclined to think that the member from the Sixth Massachusetts district is the only "insurgent" whom Mr. CANNON has a fellow feeling for. The Speaker loves a hard fighter, though he is a rebel, but to be taxed with being too old to have the proper point of view about public questions, obviously the Gardner point of view—that were enough to sour the milk of human kindness in that venerable but vigorous bosom.

Canadian Trade Relations. Because of tariff discrimination against Canadian products imported into Germany Canada imposed a surtax of 33.1-3 per cent. on German merchandise entering Canada. The law went into effect September 31, 1907. For the fiscal year 1908 German sales to Canada were valued at \$12,282,637, or about 6 per cent. of Canada's total imports. In 1909 they dropped to \$8,175,000, in 1906 to \$6,700,000, and in 1909 to \$6,080,365, or about 2 per cent. of Canada's total for that year. After a series of conferences of German proposal an agreement was reached on February 15 by which the Canadian surtax is to be withdrawn on March 1 in return for the admission of practically all Canadian products into the German market under Germany's conventional or minimum tariff rate.

Many persons in England regard this new arrangement with Germany and the Franco-Canadian treaty which became operative a few days ago as a serious menace to British trade with Canada. No vivid imagination is needed to see in those negotiations some influence on the sales of the United States. The gravity of the danger to American exports depends largely upon a decision which the President must reach within the next few weeks. Before the first day of April Mr. TAFT must decide whether in Canada's preferential to England or in the Franco-Canadian treaty there is "undue discrimination" against the United States and its products. The German agreement does not come into that consideration, because Canada gives no special advantages to German products as it does to a considerable list of British and French wares. A special convention for a preferential exchange of German and Canadian merchandise is under general consideration and will probably get definite attention at some mutually convenient time.

Canada now comes to the United States for about 80 per cent. of its total import requirements. Our sales for the last five years have averaged about \$170,000,000 a year. The United Kingdom supplies about 25 per cent. of the

of the laws he had studied for years and which he had sworn to obey. His offence was against the community, the system of government in which he was a servant, and against the whole body of citizens who paid him his salary. In the other case a chauffeur was charged with manslaughter and the verdict of the jury was "not guilty" in the face of evidence of such a nature that the Judge who presided over the trial refused to allow the clerk of the court to thank the jurors in its name, as is customary. This in itself is a matter of small consequence, for the jury is beholden to no man for its conclusions, but the reason given by one of the jurors for acquiescing in the finding of his fellows is truly amazing: "I thought the chauffeur ought to get two years and some of the others shared my views. But we knew that Justice Court would inflict the maximum penalty, so we decided that it would be too severe and acquitted. I am against reckless driving and think examples should be made of those who are proved guilty, but in this case we were justified in letting the chauffeur go as there was nothing to show he was not careful."

The sentence to be imposed on convicted men is not in this State, or should not be, a matter of concern to the jurors. Their business, their sole duty, the only function committed to them by the law, is to pass on the guilt or innocence of the accused. Having done this their responsibility ceases and that of the presiding Judge with relation to the sentence begins. The fear that he may be harsh or otherwise should not influence the mind of a juror, whose oath binds him to return a verdict in accordance with the evidence before him.

That Norfolk Gun. Sincere and frequent felicitations to Norfolk, Va., on the restoration of the time honored 9 o'clock gun. About eighteen months ago the gun was muzzled by Admiral TASSIG, then commandant of the navy yard, and reverberating was the local uproar in consequence. The entire population rose. The gun was a Norfolk institution, decorated by the masses of incalculable generations. The old remembered it, the young had been raised on it. Everybody demanded it. Delegations were sent to Washington to protest to the Department, but TASSIG stood fast. He thought the gun both expensive and troublesome, and he had his way. TASSIG did not understand the longings and aspirations, to say nothing of the needs, of a reverent community. From a time to which the memory of the oldest inhabitant did not reach the 9 o'clock gun had been a sacred rite. It had been a thing to set watches by, and to those who had no watches an admonition to get to bed. Shirttailed men immersed in the heat and fury of the game would lay down a queen full to see if their time was right, and young love-lingers in shady places would be warned to break away. The whole town had adjusted itself to the 9 o'clock gun, and peace, content and perfect order followed in its wake; but there was TASSIG, with unsympathetic frown, with cold remonstrances and serried front, and so the tutelary and sacred gun was silenced. At last, however, and here the causes of our joy find revelation, TASSIG vanished. Another dispensation came with light and glory in both hands, and MARSHALL, who now rules where TASSIG once made ruin and despair, has rehabilitated that once silent and neglected piece. Again it belches at the hour of 9 and all Norfolk turns out to its idols. Clocks have a certain rite to go by. Youth and beauty know their limitations. Shops and saloons and halls of dazzling light are told in thunder tones that the hour approaches, and insomnia fairs and flows away and a happy population finds rest and happiness in once uncertain blankets. All hail to the restoration of the Norfolk gun! Let joy be unconfined.

Though the concession to De LESSEPS and his shareholders has nearly fifty years to run, the Suez Canal Company has applied to the Egyptian Government for forty years more and is likely to get it. That will put off the delivery of the canal till the year 2008 unless further extensions are obtained in the interval. The chief plea advanced is that the shareholders must be reimbursed for the improvements made and to be made. When the Suez Canal was opened the depth was twenty-six feet three inches and the width at the bottom seventy-two feet. It has been dredged and improved since, till at the end of 1908 the minimum depth was twenty-nine and a half feet and the average width 100 feet. The intention is to obtain a depth of thirty-three feet and a width of 135 feet, that may meet the requirements of modern warships. According to the London Times the company has been paying dividends of 25 per cent. and more on its shares since 1904, and in that way making up for the poor returns of earlier years. The dues at present are thought too high. 1.75 francs a ton, and the complaint is made that the company shows no sign of striving for De LESSEPS's promised 5 franc rate.

of the countries of the Continent without calling into play an elaborate mechanism, that of the general advisory council, the general tariff committee or the consultative committee, as it is variously called. These bodies, composed of members of the various Governmental Ministries, of representatives of chambers of commerce, of industrial and agricultural societies, are so large as often to be unwieldy. It is claimed that through their deliberations the rates are adjusted for the best interests of the country, but the fact is that in their deliberations so many contending interests are represented that particular districts often have to suffer because of the opposition of other districts to rate adjustment that would benefit them in competition with their rivals. Important business men of Germany vigorously assert that the rates of the railroads are held at too high a level. In France the periods of time required for the deliberations of the consultative committee and Ministerial approval are so long that the occasion for the making of a rate oftentimes has passed before the decision is reached.

The attitude of the Continental countries toward the pooling of traffic has from the first been utterly different from that of the people of the United States. Competitive traffic has been pooled from as early as 1848, when a pool was made of the traffic between Cologne and Hamburg and Bremen. Pools now cover various channels and international railroads. There is a Prussia-Holland-Belgium pool, a German-Austrian-Italian pool, and so on. Through rates and pooling contracts are adjusted by conferences between the representatives of the railways of the different nations concerned. A conference of the railways interested in one pool is attended by the representatives of other railways whose traffic may be affected by its action. For example, transatlantic traffic to the German interior by way of Rotterdam, Amsterdam, Bremen or Hamburg competes with such traffic by way of Genoa or Trieste, and the representatives of each interest attend the conference. It is the duty of each to defend its position and to argue its case.

The industrial and agricultural countries are far less advanced than that of the United States is no more strikingly evidenced than in the difference in the equipment of the railroads. In Europe are no such powerful locomotives and carriages freight cars, no such heavy trains. The freight cars in ordinary use in the United States carry from forty to fifty tons; those of the Continent from ten to fifteen tons. Some cars of twenty tons have been introduced in Germany, but their number does not bring the average capacity above 100 tons. Some twenty ton cars have also been placed in use in Prussia, and in one exceptional instance between the northern coal fields and the great beds of iron ore and fifty ton cars are used. It is said that as the manufacturing plants are not adapted to the receiving, the loading and unloading of cars of greater capacity the introduction of larger than fifteen ton cars would necessitate not only the rebuilding of many of the appliances and structures of the railroads, but also of the manufacturing plants. This of course is true, but the United States passed through similar conditions and neither the manufacturers nor the railroads hesitated long at scrapping their old plants that they might obtain the larger and greater capacity to meet the demands of an industry and commerce that is leaping up to a swifter pace and a greater productive capacity than in any other land or at any other time. This high development demands the pouring in of vast quantities of raw material and the regular taking away to all points of the compass of manufactured products in great volume.

It is significant that in Germany, one country of the Continent that most nearly approaches the United States in energy and enterprise, and in thoroughness often exceeds it, the great manufacturers are chafing because they are held down to the use of the smaller cars. Here a member of the Reichstag said that as only the larger shippers could use any of such cars to include them in the equipment would give a large advantage over small shippers, which would of course be a discrimination that could not be tolerated. Two or three of the great manufacturing plants having their own interior railways for their exclusive use have equipped them with powerful locomotives and forty and fifty ton freight cars, as the manufacturing plants in general increase in size and number the demand for larger cars must necessarily be more urgent and the Government in the end will undoubtedly be obliged to rebuild and equip the railroads that they may be equal to the demands of the traffic that is being conducted on an increasing scale.

Marabouts of Morocco. The Marabouts of Morocco seem possessed of many of the attributes of sage medicine men. It is curious indeed to find the Moors, who in Spain became the fathers of medieval medicine, so far advanced in their original knowledge of the human body and its ailments, as to be able to possess an accurate knowledge of the most acute and general ailments of the human body, and to be able to cure them by the use of simple and unobtrusive, or even and unobtrusive, and simple means, especially those of healing, are ranked at their best. Their religious fervor, their devotion to the duties of their office, their fervent prayers, their Oriental, rock to their shrines to pray for health.

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Kitchawan. To THE EDITOR OF THE SUN.—Sir: Kitchawan is on the Putnam Division of the New York Central, but nobody knows it. Therefore I sing: There is a town called Kitchawan, In the Putnam Division of the New York Central, But nobody knows it. Therefore I sing: You had to get there very well, But I'll tell you a road whose name Has several years laid claim to fame, Whose engine numbered the three zeros. The fastest train drew daily.

So we hope and believe, the Grand Young Man is burned into the blood and written on the heart of Indiana.

The Ways of Jurors. In two criminal cases recently tried in this city certain peculiarities of the jury system were strikingly shown. In one case a judicial officer was on trial for gross corruption of a nature to pervert justice and bring the courts into contempt. The evidence against him was of such a kind that the only verdict possible for the jurors to bring in was that of guilty, but their susceptibility to the accused man's disfigure and humiliation was so keen that they closed with it a recommendation of mercy.

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Happy Travellers. From London. When Bryan Mulvaney died, he left an estate of his large fortune to be devoted to helping immigrants passing through St. Louis on their way to the West. The fund has grown to about \$100,000, and the trustees are now looking for ways to draw their salaries. The Supreme Court has denied the right to divert the fund to other public purposes.

Kitchawan. To THE EDITOR OF THE SUN.—Sir: Kitchawan is on the Putnam Division of the New York Central, but nobody knows it. Therefore I sing: There is a town called Kitchawan, In the Putnam Division of the New York Central, But nobody knows it. Therefore I sing: You had to get there very well, But I'll tell you a road whose name Has several years laid claim to fame, Whose engine numbered the three zeros. The fastest train drew daily.

So we hope and believe, the Grand Young Man is burned into the blood and written on the heart of Indiana.

The Ways of Jurors. In two criminal cases recently tried in this city certain peculiarities of the jury system were strikingly shown. In one case a judicial officer was on trial for gross corruption of a nature to pervert justice and bring the courts into contempt. The evidence against him was of such a kind that the only verdict possible for the jurors to bring in was that of guilty, but their susceptibility to the accused man's disfigure and humiliation was so keen that they closed with it a recommendation of mercy.

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of the countries of the Continent without calling into play an elaborate mechanism, that of the general advisory council, the general tariff committee or the consultative committee, as it is variously called. These bodies, composed of members of the various Governmental Ministries, of representatives of chambers of commerce, of industrial and agricultural societies, are so large as often to be unwieldy. It is claimed that through their deliberations the rates are adjusted for the best interests of the country, but the fact is that in their deliberations so many contending interests are represented that particular districts often have to suffer because of the opposition of other districts to rate adjustment that would benefit them in competition with their rivals. Important business men of Germany vigorously assert that the rates of the railroads are held at too high a level. In France the periods of time required for the deliberations of the consultative committee and Ministerial approval are so long that the occasion for the making of a rate oftentimes has passed before the decision is reached.

The attitude of the Continental countries toward the pooling of traffic has from the first been utterly different from that of the people of the United States. Competitive traffic has been pooled from as early as 1848, when a pool was made of the traffic between Cologne and Hamburg and Bremen. Pools now cover various channels and international railroads. There is a Prussia-Holland-Belgium pool, a German-Austrian-Italian pool, and so on. Through rates and pooling contracts are adjusted by conferences between the representatives of the railways of the different nations concerned. A conference of the railways interested in one pool is attended by the representatives of other railways whose traffic may be affected by its action. For example, transatlantic traffic to the German interior by way of Rotterdam, Amsterdam, Bremen or Hamburg competes with such traffic by way of Genoa or Trieste, and the representatives of each interest attend the conference. It is the duty of each to defend its position and to argue its case.

The industrial and agricultural countries are far less advanced than that of the United States is no more strikingly evidenced than in the difference in the equipment of the railroads. In Europe are no such powerful locomotives and carriages freight cars, no such heavy trains. The freight cars in ordinary use in the United States carry from forty to fifty tons; those of the Continent from ten to fifteen tons. Some cars of twenty tons have been introduced in Germany, but