

## REGRETTED—ARE YOU ONE?

ing that you will some day regret seems  
est known axioms, but how about re-  
that you did not do? The distinguish-  
at to do and what not to do is the rub.  
rests on his oars and lets the current  
what it may) carry him back, stands  
ever reaching the goal of his ambition.  
just resting on your oars to-day. Some  
e where, and some how you have been  
d to safeguard your family's interest—  
ring your life against accident. Acci-  
cur, and you know the proper thing to  
serious consequences as far as possible  
e. Have you ever carried this good  
t? You admit, "No." Then you come  
some-day-regretter. In every railroad  
se that are insured and many uninsured,  
ing at the rate of 26 a day,—maining  
an uninsured man to-day but that will  
possibly when it is too late. Don't be  
accident Insurance and buy now for the

e opinion then that you should insure,  
o work in earnest then and figure out  
Let us have a talk with you in this  
Triple Indemnity Policy, issued by the  
Guarantee Corporation, Limited, Traders  
onto. The most liberal policy on the

nts you probably more privileges than  
policy, and is free from all annoying  
vided that in the event of the loss of  
ent, three times the face value of the  
your beneficiary. This fact should  
you, and when you consider further  
one which lives up to its word to the  
o the fullest whatever is agreed upon,  
nperative that you first investigate the  
referred to. Think it over and if you  
r oars and pull up stream to-day, call  
Accident & Guarantee Corporation.  
ng, the very next time you are in that  
k it over.—Adv.

## ORTUNITY.

OF INVESTORS in ONTARIO  
who have not the time or inclination  
investigate the different propositions  
n, but would invest if they were as-  
TEREST ON CAPITAL INVEST-  
N A POSITION to offer you a pro-  
make 20 per cent. to 30 per cent. per  
ing an anxious moment on account  
Y of the INVESTMENT.

d in MANITOBA, SASKATCHE-  
RTA, which we consider as good as  
-day. MANITOBA LAND sells  
tail, and from \$5 to \$9 wholesale.  
N LAND from \$9 to \$18 retail, and  
olesale. ALBERTA LAND from \$7  
from \$5 to \$8.50 wholesale.

e EXCELLENT BLOCKS IN AL-  
per acre, with a cash payment of  
letter or post-card will bring you a  
nt propositions we offer to our  
also largely interested in WINNI-  
RY City property. Write for full

n Saskatchewan  
Co., Limited,

Traders Bank Building,  
O., - - Ont.

## The Monetary Times

Absorbed the INTERCOLONIAL JOURNAL OF COMMERCE, 1869;  
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## EX SHIBBOLETH.

## One.

Probably the best indication that the Imperial Con-  
ference has been doing real Imperial work is the queru-  
lous criticism of some of that extraordinary brand of  
patriots who imagine that their ideas are the beginning  
and the ending of Imperialism. One declares that  
golden chances of fiscal immortality have been thrown  
away. Another asseverates that nothing has been ac-  
complished except an exchange of civilities in the  
flesh that would have been just as useful if they had  
taken place by cable. A third sees in the Campbell-  
Bannerman Government an evil genius incapable of  
enthusiasm for the fine splendors of earthly dominion,  
and a benevolent tariff that somebody else has to pay.  
A fourth weeps over the attitude of Sir Wilfrid Laurier,  
trembling lest it should savor of the little Englander,  
when, in truth, it has the marks of a great Canadian.  
But, the croakers after perfection notwithstanding, all's  
well with the Imperial Conference; the little Englander  
does not exist—he never did; and it is possible for a  
free trader to love the Empire, to work whole-heartedly  
for its glory, and to contribute to its commercial ex-  
pansion. It is a blessed quality of patriotism that it  
can wear many guises and speak in more than one  
accent. If it were not so, national life would not be  
worth living, and monetary affairs would be vanity and  
 vexation.

## Advance Must be Slow.

Sir Wilfrid Laurier's preferential gospel for 1907  
is written in the resolutions of the 1902 Conference,  
which, on his motion, were unanimously reaffirmed on  
Tuesday, with an additional recommendation in favor  
of the principle being extended in intercolonial arrange-  
ments. He would like to see preference within the  
Empire, but would not attempt to make it an instru-

ment of demand for the abandonment of a policy that  
seems good to any member of the Imperial household.  
Australia and Cape Colony want a definite deal with the  
Mother Country, and talk as though they won't be  
happy till they get it. After all, things are not moving  
slowly. Five years ago there was no preferential party  
in Britain. Four years ago Mr. Chamberlain said  
Britain could not give a preference without taxing food;  
and, as Mr. Lloyd George said this week, food in  
Britain is an import, without which the people would  
starve, and is, therefore, like unto those things which  
protectionist colonies do not tax. It were easy to under-  
estimate the magnitude of the toil of converting the  
Britisher. In four years a great party has come into  
being; and, as a proposition, preference is more accept-  
able than it was.

## Domination of Unionism.

But if any ultra-preferentialist imagines that the  
reversal of an ancient policy in Britain would deflect the  
course of Australian legislation, he should peruse the  
reports of a minor Imperial Conference on Australasian  
navigation laws that began to work in London before  
the Overseas Premiers reached England. Australian  
politics are mightily subject to the trade unionist. That  
individual has declared for a "White Australia"; and  
has passed legislation that prevents an educated  
Japanese merchant prince, who does not happen to  
speak "God A'mighty's language," from landing at  
Sydney for the purpose of expanding Australian exports  
to Tokyo. The Australians, in pursuance of their policy  
of exclusion, are against their mail coming to them from  
Britain in ships on which colored sailors are permitted  
to swab the decks. They have also proposed that a  
British ship when in an Australian port shall pay its  
officers and men the wages which an Australian trade  
unionist, similarly employed, deigns to accept from a  
deferential employer. If the normal pay of a Lascar  
seaman on a P. and O. boat is two pounds a month,