

EXTENSIONS TO CANADIAN OCEAN SERVICE.

Within a week have come three important announcements regarding increased ocean steamship service from Canadian ports. As foreshadowed by our London correspondent, the Canadian Northern Railway is definitely entering upon ocean transportation. It is stated that the company will begin an Atlantic service next spring by placing two passenger and freight steamers on the St. Lawrence route with regularly fortnightly sailings between Montreal and Quebec and Liverpool, the rate of speed being estimated at nearly twenty knots an hour. The steamers are the "Cairo" and "Heliopolis," which have been for some time engaged on the Mediterranean coast trade. Evidently the Canadian Northern Railway considers ocean navigation as involved in its coming status as a transcontinental line.

In the course of his speech at the Canadian Manufacturers' Montreal banquet, Sir Thomas Shaughnessy intimated the C.P.R. had in view considerable strengthening of both its Atlantic and Pacific fleets, and while no details are yet forthcoming, it is significant that Sir Thomas spoke of "better and faster boats on both oceans."

Sir Montagu Allan, on his return from England this week, stated that the Allan Line was ready to enter into negotiations with the Government with regard to a twenty-one or twenty-two knot mail service.

"With our geographical advantage," Sir Montagu is reported as saying, "a twenty-one knot service would be sufficient to establish a faster service than via New York, even taking into consideration the fast Cunard liners."

Announcement is made that the Allan Line will devote special attention to steamship service with France next year.

Sir Montagu stated that his visit to England was connected solely with reorganizing the affairs of the company, which are now to be directed from Montreal. But rumour persists in making joint-plans for the Allan Line and the C.P.R.

CANADA AND THE UNITED STATES TARIFF.

Nothing could better indicate the temperamental difference between Mr. Taft and Col. Roosevelt than the contrast between their annual messages to Congress. Certainly no one could hint at their employing the "same private secretary." There is a balanced deliberateness about President Taft's address to Congress this week, that the public had not associated with presidential utterances of late years. Poise is not a Rooseveltian characteristic. Certainly President Taft does not brandish the maximum tariff in the "big stick" manner. His reference to it breathes mildness and good will.

"Fear has been expressed," he says "that this power conferred on the executive is likely to lead to a tariff

war. I beg to express the hope and belief that no such result need be anticipated. In order that the maximum duty shall be charged against the imports from a country, it is necessary that the executive shall find on the part of that country not only discrimination in its laws or the practice under them against the trade of the United States, but that the discriminations found shall be undue; that is, without good and fair reason. I conceive that this power was reposed in the President, with the hope that the maximum duties might never be applied in any case, but that the power to apply them would enable the President and the State Department, through friendly negotiation, to secure the elimination from the laws and the practice under them of any foreign country of that which is unduly discriminatory. No one is seeking a tariff war, nor a condition in which the spirit of retaliation shall be aroused."

There were those who urged delay upon the Dominion Government in completing its trade convention with France, for fear of Canada's being met with the United States maximum tariff. Such delay would scarcely have comported with this country's self-respect—nor would it likely have made the slightest practical difference in the attitude of the United States. It can be taken pretty well for granted that President Taft recognizes that his own country has more to lose than has Canada, by any approach to a tariff war. In the fiscal year 1908-9, Canada's imports from the United States reached a value of \$180,000,000, while the latter's imports from Canada were \$92,000,000.

INSURANCE THE ANTITHESIS OF GAMBLING.

Not so frequently as in years past is the principle of insurance opposed on the ground of its being "mere gambling." But here and there the old delusion survives—just as once in a while, even yet, someone "proves from Scripture" that a life policy is an insult to Providence. More up-to-date, seemingly, is the excusing of betting generally, by a reference to insurance itself as only a form of gambling. Unless the press gallery has erred in its reporting of the remarks made by a Minister of the Crown, such was the gist of an argument heard in the House, at Ottawa, last week.

When so loose a statement comes from such a quarter, there seems ample justification for the remark of Professor Iva Martin—when addressing the Insurance Institute of Montreal a few weeks since—to the effect that "the crass innocence of the public upon the elementary principles of insurance is lamentable indeed."

In his address on that occasion Professor Martin pointed out that the Theory of Probability, or the Law of Averages, is the foundation of the whole superstructure of insurance. Instead of being gambling, insurance is rather its very antithesis.

Gambling is from time to time being denounced from platforms and pulpits, by speakers who