

road. Mr. Whyte is the best posted man in the C. P. R. on western Canada railroad matters. He is needed at the helm to-day when there is so much rivalry between his company and the new roads which are throwing their lines across the prairies. Exclusive of his C. P. R. connection, Mr. Whyte is a big man in the life of the West. He sits on the directing boards of not a few of the promising corporations of the cities of the plains, and socially his standing is among the elect.

REFLECTIONS

GREAT BRITAIN paid a high compliment to Germany, when the sub-committee of the Imperial Defence Committee gave a verdict in favour of rigid dirigible balloons for the navy and non-rigid balloons for the army. It was a slanting compliment to Count Zeppelin and a slight check to the ambitions of the heavier-than-air aviators. It was as if to say that the latter were toy-makers and experimentalists.

Mr. Haldane was very nice about it. He complimented M. Bleriot on his success and gently pointed out that "Some time in the future" the aeroplane will be a possibility. We all remember how when we started out with nurse to buy an ice-cream soda and we wanted to carry the silver quarter which was to buy the treat, nurse said "When you get a big boy, you may carry your own money." Mr. Haldane and the sub-committee tell the aeroplane enthusiasts that some day they will grow up to manhood.

IN spite of the military experts of Germany and of Britain, the aeroplane is making wonderful progress. When Dr. Graham Bell and his young assistants made their early experiments at Baddeck, Nova Scotia, Canadians paid little attention. To-day when the youngsters are getting ready to fly or die at the national military camp-ground at Petawawa, the whole country looks on with interest. Everybody is on the *qui vive*. Even the farmers are talking of the new machines.

As it is in Canada, so it is in the United States and in Europe. The airship, talked of so long as a remote possibility, has come close to the reality. Since September 28th, 1905, when the Wright Brothers flew eleven miles at Dayton, Ohio, there has been a rising wave of enthusiasm crushing out the old incredulity. In November, 1906, Santos Dumont went 250 yards and stirred up Europe. In March, 1908, more than a year later, Farnum went 2½ miles to the delight of the imaginative citizens of Paris. Since then, the Wrights, Farnum, Curtiss, Latham, Bleriot and others have run the distance up to 50 miles. If 50 miles, why not 500? It is simply a question of making a light, strong and reliable motor, and that difficulty should soon be overcome.

THE man-in-the-street is paying but little attention to the United States tariff. Most of the writers have declared that raising or lowering that engine of protection makes little difference to Canada. The *Montreal Star* says: "An American tariff bombardment has no terrors left for Canada." This seems to be the general belief. The *Toronto News* has been trying to make the public believe that on March 31st next, Canada will pass under the maximum schedule, which is twenty-five per cent. higher than the minimum schedule which we now enjoy. It quotes the Democratic leader of the House of Representatives as saying that when the maximum section goes into effect, the United States tariff will be 27 per cent. higher than the average of the Dingley Bill—which Canadians considered infamous. It argues that Canada must come under the maximum tariff because of the British Preference, the French Treaty and the Ontario embargo on the export of saw-logs. Its arguments seem clear and unimpeachable, yet the public is undisturbed.

IS this complacency justifiable? It is quite true that we buy twice as much of the United States as we sell, but we sell nearly ninety million dollars' worth of goods every year to your Uncle Sam. Can this be cut in two, without our feeling it? We have steadily cultivated the British and foreign markets, and we may further expand our foreign trade in many ways. Nevertheless it is inconceivable that so great a rise in the United States tariff on Canadian exports can have no effect upon our national prosperity.

Then again, there will be a political as well as an economic result.

The political result will be a cry for a higher tariff on United States goods coming into this country. Canada is not going "to take it lying down." She will retaliate. The Government will be forced to take action, and a tariff war will result. There seems to be no other way out.

CALLING figures to our aid, the United States share of our trade has risen from 44 per cent. in 1880-1889, to 60 in 1899-1908. By the same comparison of decade, Great Britain's share of our buying trade has fallen from 42 to 25 per cent. in spite of the Preferential tariff. Our purchases from the United States have gradually risen and our purchases from Great Britain have gradually fallen—comparatively speaking. As buying is a problem as well as selling, our buying will present greater difficulties as well as our selling. In other words, when this tariff war begins, our foreign trade must fall off very considerably. This is not something which we may contemplate with equanimity.

It is easy to say that we shall find other markets in which to sell—and other markets in which to buy. Of course we shall. But during the readjustment we shall suffer as we did between 1885 and 1895. It will not break us but it may temporarily discourage us. It will ultimately help the Canadian manufacturer and ultimately benefit the British manufacturer, but it will seriously upset the present avenues of commerce.

To say that we can stand it if the United States can is foolish. If the United States did not sell us a dollar's worth of goods, that country would not greatly feel the change. For eighty millions of people to lose \$180,000,000 of sales is not so disastrous as for seven millions of people to lose \$90,000,000 of sales.

UNDoubtedly trade is looking up. The Dominion revenue is the barometer which most fully shows the improvement. The national revenue for the four months ending July 31st shows an increase of twenty per cent. over the same period of last year. This is enormous. The revenue covers both ordinary and capital expenditure and leaves a net balance of about two and three-quarter millions of dollars.

There is scarcely a factory in Canada which is not working full or over time. The number employed in some may not be as great as in 1907, but they are all busy and all earning good wages. Domestic and office help are scarcer than has been the case for nearly three years. There is so much to be done and so much profit in sight that business men are almost afraid to take their summer holidays.

While crops in Eastern Canada are merely normal, those of Western Canada are most promising. The exceptionally warm weather of the past fortnight, following on a wet spell, has had a beneficial effect and the pessimist has gone into hiding. It almost looks as if all the records would be broken and as if Canada would have the greatest year in her history.

PEOPLE in St. John are talking of Cuban trade. New Brunswick's great product is potatoes and Cuba needs potatoes. At a meeting held the other day, a resolution was passed asking that the Provincial Government take immediate steps to have a direct fortnightly service maintained between St. John and Havana and that the services of a commercial agent in Cuba should be secured.

The Thomson company, the Pickford and Black company, and a Boston steamship company are all looking into this situation. The St. John people are alive to the importance of the movement. St. John believes in foreign trade. It has built up a great port and it is determined to force the pace. Every broad-minded person in other parts of Canada cannot but admire the enterprise of this exceptional group of Maritime Province traders and shippers.

THE Toronto Exhibition has again demonstrated its interest in art education by bringing from Great Britain, a huge loan collection of masterpieces. This collection will be on exhibition during the whole period of this year's fair, and that free of charge. There will be canvases by Lord Leighton, Frank Brangwyn, Sir J. E. Millais, Sir L. Alma Tadema, J. C. Hook, E. A. Abbey, J. Benjamin-Constant, Marcus Stone and other prominent painters, past and present. These pictures are not brought out for sale, but simply for educational purposes. They have been loaned by the larger art