

The most practical solution of the problem of aerial navigation yet, appears to have been reached by the British Army dirigible balloon *Nulli Secundus*. This vessel sailed from Farnborough to London, thirty-five miles, crossed the Thames at Blackfriars Bridge, turned sharply up Fleet Street and the Strand, circumnavigated the Strand and then Trafalgar Square, and after visiting the new War Office, Westminster Abbey and the Houses of Parliament sailed away to the Crystal Palace, where it landed in perfect safety. The *Nulli Secundus* which has a lifting capacity of about a ton, carried three passengers, travelled at the rate of fifteen miles an-hour, and whether sailing with or against the wind, was under complete control. The flight was an epoch-marking experiment in the history of the world. One of its chief results will be to encourage the expenditure of unlimited money in experiments on the same and similar lines. These experiments in the natural order of things must result in the creation of air ships as much superior to the *Nulli Secundus* as she is to the Montgolfière fire balloon of 1783. We may reasonably hope that the progress of the science of aerial navigation will be greater during the next four years, than it has been during the last one hundred and twenty-four years. The latter period was an era of scepticism, its geniuses were regarded as cranks. From this time, on, the air ship will be regarded from as practical and commonplace point of view as the telephone or the Marconigram. We believe it was Professor Graham Bell himself who a few months ago prophesied that within ten years, air ships would become as common as automobiles. The first really dirigible balloon is a war balloon, but it is earnestly to be wished, and confidently to be anticipated, that in the near future, war will be one of the least of the utilities of aerial navigation.

The Montreal and Toronto stock brokers, have received a circular from Messrs. McDougall & Cowans, warning them that scrip to the value of \$30,000 has been stolen from one of their clients residing outside of Montreal. The following is a list of the missing securities:

Stocks—	Name	Nos.	Shares.
Dom. Iron, com.—Laperriere & Freres....		19389	50
Ditto—J. Pitblado & Co.....		A6478	25
Ditto—L. J. Forget & Co.....		A3071	25
Ditto—L. J. Forget & Co.....		A3072	25
Dom. Iron pref.—Laperriere & Freres....		7953	25
Ditto—Burnett & Co.....		07928	15
Ditto—F. Nash & Co.....		07885	13
Ditto—H. C. Scott.....		07916	20
Montreal Power—Laperriere & Freres...		A3485	100
Ditto—Laperriere & Freres.....		A3692	100
Textile pref.—Laperriere & Freres.....		2323	45

The question of Montreal's connection with the National Transcontinental Railway has been brought up again by a resolution of the Chambre de Commerce urging the Dominion Government to have Canada's national line connected with Canada's metropolis by a branch line. It is strange that it should be necessary to press a point so obvious. The National Transcontinental will not be national until the connection is made.

The annual meeting of the Dominion Iron & Steel Company was held on Wednesday.

A good deal of common sense was spoken at the meeting and a pacific disposition was shown all round. As we have pointed out, over and over again in these columns, the difficulty with the Dominion Coal Company should never have been permitted to enter the courts, for it is not a case that can be settled with advantage to either company, by any legal decisions. It is a purely business problem which should be settled by business men. If a small committee would get together, there is no reason why this question should not be settled. The directors and shareholders are to be congratulated upon the feeling shown. Sir Montagu Allan was elected to take the seat vacated on the board of directors by Sir Henry Pellatt, and all the other directors were re-elected. The board now consists of:—Sir Montagu Allan, George Caverhill, Hon. George A. Cox, H. F. Dimock, Hon. L. J. Forget, Hon. Robert Mackay, Hon. David Mackeen, Wm. McMaster, Frederic Nicholls, Dr. F. S. Pearson, J. H. Plummer, Elias Rogers, W. G. Ross, Sir W. C. Van Horne and H. M. Whitney.

The Japanese sense of our Japanese allies will save them from the temptation to put a strained interpretation on

their treaty with Great Britain so far as it affects Canada. They must realize that there is no disposition upon the part of anybody in authority, or upon the part of any sane responsible people in Great Britain or in Canada, to ignore treaty obligations. But there are two sides to most questions and they must see that the abnormal influx of Oriental immigration into western Canada has created an industrial and social situation, which requires tact and patience to deal with. We are far from regarding the introduction of Oriental labour into Canada as an evil, but we have our own domestic difficulties to deal with, and in the interests of the Japanese immigrants, no less than of Canadians, we have to recognize the fact that the exceptional immigration is a disturbing factor in the industrial situation. It is emphatically a case for tact and moderation on both sides.

The Hon. Rodolphe Lemieux, Postmaster-General and Minister of Labour, will sail for Japan on the 20th instant, to negotiate with the Japanese Government, with reference to this vexed subject. Mr. Lemieux has considerable diplomatic ability, and there is every reason to believe that his efforts will tend to promote cordial relations between Canada and Japan. The situation being one of such extreme delicacy, we may take it for granted that the Dominion is acting with the full concurrence of the Imperial Government.

The fire loss of the United States and Canada for the month of September, as compiled by The Journal of Commerce of New York aggregates \$11,449,400, a little over half a million more than was charged against the same month last year. The total for nine months has