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THE "MAINE" INQUIRY.

These self-restraint and careful deliberation with which Congress is proceeding in the "Maine" investigation have been received by the public with feelings of great relief and entire satisfaction.

Looked at in its most unfavorable, not to say tragic, light, if the report of the Committee of Investigation should disclose the fact that the great battleship had been destroyed by some agency external to herself,

The warnings of our military experts regarding the unpreparedness of our fortifications are fresh in our ears. Have we not recently been told that we have artillery without artillerists, guns without mounts and emplacements without guns?

Every reason, moral and practical, demands that there shall be no haste, and that the investigation shall be patient, detailed and absolutely impartial.

Thrice is he armed that hath his quarrel just, And he but naked, though locked up in steel, Whose conscience with injustice is corrupted.

If such a calamity should arise that we should be compelled to take up arms, it must be only after we have satisfied ourselves and the world at large beyond any question of doubt that the noble vessel was sunk by a deliberate act or with the connivance or through the criminal negligence of the people with whom we fight.

It is both insulting and unjust to suggest that those who are exhibiting self-restraint and deliberate judgment are lacking in sympathy for the poor fellows who have perished or that they do not feel keenly the loss of prestige in the sinking of one of our finest ships.

RAILROAD TO THE YUKON.

A contract has been let for the opening of a rail and river route to the Yukon, and if the pledges of the contractors can be fulfilled, one hundred and fifty miles of railroad will be in operation by September 1 of this year.

The survey carried out by the Canadian Department of Railways showed that the Stikeen River is navigable for 150 miles from the sea, and it was estimated that a powerful steamer could make the passage to Telegraph Creek in two days.

The construction of 150 miles of railroad involving heavy excavation in such a remote country and within such a limited period seems to be a formidable undertaking, especially when the rigorous nature of the climate is considered.

it can be seen that the contractors are receiving an enormously valuable grant; but it must be borne in mind that the scheme is a purely speculative one, and that the contractors' risks are heavy.

SIDE DOORS OR END DOORS ON RAILROAD CARS.

Oneesteemed contemporary The Railroad Gazette has called us to account for our statements regarding certain affairs which are matters of fact and matters of belief in the mind of its editor.

In our issue of February 5 we made two statements in reference to the London underground railways, the first of which was to the effect that they had decided to use electric traction and the second that, on account of the numerous side doors with which their cars are provided, the discharge of passengers is quicker and the stops at stations briefer than on our own elevated roads, where each car provides only two means of exit for the passengers.

The Railroad Gazette in quoting the above says, "We know that it contains some misinformation and we fear that it is all misinformation." The information which it "knows" to be untrue is that relating to the length of stops at stations; the information which it "fears" may be untrue is that relating to electric traction.

The Johnsonian self-complacency which underlies this editorial criticism prepares the reader for the unblushing statement, a few lines further down, that in The Railroad Gazette of 1894 "he will find four editorial articles" on the subject, "which will probably give him more accurate comparisons of conditions as to speed," etc., "than he will find collected anywhere else in the English language!"

But, to return to the points at issue, we can assure our readers that our information regarding the change to electricity on the underground roads is derived from a source which we have good reason to believe is more reliable than any to which The Railroad Gazette has, or is likely to have, access.

We have taken up this subject again at some length, because we are convinced that for city and suburban traffic, in which it is of the greatest importance to shorten the stopping time at stations, the car with several side doors is superior to the car with only a door at each end.