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THE EVENING TIMES
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These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
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"The Thistle, Shamrock, Rose entwine, The Maple Leaf Forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., DECEMBER 18, 1912.

SIR WILFRID SPEAKS

Sir Wilfrid Laurier, in the great speech he delivered Thursday on the naval question, went straight to the heart of the whole matter, and proposed a policy infinitely more sound than that of Mr. Borden in that it provides for all the essentials. That is to say, Sir Wilfrid proposes that Canada shall give prompt and effective aid in the matter of naval power, but he improves upon that by providing that we shall adopt, and without delay, a truly patriotic and Canadian policy, not merely sending money to Great Britain, but preparing and placing at the disposal of the Empire in time of trouble a Canadian navy, paid for and maintained by this country, manned by Canadians and built as far as possible in Canadian shipyards. In other words, instead of borrowing $35,000,000 from Great Britain, sending the British government a check for the amount, and then folding our hands, Sir Wilfrid's plan would commit Canada to real co-operation in Imperial naval defence, would avoid tribute such as Mr. Borden proposes, and would follow, in the main, the plan which Australia has adopted, the only plan fitted for an important self-governing part of the Empire

Sir Wilfrid purposes a fleet unit on Canada's Atlantic coast, and another fleet unit on its Pacific coast, with a super-Dreadnought at the head of each of these squadrons. The maintenance of these Canadian ships would not be thrust upon the British taxpayer as it would be under Mr. Borden's plan. On the contrary, Canada would be undertaking, as Australia is doing, the preparation and maintenance of a strong naval force, through the employment of its own money and its own men, which would be used for the defence of the Empire, as part of the Imperial fleet, if need ever arose.

This surely is the sound Canadian policy, and no less surely is it the sound Imperial policy; for while Mr. Borden's plan of more contribution is a backward step, contrary to the proven line of British development, Sir Wilfrid's ideas are wholly in accordance with that form of Imperial consolidation which makes each partner in the Empire self-supporting and self-respecting but ready to co-operate loyally with the other free allied nations in respect of all matters affecting the common good. Sir Wilfrid's plan would mean that, so soon as preparations can be made, the Canadian ships would be built in this country, though, of course, he would not have Canada withhold its aid until its shipyards were in readiness. Mr. Borden, on the other hand, would send over the money to pay for three ships, and ask Great Britain to undertake their costly maintenance and the finding of the crews.

The Borden plan is well illustrated by Mr. John S. Ewart. "Fancy," he says "the following conversation between Canada and the United Kingdom:"

Canada.—Are you in a state of emergenty?

United Kingdom.—Not so far as I am aware.

Canada.—Well, if you will lend me twenty or thirty million dollars, I will give it to you to help in your emergency.

"Could anything be more whimsical?" asks Mr. Ewart. "We pay the British people interest on say $1,800,000,000, and we propose to modify the strain of a pressing naval emergency by agreeing to pay interest on $30,000,000 more! That is neither patriotism nor mere raillery. It is fantastic imperialism."

A British naval emergency, Mr. Ewart points out, could not be relieved merely by borrowing British money and donating it to the British government, for "the last thing in the world that the British people are in need of is money." Mr Ewart quotes with striking effect Sir Charles Tupper's well remembered letter to Mr. Borden, on November 20, 1909, and this letter tends to bring into stronger relief the soundness of the policy laid down yesterday by Sir Wilfrid Laurier. Sir Charles Tupper wrote on that occasion:

"When Great Britain was involved in the struggle in the Transvaal I led the van in forcing the Canadian government to send aid. But I did not believe then, and I do not believe now, in taxation without representation. The demand which will soon be made by some that Canada should contribute to the Imperial navy in proportion to population, I regard as preposterous and dangerous.

"I read with pleasure the resolution passed unanimously by the (Canadian) House of Commons which pledged Parliament to proceed vigorously with the construction of the Canadian navy and to support Britain in every emergency, and all that in my opinion is required is to hold the government of the day bound to carry that out honestly. Navies are maintained largely to promote the security of the mercantile shipping of the country to which they belong." * * *

"I cannot understand the demand for Dreadnoughts in the face of the fact that the Admiralty and British government have determined that it was not the best mode of maintaining the security of the Empire, and arranged with Canada and Australia (the latter of whom had offered one or two Dreadnoughts) for the construction of local navies to keep open the trade routes in case of war."

The Conservatives prophesied, and hoped, that Sir Wilfrid would fill the sails of the government by opposing immediate and liberal provision for strengthening the naval forces of the Empire. Sir Wilfrid, guided by the official memorandum of the Admiralty, showing the need for increasing British sea power at once, proposes the only way by which Canada can do its full duty without reverting to the plan of paying tribute and hiring others to do our fighting or paying others to make for us the preparations we should make for ourselves.

Sir Wilfrid's bold, comprehensive, broad-gauge speech, lifts the discussion above the plane of party politics. He is looking to the future of the Empire, not to the next campaign. In few, if any, of his previous noteworthy speeches, and there have been many of them, has he so well justified the reputation he bears for oratory, for sound patriotism, for good Canadianism and for Imperial vision.

CONTENTMENT

Prince Bismarck, at the height of his power, made the statement that his greatest pleasure was to be up in the mountains, wearing greased boots, and alone with his dogs. There are many heads that have rested uneasily under the weight of authority, and the story of those who have sought contentment and happiness by the way of wealth, power and honor, is a dismal and continued record of failure. The millionaire is never so happy as when he has closed his palace, and is away in the woods, rubbing himself with "fly-dope" as a protection against mosquitoes, living out of a frying pan, and sleeping in a lean-to under the pines, with his coast and boots for a pillow.

There is nothing more common among men than the wish to gain that amount of wealth so that they need no longer work, but may take it easy and have a good time. This is a very average ambition. Many of those reformers who construct Utopias for their fellows fill that place with a pleasant ease; they picture a land where it is always afternoon—a mild-eyed, languid, Lotos-eater's land. But the one thing that experience has settled beyond all controversy is that general idleness is the worst of all evils. There are two classes quite too common in all centres of industry who demonstrate the evil of idleness—the idle rich and the idle poor. The plebeian and patrician paupers are both unhappy. It is a question which is the more miserable. The sentence that condems the criminal to "hard labor," is a kindness, for even the convicts in prison beg to be given labor, something to do. Very frail and precarious are our best holds upon contentment, but all these holds are released at once when work is given over for idleness.

There are not lacking those today who, realizing that the rich man will be discontented because he has too much and the poor man because he has too little, seek contentment in other ways. They have particular and infallible recipes for happiness in the home, peace in the town and righteousness in the nation. The first thing is to rush a bill through Parliament and thus resolve ourselves into a prosperous and contented people. Contentment at such a price would be too easy of attainment. History has proved this again and again. We should never attempt to create by law what can only be ccomplished by morality. No more unsubstantial creation of the imagination has ever lured men over the morass of life than our efforts to create happiness and contentment by desperate and frequent recourse to legislation. The welfare and contentment of a people rests not in legislative halls, but in its moral sense.

Contentment consists in very simple things. To be able, after the hurly-burly of the commercial day to cultivate a love for literature, public welfare, art and the simple things of life. Contentment is not a thing that comes after a man retires from business. It must be cultivated and enjoyed from day to day. Contentment is a subjective quality, it is in the disposition of the individual, and cannot be bought. Money has very little to do with it. Home, family, books, friends, and simple tastes alone can command it. But contentment certainly does not consists in the gratification of every wish. There is an old story of a Moorish king, tossing upon his splendid couch and groaning in spirit as his vizier asked him what thing he could bring to give him pleasure. "Oh, vizier! I am cursed for a want!" exclaimed the unhappy one. In despair the vizier answered: "By the beard of the Prophet, Oh King, thy case is a hard one."

A POOR POLICY

The election at Bolton, in Lancashire, recently, in which Mr. Taylor, the Liberal candidate, received a large majority, is a severe blow to the hopes of the protectionists. "We are out now for another seven years," said a famous Tory on hearing the Bolton result. Certainly they are out for a longer time than that, if Lansdowne and Law keep the protectionist flag flying. It seems an impossible task to get the majority of the British electorate to favor protection. The only way in which it can ever come in Britain is by the Tories winning a general election on some other issue, and then forcing this policy down the throats of the electors.

The desperate strategy of the opposition has been followed in the hope of being able to turn the government out before January. This is the meaning of the wild counsels, the abusive oratory, the rebellion in Ulster, and the other expedients so much in evidence for the last few months. After January the benefits of the Insurance Bill will be felt by those who for six months have been paying into its funds without receiving anything back. The Tories feel that their case is indeed hopeless, if the government remains in power until the full benefits of this legislation are operative.

In the meantime the rising tide is against the Tories. They have had a success or two. One very dramatic one—Midlothian—was entirely due to a division of the progressive forces and the slipping in of a minority candidate between them. Hanley returned a Liberal in spite of this division; Norfolk, Taunton, Holmfirth, and now Bolton repeat with emphasis the verdict of 1910. All these elections were fought under an act whose penalities are in full operation, while all its benefits are withheld. Lancashire and Yorkshire are so completely opposed to protection that there is not the slightest hope of their coming into line. It is difficult to conceive of any government changing the fiscal policy of England when these important centres are convinced that the change would carry ruin to their industry. The general trend, with the exception of Liverpool, is in the same direction. Liverpool lies outside the general trend of all politics for there the electors vote for King William or the Pope.

But the policy of protection seems completely to have captured the Tory party at the very time when it is losing its stranglehold in other directions. The United States is committed to a tariff for revenue, and when once such a tariff is enacted, no politician will ever be able to re-introduce the evils of privilege. The policy is unpopular in Canada, for large as is the government's majority, and wedded as they are to special interests, they do not dare to accede to the requests of the manufacturers who are seeking for more protection.

Protection is no longer a winning card with any electorate. The only victories it can hope to achieve are by indirection, and by raising false issues to deceive the voters. These tactics are getting more and more difficult with the increasing intelligence of the people. Protection for a country like Britain is of all things a most fantastic enterprise. Her great centres, manufacturing three or four thousand miles away from the home of their raw material, for markets even more distant, depend entirely upon free trade. Lancashire is the supreme witness to this policy. It is six thousand miles from its chief market and four thousand from the cotton fields of the South. But there it sits, like Venice of old, having the world in fee. The roar of its looms is the song of free trade. The government, by keeping its hands off, has given this practical and self-reliant people the command of the cotton trade of the world—a command which is more complete and less artificial than England's command of the shipping trade. Protection is a poor policy; it is no longer a winning card anywhere. It is certainly of little avail to a player who shuffles it about like the present leader of the English Tories.

TEACHING LANGUAGES

Why is it that the average Saxon is so slow to learn any other language than English? There are ten Frenchmen in Quebec who learn English, to every one Englishman who learns French. Yet French is an official language in Canada. It is easier for a foreigner to acquire than is English, and has been the language of polite letters and literature for generations. The educated Frenchman, German and Italian, at home, is familiar with three or four languages, besides his own; but the Englishman, despising all babble of lesser breeds, knows only his mother-tongue. The United States, England, Spain, Canada, stand out for indifference to any speech but the vernacular.

Mr. George Russell tells a story to show what havoc Englishmen may make when they really fling themselves upon a foreign language. A German visitor was present at Harrow speech-day. As a part of the ceremonies, the boys gave a scene from one of Schiller's drames. A lady sitting next the German guest, asked him what play it was. He replied, with every appearance of shame: "Alas, I do not know Greek." On the Continent, every educated man is expected to understand at least two languages besides his own, when spoken, and to be able to speak them himself with more or less ease and accuracy. But in the present Canadian Parliament, Mr. Borden could not find a man to his liking for the speaker's chair who had a knowledge of French. After long toil the present Speaker has managed to get his unaccustomed tongue to lisp a prayer in broken French, but beyond that he cannot go.

Englishmen are traditionally backward in modern languages, but they are ahead of us. They are near to the Continent and in constant business relations with it. For this reason they have been compelled to depart from the haughty attitude of the English 'bus driver, who said to his load of Italians: "Chatter, chatter, chatter, and not one intelligible word."

While habit, the constant mingling of people, utility and propinquity, have helped to make the Continentals the linguists they are, the chief reason for their supererity in this particular lies in their better teaching of modern languages in the schools. Our boys and girls are not, as a rule, stupid, yet it is possible for a boy to "take German" for year after year in school and at the end of the time be unable to direct a traveler from the boat to the train. Years are spent over French irregular verbs, as if the intention was to make linguists of the pupils, instead of giving them pleasant and delightful means of intercourse.

If the matter were looked at more from the point of view of utility, much more progress could be made in acquiring a working knowledge of a foreign language. The result of most of the study is to give a confused ignorance, and a distaste for anything outside of the vernacular. They are bewildered by what they do not understand and cannot use, by the attempt to ground them in the principles of universal grammer. If they could become articulate in the language, even in a broken way, it would come to be a pleasure and delight in a very short time. A foreign language should be approached and studied as a useful and immediately available means of adding interest and enjoyment to life. Let those who desire to become philologists go on later to the irregular verbs and the universal principles of grammar.

THE POLITICIAN AND THE STATESMAN

The politician thinks of the next election; the statesman of the next generation. The one lives a sort of hand to mouth existence; the other builds for the future. The man who is always seeking to play politics finds himself in very complex business. There are wheels within wheels. The politician always has to compromise. He puts himself under certain obligations to people he must pay. Mr. Borden is finding this out. In his unholy alliance with the Nationalists to obtain power, he put himself under obligations, and in his naval policy he is endeavoring to pay at the cost of the complete reversal of his own convictions. He is paying a price that is monstrous for wares that were hardly worth having at any price.

Never was the contrast more directly drawn between the politician and the statesman than in the different naval policies outlined by the Premier and the leader of the Opposition in the Commons. Mr. Borden is proving himself a thorough opportunist, while the country never was more proud of that man to whom, from the very beginning of his leadership it has always looked up to with pride and affection—Sir Wilfrid Laurier. It is not only pride in his oratorical gifts or his high patriotism, but affection for his personality and pride in his gifts and attainments. "Give Britain money," says Mr. Borden; "Give Britain men as well," is the counter proposal of Sir Wilfrid Laurier. The speech from the throne declared that "an imperative need was disclosed to strengthen the naval forces of the Empire, and Canada should give reasonable and necessary aid." This "reasonable and necessary aid" is, according to Mr. Borden, the sum of thirty-five million dollars. Borrow that amount from England, pay her the interest on it and set her building more ships. Sir Wilfrid Laurier's reply to this proposal is: "Oh, you Tory jingoes, is that the amount of the sacrifice you are prepared to make? You are ready to furnish admirals, rear-admirals, commodores, captains, officers of all grades, plumes, feathers and gold lace, but you leave it to Britain to supply the bone and sinew on board these ships." The name of the ships would be the only thing Canadian about them, and Canada is to do everything but the fighting. Canada is to spend a little over a million a year in interest charges because a condition had been disclosed which makes it imperative that Britain's naval forces should be strengthened. This is the jingo proposal.

It is the true jingo spirit. "We don't want to fight; but by Jingo, if we do, we won't go to the front ourselves, but we'll send the mild Hindoo." We will not only send the mild Hindoo to the front but the sons of Britain we will have fare forth on every sea for our defence, and while Britain staggers under the burden of taxation we will add a few millions to that burden to equip and run our ships. All this at a cost of less than a million and a half a year to ourselves. This is the proposal forced upon Mr. Borden because he has associated with him Messrs. Pelletier, Nantel, et al, who fear to have their sons torn from them to serve in Britain's wars. Rather than subject themselves to this danger, the honest Nationalists would "shoot holes through the British flag."

This new "Ship Money" policy is wholly unworthy of Canada. It is proposed under the scare-virus of Jingoism, to enable an opportunist politician to escape the responsibility of formulating a worthy programme. We are concerned with the defenceless condition of the Empire, so we will present Britain with three Dreadnoughts, and throw upon her all further responsibility. This is the full amount of the sacrifice the Tory jingoes are prepared to make.

But this is also a proposal to reverse the forces of national autonomy which have been the chief sources of vigor in all the sections of the Empire, and form a political federation in which the colonies would participate in all questions of peace and war. If Canada contributes to the Imperial defence, she must have some voice in moulding the measures of that defence. Nothing less would be consistent with her dignity and her interests. To have a Canadian a member of the Defence Committee is surely not enough. This committee is purely advisory. It has no other functions. The policy on which Mr. Borden now drifts implies that the colonies with the Mother Country will have control of England's foreign policy. Sir Wilfrid Laurier's proposals follow the normal line of national development—the Dominion to build and man her own ships, to retain control over them in peace, and in serious wars, to send her sons to fight on any sea where honor is to be secured, and where blows are given and exchanged. It is not only worthy of Laurier; it is worthy of Canada.

THE NEXT FORWARD STEP

Not only St. John, but nearly every other town in the province, will look forward to 1913 as a year of the greatest promise. The Winter Port, and many parts of the province back of it, are looking forward to a period of growth and expansion such as this country has not seen in several generations; and this is not a temporary "boom" but a solid movement which means that at last we are coming into our own here in the East.

There is now one movement upon which attention might well be centred, not only by the Board of Trade and the local government, but by every other organization in the province which feels itself related to the general forward movement. We refer to the filling up of our vacant lands with productive citizens. No other single line of advance will so directly and so quickly stimulate business of all kinds in this province as will the peopling of our vacant farms by industrious settlers, and the bringing under better tillage of much of our farm land which is now only partially cultivated.

Already we hear of the activity of a few colonization companies, and of a few fruit growing organizations. So far, so good. But as yet the agricultural opportunities have not been fully realized, either by the government or by those who in the United Kingdom and in some other sources of immigration select and direct the stream of new settlers coming to canada.

In our more fertile valleys there is today scarcely an acre of decent land within easy reach of rail or water transportation that is not worth a great deal more than the price which the average man in its neighborhood would set upon it at this time. We are not among those who believe in giving undue prominence to the drawbacks, climatic or otherwise, with which our fellow Canadians and new immigrants have to contend in the great Canadian West. That country has untold resources, and already it is justifying all that has been predicted of it. But if the advantages and disadvantages of New Brunswick are placed squarely alongside those of our western country, this province need not fear the comparison. Indeed, we are only now beginning to realize how much it will be in our favor.

In discussing the outlook for 1913 it must be said by those who have kept track of what has been going on that the prospect is the best this city and this province ever faced. St. John is already an attractive point for investors, and we shall see them in a constantly increasing number during the next twelve months. Many great industries are in process of organization here and hereabouts. This will mean more labor, more employment, more business of every kind, more money for general distribution. But the one other thing needful in the situation is a new grip upon rural development. Thus far local governments and other organization have not been able to produce satisfactory results. Indeed the work done in immigration and agricultural expansion during the last ten years has amounted to very little. This can be changed; and it should be changed, so directly does it bear upon the prosperity of every town, city and village in the province.

In the United Kingdom, in Denmark, in Sweden, in Norway, in Holland, in France, there are thrifty workers who understand all kinds of agricultural production, and whose ambition it is to own land of their own. If they were to do their utmost they would never be able to buy outright more than a few acres in any of the countries mentioned, while in some they would not be able to buy any. But in New Brunswick they can become landowners without very much capital; and they would find conditions here, in point of markets, surroundings, and the comforts of civilization, very satisfactory after a short acquaintance.

While we are taking measures to build up our ports and our inland towns and cities by perfecting transportation routes, it will not do longer to neglect the equally great question of rural development. If it were undertaken successfully this province would stand out at last as the most fortunately situated in this Confederation.

A GREAT HIGHWAY

Not since the days of Julius Caesar has road making received the attention it is being given at present. A proposal to finance new railways in the United States is looked upon with suspicion by the financiers; at least this is true in many of the individual states, but a proposition to build great highways is greeted with all possible enthusiasm. Road-making was popular before the advent of railways, but when they were found to be a success, highways for horse-vehicles received a chill.

It is the automobile that has revived the business of road-making. The construction is already under way of a great highway from the Atlantic to the Pacific to cost about fifty millions of dollars. Science promises that this will be a dustless, skidless and mudless way. The men who dreamed of the plan say that they will cast up a high way that will not be lifted into the air and scattered into the landscape with and by every machine and vehicle that goes over it. Any road on which dust raises is a bad road, unscientific, unsubstantial and costly. This one is to be different, and men who never fail at what they undertake are actively interested in its building.

The cost will be discharged in part by the states through which the road passes, but chiefly by the great business organizations that are directly or indirectly interested in good roads. It will be built on the initiative of the automobile interests. The plan is that each automobile manufacturer shall subscribe one per cent of his gross receipts for one year. As it is estimated that almost a billion dollars worth of automobiles will be manufactured in the United States next year, and as they do not plan to carry much of their stock over, the financing should be a simple matter, according to this plan. Other manufacturing interests are eagerly assiting. The president of the Goodyear Tyre Company has subscribed three hundred thousand dollars. He has thrived through the automobile business, and is willing to pay back a part of his profits for the good of all. Other manufacturers are desiring to come in on the same terms as the automobile companies. The Standard Oil, James J. Hill, of the Great Northern, and many of the biggest business men in the country are eagerly entering into the project, determined to make it a success.

It is planned to have it finished by 1915. It is not a money making proposition for the men who are back of it, but it is difficult to conceive of any project which has more promise for the country as a whole. The country has waited for the initiative of the men of genius and of wealth for the undertaking, and their genius could not be devoted to a more useful activity or one more fraught with profit for the whole country.

The roads of the present—particularly in this province—many of which are almost impassable for months in the year and wholly impossible for the rest of the time—are a disgrace to the whole people. There is no question more intimately related to progress than the question of roads. Cheap, safe and easy communication through the country districts we have not at present. The rural conditions make all transportation and interchange costly, difficult and often dangerous. What is still worse, there is little promise of improvement. There is a strong movement in favor of reform and improvement in the highways of the province, but the agitation will have to be continued for years before it will make an impression upon the stolid, and unimaginative men in charge. At present it costs the farmers more to transport their produce to the railway than it does to transport the produce from the station to the market, and the state of the roads keeps hundreds of automobile owners away from the province every summer. Good roads are not only a sign of civilization, but they pay as nothing else does on which governments spend money.

NOTE AND COMMENT

If the growth of the forward movement during the new year is satisfactory it will involve fixing definite dates for the completion of the bridge at the falls and the extension of the street railway. This community suffers from too many postponements.

* * *

St. John is to have another bank. The bank clearings, too, go up steadily. Our building operations for 1913 will be a revelation to all but the optimists. In spite of the not unexpected but dreary utterances of a small circle whose members are afraid to cheer up, St. John people know that the city is coming into its own.

* * *

No doubt there are too many boys and girls, often in disorderly company, on the streets at night. At this time of year, too, there are a tough lot of grown-ups in several quarters of the city who demand police attention at night. Too much liquor and too little desire for work are the causes, and a round-up of a score or so would not be out of order.

* * *

The death of Whitelaw Reid narrows the already small circle of American newspaper men whose reputations were made by the time the Civil War was well over. Reid got his training with Horace Greeley, founder of the New York Tribune, and got control of that journal after Greeley's defeat in the presidential race, which was followed by sorrow and death. James Gordon Bennett and Henry Watterson are the conspicuous veterans who remain. Both are active though they have passed seventy. Reid married a great fortune—a fact that will make it more difficult to appraise his work as a newspaper editor and proprietor.

* * *

In the University Magazine for December, Charles F. Crandall, formerly editor of the Sun in this city, and now managing editor of the Montreal Star, has a fine sonnet entitled "Ste Agathe Des Monts." It is as follows:

Unto thine healing hills we lift our eyes,
The spent and stricken of a weary war,
For whom, unless thou helpest, yawns a door
On darkness, where the sun no more shall rise.
Hide us a little from the peril that cries
Upon our heels in cities' dust and roar,
And of thine air and sunshine unction pour
Into our wounds where Death's white arrow lies.

O kindly hills, like a strong mother's breast,
Give of thy life to pallid lips that pray!
O steadfast hills upon whose shoulders high
The skies are borne, shelter us, sorely prest,
And keep the world's rough battle far away,
And give us peace and patience—or we die.

* * *

Sir Edward Grey, speaking of the assembling of the ambassadors of the great powers in London for an "informal consultation" on the Balkan situation, says the meeting indicates that the leading nations are not yet sure that a solution of all the difficulties is in sight. "On the other hand," he continued, "the fact that all the powers have agreed to come to closer quarters for discussion may be taken as an evidence that there is no one among them who believes such a solution impossible or that an agreement is not more probable than a deadlock. When once the conversations in London have begun and the representatives of the powers are in a position to discuss the questions round a table they will be in closer touch and there should be less danger of any of them drifting apart from the others and unforeseen points of difficulty arising. We trust, therefore, that the conversations of the ambassadors will begin as soon as possible."

* * *

Those who tell us the British workman is suffering under Free Trade while the German workman flourishes under protection (aided by a diet of horse and dog meat on occasion) ought to read a return just issued by the British government, dealing with the savings of workingmen. These savings, says the Journal of Commerce, are vastly greater in the aggregate than most people have imagined, and that while there is undeniably much poverty in the United Kingdom there is also a great reservoir of savings from which the workman may draw in times of adversity. There are millions of men and women in Great Britain in relatively humble circumstances who have by thrift and foresight made themselves independent of charity. Here are the figures showing the number of persons interested in various organizations that are largely, although not entirely, made up of working men and women:

	Members. No. of	Funds.
Building societies ..	638,749	£ 77,261,381
Friendly societies ..	14,507,963	62,866,062
Co-operative societies	2,880,979	63,316,460
Trade unions	2,017,656	5,925,388
Workingmen's compensation schemes	68,140	83,781
Friends of labor loan societies	31,940	249,367
Total registered provident societies	20,145,427	£209,702,349
	Depositors.	Deposits.
Ry. savings banks.	69,455	£ 6,575,945
Trustee savings banks	1,827,400	65,384,706
Post office savings banks	8,371,789	192,042,083

EXTRACT FROM MINUTES OF THE PRESBYTERY

Resolution Expressing Hearty Sympathy With Efforts of Associated Charities for Child's Protection Act.

The following is an extract from the minutes of the Presbytery of St. John, which met this week:

"The clerk reported the receipt of a communication from A. M. Belding touching the efforts being put forth by the Associated Charities to secure the passing of a provincial child's protection act.

"On motion, duly seconded, it was unanimously resolved to express hearty sympathy with the efforts being put forth by the Associated Charities; and it was further resolved to commend the movement for such an act as is contemplated to the favorable consideration of our ministers and people throughout the bounds of the Presbytery."

SACKVILLE MERCHANT LOST HEAVILY BY FIRE

Sackville, N. B., Dec. 13—At two o'clock this morning the firemen were called out for a fire in the Chignecto Hall block, owned by Miss Jane Estabrooks, and occupied by Harris Miller as a general store, and John McLaren, who had one shop for his barber business. The firemen responded quickly, but the building was doomed long before the alarm sounded. However they prevented the fire from spreading to nearby buildings, some of which are wooden structures, not more than a few feet away. Mr. Miller's loss is about $27,000; insurance about $10,000. He carried a large stock of ready made clothing, boots and shoes, furniture and groceries.

IS SERIOUSLY ILL

From California comes word that Rev. C. B. Pitblado, former pastor of Westminster and St. Andrews church, Winnipeg is dying in California. He went west from Halifax, and was one of the best known Presbyterian divines in Canada.

Rev. Charles Bruce Pitblado is a son of John Pitblado and was born in Fifeshire, Scotland in 1836, coming, to Nova Scotia with his parents in 1850. He took a course of study in the Normal School, Truro, at the Free Church College, Halifax, was licensed in 1864 and ordained to the ministry in 1865. His first charge being at Glenelg, East River, and Caledonia, N. S., from whence he came to Chalmer's Church in Winnipeg. In 1881 he accepted a call to St. Andrew's, Winnipeg, where he remained for seven years, where he became pastor of the then newly formed congregation of Westminster in the same city. He also became a member of the council of Manitoba College. He served as chaplain of the Halifax volunteer battalion to the North West rebellion in 1885 and was for many years chairman of the committee on education appointed by the Presbyterian synod of the Maritime Provinces. He married in 1865, Miss Sophia, daughter of Isaac Christie of Truro.

ABE MARTIN

'Next t' plowin' th' hardest thing is t' git somebuddy else t' do it. A feller is never ole till his inclination t' fly a kite begins t' wane.