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SAINT JOHN, FRIDAY MORNING, JULY 14, 1911.

A QUESTION OF INCONSISTENCY.

With the evident assumption that it has made an important discovery, the Telegraph copies from the Regina Leader an address issued by Sir John Thompson in 1891 to the electors of Antigonish in which he made the following announcement on the subject of Reciprocity:—"The Government of which I am a member is appealing to the country with a policy which we believe will be heartily endorsed by a great majority of the electors. We have made to the government of the United States, through the Government of Great Britain, proposals for reciprocity in trade, which we have good reason to believe will result in an arrangement by which the markets of the United States will be reopened to the products which our people desire most to send there. A fair measure of reciprocity is what we desire and we have no doubt that that can be obtained without undue sacrifices."

With the evidence before it that twenty years ago the Conservative party was in favor of reciprocal trade relations with the United States, the Telegraph skips blithely over the two intervening decades—the most notable for prosperity and development in the history of the Dominion—and suggests in a tone of conviction that "Conservatives who have never questioned—as indeed they never had any reason to question—the honor and loyalty of Sir John Thompson, may be inclined to ask themselves why reciprocity is treason today, though when Sir John Thompson advocated it it was an admirable policy." Unfortunately for the Telegraph its excursion into ancient political history with the object of proving that the Conservative party in opposing Reciprocity today is guilty of inconsistency loses its effectiveness when the facts of the case are considered.

No Conservative will deny that the party once favored a measure of Reciprocity but it was at a time when neither interprovincial nor Imperial trade had reached its present stage of development. In 1892, a year later than Sir John Thompson's address, the Conservatives then in power made a last and final effort for the betterment of trade relations with the United States. But the overtures of the Government were not received with that favor and effusiveness which characterized the recent visit of Mr. Fielding and Mr. Paterson to Washington. "The critical time in the solution of the question of Reciprocity," so pointedly referred to by President Taft, had not arrived. The natural resources of the United States had not been depleted and Canada was not looked upon with covetous eyes as the land of promise. Mr. Blaine on behalf of the United States was prepared to drive a hard bargain and demanded preferential entrance for American goods over the products of Great Britain. What was the result? The Conservatives refused the terms offered and finally abandoned the quest for Reciprocity, thereupon heading all their energies towards a vigorous development of Canadian resources and an enlarged trade with the Mother Country. The prosperity of Canada today is the best witness of the happy results of that policy.

The Liberal party in those days still stuck to the trail and after succeeding to power in 1896 held further conferences with the administration at Washington in 1897 and 1898. Sir Wilfrid Laurier's decision that there should be "no more pilgrimages to Washington" is as recent as 1907. "There was a time," he declared "when we wanted Reciprocity with the United States, but our efforts and offers were put aside. We have said good-bye to that trade and we now put all our hopes upon the British trade." If the Telegraph is in search of inconsistency it need not look far to find it. It is not for the Conservative party but for Sir Wilfrid Laurier and his followers to explain why they have departed from that policy. No explanation has yet been offered to the Canadian people, and all suggestions that they should be consulted are strenuously opposed. They remain entirely in the dark as to the causes for this revolution in policy which has so suddenly led Sir Wilfrid to fall a victim to the wiles of President Taft.

POPULAR INSURANCE IN GERMANY.

Measures are now before the German Reichstag to extend the system of insurance for the working classes already so widely applied in Germany, under the laws of 1883, 1884, 1889 and 1900. The new classes to be included are widows and orphans, persons engaged in industries practiced in the home, certain agricultural laborers and domestic servants.

In the opinion of German critics other than socialists this national insurance works admirably and with most beneficial results. In a population of say 63,879,000, 31,526,000 males and 32,353,000 females, there were insured against sickness in 1909, the last year of which statistics are fully compiled, 12,385,290 persons, of whom 9,928,478 were men and 2,456,812 women and girls. The insurance was provided by 23,449 local offices.

Then there is the accident insurance. The number of persons participating in 1909 was no fewer than 23,767,000—14,854,000 men and 8,913,000 women—of whom 3,400,000 were insured both in the building and marine and in the agricultural and sylvicultural systems. The accident risks were underwritten by sixty-six associations in the industrial and forty-eight in the rural classes, and besides by 546 agents acting for the State, the provinces or the municipalities. Insurance against invalidism or continuous incapacity for earning a living is carried by 10,707,100 men and 4,737,290 women, the policies being written by thirty-one insurance concerns and ten local government agencies.

As to the practical working of the system in 1909, it appears that 5,540,825 cases of sickness causing inability to work and resulting in 111,398,767 days of illness were compensated for. Accident indemnity was paid to 1,821,168 instances. The number of annuities paid for disablement was 983,254, of which 119,640 were newly granted; the number of old age pensions was 119,640, of which 11,902 were new.

The total receipts from all classes of workers' insurance were about \$225,799,400. The contribution of the employers was \$103,874,425; that of the employees \$85,519,175. The State supplemented these amounts with \$12,975,175. The expenditures were \$149,751,050,

not including an amount set aside every year to create a reserve or guarantee fund. The sum needed annually for sickness allowances is estimated at \$84,747,975, the accident indemnity at \$41,585,535, and the amount needed for incapacity annuities at \$47,239,375.

Partisans of the system point to these figures as proof of its enormous beneficence. The poverty and distress that it averts annually are incalculable. Further, they say, it has a secondary advantage in assuaging bitterness between classes in the community. The contribution of the employers is regarded as particularly efficient in this direction. It is this effect apparently which particularly angers the Social Democrats, who do not desire any improvement in the relations between the bourgeois class and the proletariat.

This is not, however, the reason which the socialist leaders assign for their hostility; they inveigh against the tyranny of compelling the workers to contribute to the insurance out of their scanty pay, demanding that the Government bear all the expense. On the other hand, the defenders of the system speak of its compulsory features as those which give it vitality. Only regularity in the payments of the beneficiaries can permit of successful operation, and this regularity can only be secured by legal obligation. Otherwise, negligence, self-indulgence and a score of other forces would operate to destroy it. The element of compulsion has given the system its wide scope and vast importance to the people.

THE NEWMARKET CANAL VINDICATED.

The Newmarket Canal, profanely dubbed the "Aylesworth Ditch" by certain people on the spot, has at last received a sweeping vindication. And this time not by a Liberal editor—his words could not carry the requisite weight outside his own community—but by an independent non-partisan investigator who recently made a trip over a good many miles of the canal's course. The occasion was a timely one on which to get first-hand information concerning this Canadian waterway. The Canadian Press Association after the convention in Toronto took in an excursion to Collingwood and the Georgian Bay District. For many miles as the train sped northward from Toronto it paralleled the celebrated canal.

How intently those editors peered from the windows of the on-rushing train! Here was the bone of bitter contention right before them. After seeing more than they cared to, the Liberal pen-wielders quickly buried themselves in the folds of a newspaper or American magazine, stealing furtive glances now and again to see if they would never get out of sight of that abominable canal. The Conservative editors were in high glee. "I told you so," they laughingly called out to their Liberal confederates. The latter, however, could never hear these jibes. The train made too much noise, forsooth. But without accepting the reports of either partisans, it is refreshing to be able to turn to an unbiased sightseer, the Independent Kingston Standard, and find out exactly what was seen. We shall let him tell his own story—it makes good reading.

Prefacing his "travelogue" with the prevalent opinion being circulated, that the Newmarket Canal has no water, the Standard proceeds thus:—"No water, forsooth! How preposterous when here and there great pools could be plainly seen, moistening the otherwise parched ground and giving ample drinking water for the browsing cattle which peacefully meandered across fields and up and down the canal bed until they came to the refreshing pools."

"No water, forsooth! How ridiculous, when before our very eyes several small boys could be seen gaily sailing their toy boats—and wading out to them when, as once at least was the case, the frail craft foundered on a mud-bar in the very middle of the raging stream of an inch or two which muddy coursed down the canal."

"No water, forsooth! How absurd when several times the train was forced to cross the canal over a trestle and those who had eyes to see could see, had they been so disposed, the trickling, gurgling water ooze along and finally resolve itself into a muddy consistency which sent an ecstatic thrill down the numerous newspaper spines, as their owners recalled the happy days—alas, long since gone!—when life to them was one long, sweet, happy, idle dream, and their most serious occupation was the making of mud pies. Ah, what a field is there here, my brethren, in the Newmarket Canal—the making of mud pies!"

"No water, forsooth! He who says 'no water' knows not what water is; for water there clearly was—enough in spots to float a row boat or a canoe; enough elsewhere to carry a ship along a few feet at least; enough in other places to make the earth of an oozy consistency that certainly suggested that water had once been there, however, it had managed in the meantime to disappear."

"To be sure there were long, dry stretches where no water at all; but these were so many that they but served to accentuate the presence of the water when it did appear and thus to give the lie to the horrible 'dry' label that there is no water whatever in the Newmarket Canal. There is—and as an independent newspaper the Kingston Standard wishes emphatically to set out this great truth. There is water—several quarts at least, if not more."

Current Comment

(London Daily Mail.)
The Londoner has only to go out upon the embankment at night to realize how unchangeable London is, in spite of her changes. The other night the new tramway cars roared and rattled up and down, the trees were shorn of the half of their branches, and the musical tinkle of the hansom horse's bell as he walked soberly home has been replaced by the hum of the taxicab-engine racing back to its garage; but the great hippy river, lying out under the solemn moon, the shadowy ships with their red and green sails, and the homeless waifs upon the benches, all were the same. For the river is the heart of the city, and its pulse never changes.

(Empire Magazine.)
"Out there" it will be more a matter of sentiment than ceremonial. The soldiers will parade and present arms, the bands will play, and lonely exiles will sing an old and a battered tune—but that tune, part of the life of a Briton, will sound a note, as that of a celestial clarion, which will give a catch in the throat and thrill the very marrow of every man who is proud to point to the "rattled old rag overhead," and say "God Save the King."

(Montreal Daily Witness.)
The theatre has developed among us rather at its lowest than at its highest. We in Canada have a drama which is two-thirds United States and nine-tenths either mediocre or contemptible. But the people flock to the theatre all the same, and the question presses what to do about it. There is a good drama if the people could only be got to choose it.

(Harrisburg Telegraph.)
The guest who is welcomed back is he who doesn't accept the invitation to "stay a day or two longer."

SUDDEN DEATH OF ROBERT MEIGHEN

Montreal Financier and Capitalist Passed Away Suddenly—He had Large Business Interests in this Province.

Montreal, July 13.—This morning the city was shocked by the news that Robert Meighen, the well known financier, had died suddenly at his palatial residence on Drummond street. Apparently in the best of health and in his usual good spirits, Mr. Meighen put in a hard day's work at the office yesterday and retired early last night. This morning he took a sudden attack of heart failure and died in a few minutes. It is thought that the recent hot weather affected his heart. The late Mr. Meighen was one of the best known men in the city and was held in deep respect in financial circles. He was seventy-two years of age.

Mr. Meighen is well known in New Brunswick for he has been identified with various forms of business here, and was for years President of the New Brunswick Railway Company. He was born in Londonderry, Ireland, in 1839, and educated at Dungiven public school. At fourteen years of age he went into business with his brother, and in 1868 married Elsie, daughter of William Stephen, formerly of Dufftown, Scotland. He came to Montreal in 1879 and was associated with his brother-in-law, Sir George Stephen, now Lord Mount Stephen, in various business enterprises. In addition to the Lake of the Woods Milling Company, he became a director of the C. P. Railway, and of the Montreal Street Railway, of the Bank of Toronto, and of various other business organizations. Quiet in his nature he was a man of reasonable judgment, of good business capacity and industrious to the last degree.

CASE AGAINST STRIKERS AT ST. GEORGE TODAY.

Special to The Standard.
St. George, N. S., July 13.—The case against the strikers, charged with interference with the mail, commenced before Squire Johnston tomorrow morning, at 10 o'clock. J. E. M. Baxter, K. C., appears for the prosecution and D. Mullin, K. C., for the strikers. Thomas McCullough, court stenographer, is in attendance.

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QUEEN MARY'S THANKS TO MARYS OF EMPIRE

Mrs. Tweedie Receives Copy of Queen's Letter, Thanking New Brunswick Contributors to Empire Funds.

Mrs. Tweedie, wife of Lieut. Governor Tweedie, has received the following letter from Lady Grey enclosing a copy of the letter from Queen Mary relative to the gift of the Marys of the Empire:

Government House, Ottawa, July 4th, 1911.
Dear Mrs. Tweedie:
A letter from Queen Mary thanking the Marys of the Empire for the beautiful gift they have presented to Her Majesty on her coronation, has been communicated to the English press. I enclose a copy of it, and would suggest that if Her Majesty's letter has not yet appeared in your provincial newspapers, they should be asked to allow their columns to be made the medium of the gracious thanks of Queen Mary to the Marys of the Empire. Believe me, Dear Mrs. Tweedie, Yours sincerely, (Signed) ALICE GREY, Frederickton, N. B.

Buckingham Palace, July 8th, 1911.
I think most warmly all the Marys in the Empire who have so generously contributed to the gift which has been presented to me. The thought of the affectionate impulse which prompted it, and I can assure you, deeply touched me. The beautiful insistence of the garter and the pictures of the king and my son which will form the personal part of the gift, are to be treasured by me throughout my life and will be handed down as precious heirlooms to those who come after. I look forward with special satisfaction to devoting the remainder of this noble present to a charitable object in which I am greatly interested. (Signed) MARY.

Homeseekers' Excursion.
The Grand Trunk Railway has issued a circular authorizing all agents in Canada to sell Homeseekers' Excursion tickets to points in Western Canada. This is interesting information for those desiring to take advantage of these excursions on certain dates from April to September 1911. The Grand Trunk route is the most interesting, taking a passenger through the populated centres of Canada, through Chicago and thence via Duluth, or through Chicago and the twin cities of Minneapolis and St. Paul. Ask Grand Trunk agents for further particulars.

SALVATION ARMY CHANGES.
A list of the officers of the Salvation Army in the Maritime Provinces who are changing stations was made public yesterday. The appointments which will take effect at once, are as follows:
Amherst—Capt. and Mrs. Veigel.
Annapolis—Capt. Bowring.
Bridgetown—Lieut. Rix.
Chatham—Ensign Green and Capt. Rows.
Charlottetown—Capt. Millar and Lt. Barclay.
Farraboro—Capt. Goodshaw.
St. John, I., 161 Main street—Capt. Kinkade and Lt. Hardy.
St. John, V., Mill street—Capt. Gray and Lt. Whiffin.
Summerside, P. E. I.—Capt. Kean and Lt. White.
Appointments in connection with the Charlotte street citadel and the Moncton barracks will be made on the 26th inst.

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