

meet Germany on equal terms in the Canadian market, British Guiana would lose. Germany's imperial policy is also commercial, and if a little assistance were necessary to enable the German sugar producers to capture this market, Germany's imperial rulers would see that the assistance was given.

British Guiana will probably endeavour to keep the Canadian market for her sugar by giving Canadian flour, foodstuffs and manufactures preferential treatment in its market. If Canada had a corps of trained diplomats, with commercial instincts, some one of these would now be in British Guiana seeing what reciprocal arrangements were necessary. As it is, the two governments are probably discussing the matter by post—a most unsatisfactory method. Canada should be directly represented at British Guiana's capital and this trade arrangement should be discussed upon the broadest possible basis.

Our manufacturers, who have been none too busy at home this year, should think more of this West Indian trade. They have done something towards better trade relations, but much remains to be done. The present seems an opportune time for a broader public discussion of the subject.

#### SENTIMENT IN TRADE

**S**IR WILFRID LAURIER, in the course of one of his recent campaign speeches, said that the Canadian Preferential Tariff gave three great results. It lessened the burden of taxation on the farmer; it opened the British market wider to Canadian products because of the better feeling toward Canada in Great Britain; and it was an inspiration and example to the whole of the Empire. He thus gave a great argument into the hands of those who support preferential tariffs and closer imperial trade relations. He admitted that there is sentiment in trade as well as business. He propounded propositions which might easily have come from the most enthusiastic imperial-tradist.

If Sir Wilfrid's arguments are right, then a closer drawing together of the various parts of the Empire will induce an increased trade. The sympathies of each will be extended to all. Perhaps Sir Wilfrid has been talking with Lord Milner and become converted. What a shock it must be to Professor Shortt, and what joy to Professor Leacock! How Lord Grey must have rubbed his hands in glee! Perhaps if we could preserve Sir Wilfrid in power and prevent his growing old, he might yet become the natural successor of Mr. Cecil Rhodes and Hon. Joseph Chamberlain. And what would the Canadian free-traders do then, poor things?

#### THE STRIKES OF 1908

**T**HE history of industrial warfare will tell how unfortunate were the strikes of 1908. In Great Britain, the Amalgamated Society of Engineers recently surrendered after seven months on strike and the engineering and shipbuilding industries of the north are again undisturbed. The men were in the end forced to accept less favourable terms than they could have secured in the earlier stages of the struggle. In Canada, the machinists of the Canadian Pacific Railway have been beaten ignominiously in an ill-advised struggle. Other strikes have resulted similarly. When there is commercial and industrial depression, working men must accept the inevitable just as their employers do and be content with decreased profits. That the losses of a period of industrial stagnation are to be entirely borne by the employers, while the profits of a period of industrial expansion are to be shared between the two is a one-sided proposition which cannot be successfully defended.

When wheat is a poor crop and prices are low, the farmer bears the loss with the rest of the community. When any form of crop fails or when the market is glutted with any particular commodity, the producer takes less for his yearly wage. It must be the same in industry. When money is plentiful, the capitalist gets a lower interest return. It must so occur with the wage-earner. The C. P. R. machinists were badly advised and they must suffer the penalty of their unwisdom.

#### DECAY OF MOTOR RACING

**T**HE recent attempt to introduce motor racing in Canada comes at a time when motor racing is being abandoned elsewhere. Mr. S. F. Edge, manufacturer of the Napier car and one of the most expert drivers in Great Britain, has written a letter to the *Times* announcing that he has definitely abandoned dangerous racing either in the country

or on specially prepared tracks. Mr. Edge maintains, and this may be some consolation to Canadian makers, that racing was necessary in the early days of British manufacturing to direct the attention of the public to the fact that British cars were equal to those of continental make, but admits also that the necessity has passed. The *Times* says that highway racing is over, so far as Great Britain is concerned, that the danger was too great and the results valueless. The average driver of a motor-car does not buy a racing machine. He wants the car of endurance. It is likely therefore that endurance tests, such as took place recently in Manitoba, will be the motoring feature of the future. This tendency is also noticeable in the United States. The passion for excessive speed is not one to be encouraged, and motor racing is productive of little else.

Last week the writer was a passenger in an endurance run made by a car from Toronto to Kingston, a distance of 173 miles. One blow-out and one dropped spring were the only troubles and the total time lost was thirty minutes. The trip was made between nine o'clock in the morning and six o'clock in the evening, with five people in a four-cylinder car. Such a test must be more satisfactory to the owner and maker of a car, than any number of tests as to how fast such a car could cover a mile-track.

#### A FAIR WORTH HOLDING

**T**HE last day of September saw a novelty in the way of Ontario agricultural exhibitions held at a township near Thamesville when the school children had a fall fair. Vegetables, grains, flowers and similar exhibits were displayed in competition in the school building, all of the array being raised and tended by the pupils themselves. A graduate of the Ontario Agricultural College, fired by that zeal which Miss Laut calls "The New Spirit of the Farm," devoted last spring to setting this competition in motion and when the juvenile fair was held Mr. T. G. Raynor of the Department of Agriculture at Ottawa appeared on the scene and acted as judge. The suggestion of this gentleman that townships take up the idea and have competitions between the various schools deserves provincial consideration. The talk we hear of boys and girls leaving the farm might suddenly subside if there were more pains taken to interest individual ambition. There is no use whatever in lamenting the fact that this generation, which is becoming familiar with the aeroplane and the automobile, is so restless that it is difficult to keep a member of the family in possession of the old homestead. Farm life has been made such a deadly grind by a certain class of agriculturist that it is no matter for surprise that the boys leave the fields for the city, just as soon and as speedily as they can get away. Nor do they indulge in sentimental fancies in later life regarding the twilight when the cows come home or the restfulness of the shade of the old apple-tree. The demand of youth for opportunities and innovations must be met in a responsive spirit.

The need for rural schools, alive to the latest agricultural development, is emphasised every year. At Jordan Harbour, Lincoln County, Ontario, the Rittenhouse School, aided by the bounty of a Lincoln Old Boy who has made millions in Wisconsin lumber, has a model plot of ground for each scholar, where vegetables and flowers are abundant and gorgeous. Lincoln is a favoured spot but throughout Ontario are many schools which might also flourish if this idea of agricultural competition were to receive deserved encouragement.

#### POLITICAL POMMELLING

**D**URING the last fortnight, the Canadian public has been surfeited with politics and has been given a sideshow of ludicrous and undignified nature in the matter of epithets, as employed by the *Toronto Globe* and the Premier of Manitoba. It was to be hoped that this country had outgrown such methods of political discussion, but the vocabulary which supplies "foul conspiracy" to the Great Liberal Organ and inelegant backwoods comparisons to the Honourable Gentleman is somewhat painful to a civilised reader or listener. Surely the prominent journals and speakers in this election are not so carried away by political agitation that they must ignore the amenities of decent discussion. The opinion is expressed freely by leading men on both sides that such outbreaks are deplorable, to be considered as a reversion to a less decorous condition of public life. If there are many such performances, citizens of intelligence and ordinary sensibility will come to the conclusion that politics is a game in comparison with which Rugby football is clean and courtly and parliamentary representation will be left to the rough-and-tumble class, to whom political Donnybrook is entirely congenial.