



CANADA AND WASHINGTON

APPARENTLY the Washington legislators have decided to make a further commercial attack on Canada. If the proposed new tariff law now before Congress becomes law in its present form, Canada will be punished for making a trade treaty with France and also for giving a preference to Great Britain. The Dingley Bill hit us rather hard; the Payne Bill promises to hit us even harder.

Considering that Canada is the best customer that the United States has, after Great Britain, and that we buy twice as much from the United States as we sell, it is difficult to understand why Washington should be so unfriendly. We have done nothing as a nation to deserve the treatment which Washington sees fit to mete out to us. We have followed her lead in many ways; we have given her freely of our best citizens; we supported her generously in her struggle to abolish slavery; we have bought freely of her natural and artificial products; and yet she makes continuous war upon us.

It is not as if our ideals were lower and our moral, intellectual and economical standards unequal. We have, to the extent of our ability, done as much for Western civilisation and for the development of the North American continent as she has. We have no glaring fault to which she may object, except a preference for the Union Jack as against the Stars and Stripes. Every United States citizen may come freely into this country, hold property, make profits and feel as secure in his holdings as if they were in Washington, D.C.

As for our commercial relations, we cannot go back on the British preference. That die is cast. If the Payne Bill makes us pay a penalty, we shall probably pay it gladly. It will be a form of Imperial contribution which we shall bear with patriotic self-sacrifice. While paying it in this spirit, we shall not, however, feel very kindly toward the Great Republic, even though we may be stimulated to greater effort to achieve economic independence and thorough-going self-sufficiency.

ANOTHER GREY-HEAD REWARDED

BRITAIN'S system of Old-Age pensions of five shillings a week is not to be compared with Canada's system of rewarding honourable political service. Sir Richard Cartwright's purchasable Old-Age annuities are not to be mentioned in the same breath with the political pensions issued by our provincial and federal governments. These pensions are not so numerous, indeed they are fairly limited in number, but they are wonderfully generous. They range from 80 shillings to 320 shillings a week. And what is a five shilling pension as compared with an eighty shilling pension?

Last week, we related how Sir James Whitney had pensioned the member for North Victoria, a retired farmer, at \$2,200 a year, or 150 shillings a week. This week, we are able to tell how Sir Wilfrid Laurier has pensioned Mr. Archibald Strachan, for thirty years a hardware merchant in Kingston. This gentleman has been made collector of customs in that city at a salary of \$1,800 a year, or 130 shillings a week—and a free house. And by the way, the Liberal executive in Kingston had quite a time deciding as to which of the six applicants should get this pension—but that is politics, and a writer in an independent journal must not write about such happenings.

Those innocent persons who believed that Canada had abandoned the practice of pitch-forking ancient ward-workers into comfortable civil service positions, where their old age and lack of training compel them to leave all the work to subordinates, must get a rude shock every other day. If all the reports emanating from Ottawa are true, some of the cabinet ministers and some of the members are fighting even their own Act of last year which presumably placed the inside civil service in charge of an independent, non-partisan commission.

"To the Victor belongs the Spoil" and "The Political Worker has a right to a generous Old-Age Pension" are principles which die hard. Strangely enough, too, they are dying harder among the English-speaking members and cabinet ministers than among the French-speaking victors.

CANADA AND AVIATION

THAT Canada as a nation should take any decided interest in aviation and proceed to experiment along practical lines may seem, to many people, quite unnecessary. We are so accustomed in this country to lean on mother's shoulder, and to let the larger and greater nations do our experimenting and thinking for us, that we are surprised when somebody suggests that we do something "off our own bat." It is questionable if we would continue to draw our own breath, if it became unfashionable in New York and London to perform this peculiarly human function. The men of Canada look to these large centres for economic and commercial ideas and fashions, just as much as the women do in the lesser world of dress and amusement.

Germany is now spending \$650,000 annually on military aviation; France \$235,000; Great Britain \$95,000; Austria \$27,500. Each Zeppelin airship costs from \$150,000 to \$250,000. There are in France three societies for the encouragement of aerial navigation, and over \$300,000 in prizes will be open to competition in the course of the year. There have been exhibitions in London and Paris recently; others are being arranged. Should not Canada do something, even if only on a smaller scale?

The other day, Premier Asquith told the House of Commons that the highest scientific talent of Great Britain will be brought to bear on the task of aerial investigation. A special committee with Lord Rayleigh as president is at work, and other prominent physicists are members. Last month, at a meeting of the Aerial League, Sir Hiram Maxim pointed out that a totally new era in warfare was at hand. The flying-machine, in his opinion, would soon do away with the warship. A large aeroplane with a 70 horse-power engine could be built which would remain three hours in the air, and which could fly high enough to be beyond the range of any known gun. A thousand of such machines could be built for less than the price of one *Dreadnought*.

Canada has already some experimenters along these lines. No doubt some of our university physicists would carry on investigations if they were encouraged by the Government to do so. If aviation is as likely to be revolutionary as Sir Hiram Maxim thinks it will be, Canada should know more about this science than she does now. Our interest in the subject is most vital.

"CONDOR CHARLIE" AT LIVERPOOL

THE degree of LL.D. is, perhaps, the most convenient form of honouring all sorts and conditions of men. Nothing comes amiss to this all-embracing dignity. Mr. Andrew Carnegie, Lord Strathcona or "Mark Twain" will find academic recognition as Doctors of Law, with all their varied attainments, from steel works to epigrams, described in faultless rhetoric by the highest university authorities. It is not surprising then, that Lord Charles Beresford, that admiral of credit and renown, should enter the LL.D. lists at the University of Liverpool, with credit to himself and honour to the conferring institution.

It is traditional that the sailor does not boast. Whether it be the calming effect of familiarity with wide spaces and boundless horizons, may be matter for philosophic speculation; but the fact remains that the man of the navy, from Jack Tar to the Admiral on the bridge, is given to reticence when naval prowess is under discussion. It was quite in keeping with this tradition for Lord Beresford