

## Prominent Topics.

### Taft and the Tariff.

The American Newspaper Publishers Association has sent a vigorous protest to President Taft regarding his attitude with reference to Canada on the tariff question. The letter says:

"The fixing of the rate on print paper at \$3.75 per ton, which you advised, has decided the Province of Quebec to prohibit the exportation of its pulpwood, and many American paper mills must close or move to Canada to obtain their supplies of raw material. The country is now in a fair way for a trade war with Canada, because of your apparent failure to read correctly the Mann committee's recommendation. We are threatened with an industrial disturbance which will involve business interchanges with Canada amounting to \$285,000,000 per annum."

The calm indifference with which American statesmen contemplate commercial strife between their country and its best customer, may be magnificent, but it is not war.

As forecast a week ago, the United States Treasury Department is doing its best to minimize the savagery of the legislative hit against Canada. It has now definitely ruled that woodpulp mechanically ground, imported into the United States from anywhere in Canada except Quebec and Ontario Provinces, is free of duty until otherwise directed. If it is produced from pulpwood cut on private lands in Quebec and Ontario, it is admissible free of duty. But if produced from pulpwood cut on Crown lands in either Quebec or Ontario it is assessable at one-twelfth of one cent per pound, and in the case of Quebec there is added a countervailing duty of 25 cents per cord as the equivalent of the export tax.

### Allan Line Shareholders.

Since the control of the Allan Line passed recently from Messrs. James and Alexander Allan, of Glasgow to Messrs. H. and A. Allan, of Montreal, there are but six shareholders in the concern, as follows:

Sir H. Montagu Allan	15,227
Andrew A. Allan	14,698
Hugh A. Allan	14,132
Bryce J. Allan	14,080
Bryce J. Allan (additional)	500
Sir H. Montagu Allan (additional)	500
J. A. Spens	1
A. D. Wyllie	1

The capital of the firm of the Allan Line of Royal Mail Steamships, Ltd., is divided into £10 shares.

Rumour is rife as to an alliance between one of our big railways and this company. They have, however, been denied, but they persistently crop up again.

### Royal Edward Institute.

Yesterday afternoon, His Majesty the King, at West Dean Park, Colchester, England, formally opened the Royal Edward Institute in Belmont Park, Montreal, by transmitting an electric current under the Atlantic, which opened the doors and simultaneously hoisted the Royal Standard. The event was an exceedingly interesting one, illustrating as it does the unity of the Empire, and manifesting the King's warm sympathy with his subjects in his over-seas dominions. Naturally the opening

was made the occasion of a brilliant social function in which Sir Charles Fitzpatrick, representing the Governor-General, and a large party of distinguished guests took part. Lt.-Col. Burland and his sisters are the donors of the Institute, and the colonel himself devised the electric apparatus which enabled His Majesty 3,000 miles away to take an active part in opening the Institute which he graciously permitted to be named after himself. The event marks an important step in connection with Earl Grey's energetic campaign against tuberculosis. The Royal Edward Institute is part of an extensive local organization started by Lt.-Col. Burland to fight the white plague in Montreal, and we heartily congratulate him upon the success which attended the opening ceremonies.

### British Shipbuilding for Canada.

The representative of Harland & Wolff, who has been considering sites for dry docks and shipbuilding plants at St. John and Levis, has returned to Belfast to make his report to the company. According to an Ottawa despatch, no definite proposal has yet been made to the Government looking to the construction of dry-docks under the subsidies provided according to the act passed in 1908, and it will probably be some time yet before anything is finally decided upon. Meanwhile representatives of the Fairfield Shipbuilding Company and of Messrs. John Brown & Co. of Glasgow, and of Vickers, Son & Maxim of Sheffield and Barrow, will also look over the ground in Canada, with a view to locating Canadian branches of their world-famous British plants.

### Goldwin Smith and the Canadian Navy.

For an exceptionally brilliant and able man, Dr. Goldwin Smith has a remarkable knack of getting on the wrong side of public questions. The fact, therefore, that he is strongly opposed to Canada spending \$20,000,000 in naval defences will not discourage the movement in that direction very seriously. His argument is that nobody threatens the ports or ships of Canada to-day. For this gratifying fact we have to thank not so much the forbearance of our rivals, as the strength of the Royal Navy. The people of Canada, almost to a man, and irrespective of party politics, think it is about time for a self-respecting nation like Canada to assume at least a share of the cost of its own defence.

### Mr. W. J. Ross on Denver.

Mr. W. J. Ross, managing director of the Montreal Street Railway, has returned from the Street Railway Convention at Denver, Colorado. Judging from Mr. Ross's enthusiastic appreciation of Denver, it would pay Montreal to send its Board of Control and its reformed City Council to Denver to gather inspiration and pick up ideas. He is reported as follows:

"As to Denver, Mr. Ross remarked its population was a little over 200,000, or half the size of the city of Montreal. There was not a badly paved street in the city. The worst was equal to our best. The streets were broad and the rails all tee rails, similar to what the M. S. R. was now using. There were as many arc lights on one street in Denver as there are in our whole city."