

The Canadian Courier

A National Weekly

Subscription : \$2.50 a Year.

Vol. II

Toronto, July 27th, 1907

No. 9

Topics of the Day

SIR WILFRID LAURIER'S reception on reaching Quebec a week ago was all that any man could desire. His address contained nothing startling, but he announced his confidence in the "All-Red Line," or the making of a great Imperial highway through Canada from Great Britain to Asia. No details of the scheme were given. Complementary to this was the expression of his anxiety to see the National Transcontinental built before he was called upon to pass from public life. Sir Wilfrid realises that transportation is one of Canada's greatest problems.

His receptions in Montreal and Ottawa were equally satisfactory and the country will again turn its eyes towards the capital with some degree of expectancy. Long expected announcements will no doubt be forthcoming at an early date. It is pleasant to know that Sir Wilfrid is in much better health than when he returned from his previous visit to Great Britain.

The battle of the O'Briens for the representation of Hants in the Nova Scotia Legislature ended in a victory for the Liberal O'Brien. The vacancy was created by the appointment of Attorney-General Drysdale to the Superior Court.

Canada is keeping on in her extravagant ways. In the three months ending June 30th, her foreign purchases increased \$14,000,000 or over twenty-five per cent., where her sales abroad declined an almost equal amount. No wonder the bankers are complaining of a shortage of money. These imports must be paid for; we do not get them for nothing.

Even the export of Canadian manufactured goods has declined. Considering the startling advance in wages, even this was to be expected. According to the Census Reports sent out from Ottawa last week, wages have risen twenty-seven per cent. If Canada was known as a high-wage country in 1901, what must it be called now? If the trades-unions keep on making demands for higher wages and the manufacturers keep on adding to their cost of manufacture in this and other directions, Canadian goods will hardly be able to compete successfully with British and German manufacturers.

The C.P.R. are having two new steamers built for Lake Superior travel. They have been launched on the Clyde and christened "Keewatin" and "Assiniboia." The "Princess Ena," which will be put on the Pacific route to Yokohama, will be ready next month and will proceed from Birkenhead to Vancouver via Cape Horn.

The consolidated public school is not making much headway in Canada, but Sir William Macdonald has not lost faith in it. The school at Hillsborough, P.E.I., is to continue to have a grant of \$1,200 a year from him indefinitely in order that the idea may have a fuller test in that province.

At a meeting of the Oddfellows' Relief Association in Kingston the other day, the chief medical examiner at-

tributed the increased death rate from heart and kidney disease to the strenuous life of to-day. This may be somewhat startling but on reflection it is not surprising. The United States idea of "rush" has come north and we are acquiring a constitutional restlessness which is likely to shorten the average of our years.

The crop reports from the West are the most important rumours in the Canadian ear just now. Rain is needed in about twenty districts, according to C.P.R. accounts, but as yet no damage has been done. In the majority of sections the needed rains have fallen plentifully and the grain, if slightly late, is shooting up apace. Winnipeg authorities declare that all fear of a poor crop is past if occasional showers come to help the sun. This week the crop report professionals are expected to send in the climax of a big wheat yield for the present year. The report of the crop conditions along the line of the C.P.R. in Alberta and western Saskatchewan indicates a record growth. Since April 29, the opening of navigation, the shipments of wheat from the Port Arthur and Fort William elevators have amounted to over sixteen million bushels. It is expected that by the close of this week the British-American elevator will have shipped two million bushels as a fortnight's undertaking.

The central cities and towns of Canada are holding early exhibitions. Portage la Prairie opened a fair on the 10th with a first day's attendance of six thousand and brought the event to a successful conclusion. The Winnipeg Industrial Exhibition has been going on with encouraging attendance from all points. New buildings have been erected for the accommodation of exhibits and great crowds of Western visitors have been interested. In Ontario also a gala time is looked forward to at Ottawa this week when the great reunion of the old residents of the Ottawa Valley is being held. The athletic and aquatic attractions of this carnival will make it one of the sporting events of the season.

Word has been received of the arrival of the All-Canadian lacrosse team in Honolulu where they spent a delightful day before resuming their journey to Australia. We have not known enough about the great Commonwealth in the Pacific and one excellent way to form acquaintanceships which will cement the Empire is to send these young athletes to visit sister colonies. In the meanwhile an Australian visitor, Hon. Thomas Bent, Premier of Victoria, has been visiting Canada with the laudable object of seeing the Dominion's wheels go round and finding out what Canada is planning for the next decade or so. The Canadian finds the Man from Australia of closer kin than either the Englishman or the United Stateser.

It was extremely fitting that the first honorary member of the Canadian Club of Halifax should be President Falconer. He was a vice-president of the organisation and at the farewell luncheon tendered him last week was presented with this honour and an engrossed copy of the resolution. The resolution was moved by Mr. D. Macgillivray and Ald. Jos. A. Chisholm.



Sir Gilbert Parker.