

Prominent Topics.

The Heat Wave. The hot spell which commenced on Dominion Day and continued without a break until Wednesday evening was about the longest and one of the severest on record. Montreal had its full share of the affliction—and prostrations—a number of them fatal—were numerous. Many people are under the impression that the official records err on the side of too great moderation. When the records show a maximum of 92, their own thermometers show much higher temperatures. It would be strange if there were no variation seeing that there is no such thing as a uniform temperature for the whole city. Much depends upon the thermometers, some of which are made to measure temperature; others are made to sell. Much more depends upon the placing of the thermometer, the level at which it is hung, and whether or not, it is protected from reflected heat. The heat wave seems to have covered a great area on this continent.

As in most of our troubles imagination plays its part in our sufferings from the heat. The man who suffers the most is apt to be the man who has nothing else to think about. (Men whose avocations necessitate exposure to the sun's rays and hard physical toil are, of course, exceptions to this rule). The man who lives and dresses sensibly, eats and drinks moderately, avoids indigestibles and alcohol, takes a reasonable amount of exercise, and prefers to think about his work rather than about the thermometer, will be surprised to find what a lot of heat he can stand.

Panama Canal Discrimination. Great Britain has formally protested against the clause in the Panama Canal Bill discriminating in the tolls in favour of American shipping, as a violation of the Hay-Pauncefote Treaty. The Washington Government maintains that so long as the ships of all foreign nations are accorded the same treatment in the use of the canal, the United States may pass American ships free, or rebate the tolls charged them. This position was taken by the House when it reversed the report of the House Inter-State and Foreign Commerce Committee, which would have prevented free passage to American ships, and passed the present bill.

The Hay-Pauncefote Treaty prohibits discrimination in favour of any nation, and no exception is made for the benefit of the United States. The Clayton-Bulwer Treaty, which was superceded by the Hay-Pauncefote agreement expressly stated that there should be no discrimination in favor of either of the contracting parties. The members of Congress themselves are by no means unanimous in justifying this high-handed repudiation of treaty obligations. One of the difficulties of diplomatic

relations with the United States is the readiness of American legislators to assume that international agreements are binding upon the United States only as long as it suits American interests. The sincerity of such top-lofty utterances as those of Representative Sulyer who has charge of the bill is manifest. He says: "Of course I am surprised that the British Government now objects to the United States Government regulating the tolls of its own ships through the Panama Canal. However, nothing serious will come of the objection. We will treat it with the dignity it deserves. The treaty is plain and clear to all. The British Government should not and cannot complain if no toll discrimination is made against British ships in favor of the ships of other nations."

If the honorable gentleman is suddenly surprised at the British objections, he is very badly posted about public opinion; for the threatened repudiation has been freely discussed and criticised from the moment it was mooted. As for treating the protest "with the dignity it deserves," it would be just as reasonable for a gentleman caught with his hands in some other gentleman's pockets to assume an air of dignity, as for Congress to repudiate the most essential obligations of the Hay-Pauncefote Treaty, the moment it has served its purpose to the United States. If the Treaty does not guarantee equality of treatment to American and British shipping, it means nothing at all from a British point of view.

New British Capital. The London Economist gives the following comparative tables of the destinations of new British capital for the first halves of 1911 and 1912 respectively:

	—First half of year—	
	1911.	1912.
United Kingdom—Total.....	£ 16,677,000	£ 24,159,400
British Possessions—		
Australasia.....	3,157,500	4,201,000
Canadian Dominion.....	19,784,500	14,978,600
India and Ceylon.....	4,904,300	3,225,500
South Africa.....	3,794,500	2,695,100
Other British possessions.....	3,936,000	2,831,100
Total.....	35,576,800	£ 27,932,200
Foreign Countries—		
Austria-Hungary.....	1,583,600	.....
Bulgaria.....	215,900	.....
Denmark.....	.....	£ 2,425,000
Finland.....	970,000	.....
France.....	197,400	626,200
Germany and Possessions.....	202,000	25,800
Norway.....	3,008,500	150,000
Russia.....	1,798,500	6,513,000
Greece.....	686,800	.....
Other European countries.....	624,500	947,200
Dutch East Indies.....	231,500	114,500
Argentina.....	7,012,500	12,810,400
Brazil.....	13,108,100	6,846,500
Central America.....	192,000	1,016,700
Chili.....	2,415,700	1,944,700
Cuba.....	5,518,500	.....
Mexico.....	1,077,800	2,158,200
Other South American republics.....	318,000	.....
United States.....	18,409,700	19,514,200
China.....	7,434,500	.....
Egypt.....	200,900	828,800
Japan.....	.....	3,230,800
Other foreign countries.....	41,600	.....
Total.....	£ 65,230,000	£ 58,252,000
Total for first half-year.....	£117,483,800	£110,343,600