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**GERMAN-AMERICAN TREATY.** A Berlin newspaper predicts the signing of a German-American arbitration treaty at no distant date. This would not surprise anybody. Germany is as free in the matter of signing treaties, when it suits her, as she is in breaking them when it suits her. Let us see. Did not Germany sign a treaty at Algeciras a few years ago regarding a country called Morocco? If any old treaty gets in the way of Germany's foreign policy it will be cut in two as the Gordian Knot was cut by the sword. However, a few German signatures will look well in Uncle Sam's autograph album. Moreover, as every possible issue about which it would be possible for the United States and Germany to have any dangerous controversy, will be carefully excluded from the operation of the treaty it cannot possibly do any harm.

**NOVA SCOTIA FOREST FIRES.** THE fires in the woods on the south shore of Nova Scotia west of Shelburne and Liverpool

have attained serious dimensions and are apparently still raging. It is not much trouble to start a conflagration of this kind but once it attains such proportions nothing but heavy rains can put it out. There has been a good deal of talk, and sensible talk by influential people, in Canada during the last few years, about forest conservation, but remarkably little done. Beyond whatever educational effect they may have had, they seem to have accomplished little in the way of fire prevention. This is a most serious state of affairs. Year after year Canada's most valuable national asset is being given to the flames on a tremendous scale. There is, we imagine, no country in the world in which forest preservation is so important or so little understood as in Canada. Perhaps this latter is due to the very reason that Canada is the richest country in the world in timber resources. We have had too much timber in the past to appreciate its full value. But what land on earth can stand such a constant drain upon its timber resources as that which Canada constantly suffers? They have still some huge forests in the United States and Germany and plenty of hot weather and drought; but they have no such fires as we have. Years ago the CHRONICLE advocated the appointment of a Royal Commission to study forestry methods in countries where, judging by results, forestry is best understood. Nothing was done in this direction and little or nothing has been done in any

other direction to save the Canadian forests. Perhaps it is unfortunate that forest conservation, is not like Reciprocity, a controversial issue. In that case our politicians might bestow some interest upon it.

**THE ENGLISH STRIKES.**

TO lookers-on at a distance, the scenes, incidents and effects of the strikes in London and Liverpool would seem to be a warning against violence in the settlement of labour disputes. In England they seem to be regarded rather as a suggestion and an encouragement. From all over England come reports of strikes in progress or in process of organization. Class hatred seems to be in the air. Every conflict between the mob and the police or the military will intensify the bitter feeling, which it is easier to recognise than it is to explain and there is grave danger that the situation will be worse before it is better. They have an Act for the prevention of strikes in England which is a little less foolish than some other Acts; but which like all the rest of these quack remedies, fails in any severe test. The British workman has a government and a parliament after his own heart, which is giving him as rapidly as possible all the legislation that his soul yearns after. They have granted him an old age pension, but have not done much to increase the probability of his ever living to want it; and to him its present valuation is not half as great as that of the privilege of breaking a policeman's nose. They have practically abolished the House of Lords for him and have promised to destroy the Union between Great Britain and Ireland. If there is anything else he would like smashed, he has only to give it a name. Why not abolish the police? Surely that would be popular.

**SCENIC RAILWAY RISKS.** HAVE there not been almost enough accidents, fatal and otherwise, on these scenic railways to

justify the assumption that they are too dangerous to be tolerated. The toll in human life is too high a price to pay for this kind of amusement, or for the profit to be made out of it. A spice of danger is relished in their amusements by a certain type of sensation seekers, but as a rule they like to take it vicariously. They are satisfied with the appearance of danger to other people. But it is against all the traditions of these amusements to involve the spectators themselves, men, women and children in danger to life and limb. It seems to be a case for official interference.

