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LONDON, SATURDAY, AUG. 26.

CONSERVATIVE WITNESSES FOR RECIPROCITY—NO. 9.

The Ottawa Citizen is the senior Conservative newspaper of the capital. It is owned and published by the Southams, the proprietors also of the Hamilton Spectator and the Calgary Herald. The Citizen is opposing the Laurier Government in this election, but it enthusiastically welcomed the reciprocity agreement. On Feb. 21 last it said:

"It will not do to say that we have outgrown the need of such a measure. Our exports of natural products to the United States are only second in volume to our exports to Britain; and as Sir John used to put it, if we have two free markets instead of one to sell to, it stands to reason we shall be just that much better off. And, with all respect for those who think otherwise, it seems to the Citizen to follow as an irresistible conclusion that our increased prosperity will bring about a stauncher and more generous loyalty to Canada and to Great Britain, esoecially among those new races and peoples from various parts of the earth who are flocking by tens and hundreds of thousands into the Canadian west."

OH, WHAT A SALAD!

Just as a piece of mental pathology, let us try to collect in brief conspectus the many varying opinions held by the enemies of the Government in this election. Merely to name all the disordered and jarring whims, fancies and more violent manias would tax a specialist.

First as to tariff and reciprocity, there is the official eastern view against the pact that it will either make the farmer too rich and Americanize him by his access to American markets or impoverish and Americanize him by the invasion of foreign products (the latter hallucination seems predominant just now); that it will lead to further reciprocity and a general reduction of tariff towards free trade (by being either successful or unsuccessful); that it will show up the Canadian farmer as a bungling amateur compared with foreign rivals; that it will all end in our waving our hand to Great Britain and falling into the Republic (like New Mexico, which was uninhabited when annexed by the United States and is pretty much so still).

Then there is the official western view that the pact does not go far enough: it should have included reciprocity in farm implements and other things. We must go at the tariff with an axe, says the Conservative Winnipeg Telegram.

The official eastern attitude on the tariff is to stand pat and talk of a Tariff Commission (capital letters for impressiveness); the official vision of the west is of a tariff demolished. The voice in the east cries "maintain the N. P.," the western voice of the same fiend says "smash the N. P."

Out on the coast there is another idea that may be called semi-official or perhaps future-official, as it belongs to Mr. McBride and his "high destiny." There the fixed idea about the pact is the back township notion that two or three British Columbian valleys should have a monopoly of supplying the prairie west with apples at $12 a barrel, and that the pact may interfere with this peaceful-valley dream.

Besides the official views there are various sectional fancies whirling about this and that constituency or torturing sometimes a single mind. Perhaps the widest and strongest of these is that the pact is the very best thing ever done for Canada. This view is not openly expressed by many Conservatives but is generally entertained, to judge from the utterances of prominent Conservatives up to January last, from the whole party's history till then, from the plaudits at first accorded to the pact by the Toronto News and other journals that have since changed their tune, and from the support still given or given until very lately by the Kingston Standard, Ottawa Citizen and Ottawa Journal. These last condemn the Government on its general record!

A cross between Mr. Bourassa's grudging support to the measure, and Mr. Monk's official Bordenite view is well illustrated by the following pronouncement of their follower, Oliver Asselin, candidate for the St. James Division (Montreal):

"I had been favorable to the principle of reciprocity, but I consider the present agreement hasty and inopportune. We give away something and we get nothing in return. We should have waited for the Democrats to come to power before making any movement in the direction of Washington."

Could anything be more absurd than this self-contradictory utterance?

Out west there is the peculiar case of Major Herron, the Conservative candidate in MacLeod, Alberta, who supports reciprocity, but runs against a reciprocity candidate. Here in London we have his antithesis in Major Beattie, who stands for not merely Bordenite stand-pattism, but for an advance of 20 per cent. all round in the tariff.

There is the same wild diversity of ideas on the navy question and imperialism. "The Laurier Government has brought the Empire to the verge of disintegration," says the Toronto News. Laurier is going to start a conscription for the imperial navy, says Mr. Bourassa. In British Columbia, Mr. Barnard, Conservative candidate in Victoria, stands against both Mr. Borden and Mr. Bourassa for a Canadian navy built and stationed on the Pacific Coast.

Race and religious cries abound. At his Toronto meeting Mr. Borden appealed for votes against the Frenchman, Laurier, in these words: "I come from a race which has never lived under any flag but the British." In some part of Ontario the Premier is denounced as a Roman Catholic, in Quebec the extreme ultramontanes (who are the real core of the Nationalist movement) call him a traitor to his religion and race. Mr. Armand Lavergne sneers at "Conciliation" and draws applause. But it was conciliation which carried the country in 1896, which saves the country, and will continue to save it, let young Mr. Lavergne remember for his own good.

There is no end to the diseased and warring fancies of the Opposition mind. The only cure possible is by an operation to be performed on Sept. 21 by Dr. Laurier under the direction of Dr. Electorate.

AN EXPERT FRUIT GROWER ON RECIPROCITY.

A member of the farmers' delegation which went to Ottawa last December was Mr. J. E. Johnston, of Simcoe. He is manager of the Norfolk Fruit Growers' Association and past president of the Ontario Fruit Growers' Association. Norfolk fruit growers will tell you that Mr. Johnston has revolutionized the industry in that county.

Addressing the Premier and members of the Government and Commons, Mr. Johnston, who is a Conservative, declared himself in favor of reciprocity with the United States in all agricultural produce. He spoke of the growing apple industry of his part of the country and the recognized superior quality of the fruit which made the growers not afraid of but eager for a larger competition. The prospects for further development of the apple business in Ontario under the co-operative system were very bright. He concluded with these words which every fruit grower should ponder:

"While the business of apple-growing is profitable today its extension would be promoted by the opening of wider markets. The Republic to the south with a population of ninety millions or so and a rapidly-growing demand for all kinds of food products would be an excellent additional market for our fruit. Even in the face of the duty prevailing, the shipments from our association this past year to the United States were 6,000 barrels, while 25,000 barrels went to the Northwest and 5,000 barrels to England and Scotland. Had there been free trade in apples we would have been able to sell our whole crop 50 cents a barrel better than we did. There are varieties of apples, such as Greenings, Belleflower and Talmon Sweets which are not wanted at all in the Northwest but are readily taken at a good price in the United States. Apart from this there are localities in Canada which could import American fruit to advantage, and many sections in the United States which could use our fruit to even greater advantage. In years of scarcity the Canadian West would like to draw upon the Pacific Coast fruit more largely than it does, while in seasons of heavy production we would be greatly benefited by an additional market. This illustrates the advantage of reciprocity.

"At present the Canadian apple-grower is discriminated against. The United States tariff on apples is 75 cents a barrel, while American applegrowers shipping into Canada have to pay only 40 cents a barrel duty. This is unfair and I respectfully ask, on behalf of Canadian fruit growers, that you as representatives of the Canadian people will endeavor in any reciprocal trade negotiations to have the American fruit tariff lowered to at least the same figure as the Canadian tariff. Further than this, we would welcome and request a complete withdrawal of all duties on apples entering either country. Reciprocity in apples would benefit consumer and producer alike."

A PRINCIPLE TO BE GRASPED.

It is impossible to measure the full benefit of reciprocity by asking how much more it will bring for this horse or this basket of eggs, or this box of strawberries. The great principle that must be grasped is this: just as it pays a man to raise some things on his farm, selling a portion of these and buying other things he cannot raise to such good advantage, so it pays a nation to do the same, and the wider the zone of reciprocal free trade the better.

Artificial restrictions at present are causing us to ship coal from Nova Scotia to Montreal, and from Pennsylvania to Boston; fruit from Niagara district to Saskatchewan, and from California and Oregon to New York, the natural market for Niagara fruit; horses from Ontario to the prairie west, and from Chicago to the Eastern States, the natural market for Ontario horses. These unnecessarily long hauls represent a dead economic waste that taxes the consumer heavily to benefit the railroads slightly. It is extravagant and much of it would be obviated by a continental zone of free exchange.

It is not necessary to understand all the ins and outs of the tariff question to realize that reciprocity must prove beneficial. To argue otherwise is tantamount (except in degree), to saying that it is easier and better to make water run up hill than to let it run in its natural course. Under reciprocity commerce, like water, will seek its most advantageous channels.

MUTUAL FRIENDS.

Col. Matheson says that friends of the banks commonly put in a word for deposits from the provincial treasury. It looks as though there were mutual friends who brought the Ontario treasury and the Farmers' Bank together. Mr. Maclean, for example, always the farmer's friend, even to the absolute limit of "mine is thine, and thine is mine," is a dear friend also to the Government. Dr. Beattie Nesbitt was another mutual friend of Government and bank, a friend in need, his own need. Why, he lent himself $25,000 from the bank, while the World could get only $10,000, though perhaps its need was even greater. And to think that one end of this ideal friendship's chain is no more! The bank is dead, and, oh, for the touch of its vanished notes and, oh, for the till that Col. Matheson replenished. So Nesbitt mourns, so Maclean mourns.

BRITISH RAILWAY CONDITIONS.

It is somewhat hard to understand why the proposed increase of wages to railway workmen in Great Britain should necessitate an increase of passenger rates. There are other ways by which the companies can recoup themselves.

British railroads are over-capitalized. Whereas in America improvements are often made out of earnings, in Great Britain the shareholders object to this and resort to fresh capital issues, with the result that the average capitalization per mile is $275,040 ($214,000 in England alone), against only $59,259 in the United States, and $139,290 in France. The American Bureau of Railroad Economics compares the lines of New York, Pennsylvania, New Jersey, Delaware, and Maryland with those of the United Kingdom. The area, mileage and earnings in these five states are about the same as in Britain, yet the capitalization per mile is only $142,404.

Perhaps an improvement in rolling stock would benefit Britain. The five states mentioned get along with one-third fewer cars and five-ninths as many engines, because American cars are bigger and their engines heavier and stronger. The New York World suggests that one reason for little cars and light engines on British railways is that labor is cheap, and, therefore, prodigally used. Especially on freight trains many flat cars of ten tons and even less capacity are run, upon which goods are protected by tarpaulins at great waste of labor. Cars are still coupled by hand. Some reorganization of the improvement methods also is advisable, that the roads may be run in the interests not only of shareholders but of the travelling public.

Beattie and Bourassa.

McEvoy and More Markets.

Laurier is still the big gun in Quebec, Bourassa the cannon cracker.

Perhaps Mr. Beattie's platform gifts will be equal to expounding the present naval policy of his leader.

Both in the city and country our Conservative friends are determined to keep Mr. McEvoy off their platforms.

Mr. McEvoy politely invited Mr. Beattie to meet him on the platform. But joint meetings invite comparisons, and the invitation was refused.

France and Germany going to war over territory that properly belongs to neither would be a hideous satire on a so-called Christian civilization.

"Sir Wilfrid Laurier has yielded to the seductions of imperialism," cries Le Devoir. "Sir Wilfrid Laurier has brought the Empire to the verge of disintegration," shrieks the Toronto News.

No doubt Mr. Armstrong, ex-M. P. of East Lambton, was sincere at Christmas when he advocated reciprocity in natural products. Like most of us, he had no notion that Canada could get such a prize.

The dollars of the Canadian farmers are good enough to be sent to the United States by the banks to move the American crop. But let the farmers try to send their products there and bring back Yankee dollars, and the cry of treason is raised.

The Welland Liberal convention declared for reciprocity unanimously and decided, but not unanimously, to put no candidate in the field against Mr. German, on his assurance that he would not vote against reciprocity if the Government were sustained. In the meantime the Conservative candidate has withdrawn from the field. Mr. German, therefore, will go to Ottawa as a supporter of whichever party wins the election. It is not a situation that can be satisfactory to consistent Liberals or Conservatives.

A BUSINESS DEAL.

[Victoria Times.]

Reciprocity is a business proposition. It means free trade in the products of the forest, the farm, the sea and the mines. On manufactured articles the United States reduces its tariff to make it equal our own. A square deal. Equal rights on both sides of the line.

A QUESTION FOR MR. ARMSTRONG

[Hamilton Times.]

Mr. Armstrong, M. P. for East Lambton does not deny that he advocated reciprocity in farm products before a meeting of the Grange in Lambton County. He dare not deny it.

A THREAT THAT FAILED.

[London Observer.]

Certain peers on Lord Lansdowne's list are plotting the organized infamy of a Unionist vote for the veto bill. Let who will give that vote. They will show that Mr. Lloyd George measured many of his peers better than we did. Their names, framed in black, as the names of men politically dead and damned, will be hung up in every Unionist club in the land. They will be execrated at every Unionist meeting. Their act of supreme betrayal will be the overwhelming vindication of Lord Halsbury and his colleagues, and will throw the whole future of the Unionist party absolutely into the hands of the "No surrender" movement and its leaders. These can now afford to await the issue, as they do with complete composure, and with the certainty of winning the country, whatever may be lost in the Lords. Within the Unionist ranks in the constituencies nothing can stand against the "No surrender" leaders if they are compelled by a feat of unexampled shame to stand together for further purposes. Their power is great. By all means let Lord St. Aldwyn take the most certain way of increasing it. We shall know how to deal afterwards with him and the ignoble train he may lead into the lobbies to give a positive vote for the destruction of the constitution they had sworn to defend.

WHY NOT DISLOYALTY?

[St. Thomas Journal.]

It is good business for the Aylmer Condensed Milk Company, of which David Marshall is the head, to ship cream to Cleveland, Ohio, in large quantities.

It would, according to Mr. Marshall and his associates, be disloyal and would tend to annexation for the farmed to ship his fruit or his stock or his grain to United States markets without paying a tribute to the United States customs office.

JUST FOR SPITE.

[Chicago Record-Herald.]

The trouble with people who have family skeletons is that they want to let them out of the closets every time anything goes wrong.

A BAD ONE.

[Chicago Record-Herald.]

About the worst hypocrite in the world is an old bachelor who claims that he likes children.

WASTED TIME.

[S. E. Kiser.]

If I might have for work the time
That I have spent in idleness,
I might, despite my faults, contrive
To be among the few who strive
In useful ways to win success.

If I might have the time I spent
In envy of those who have won,
I might cause others to agree
To take the time to envy me
For some good thing that I had done.

FOOLING THE BARBER.

(New York Herald.)

London man says he cuts his own hair to fool the barber. May fool the barber, but he can't fool anybody else.

DID HE EXPLAIN.

(Smart Set.)

He (tenderly)—Would you like some Welsh rabbit?

She—No, I never care for game of any kind.

SIGNIFYING NOTHING.

(Smart Set.)

Standpatter—Don't you think, Rantington's speeches are sound?

Insurgent—Yes, but that's all.

WHAT'S IN A NAME?

[Chicago Tribune.]

At a Missouri wedding the young woman who "presided at the piano" played, according to the local paper, "Mendol & Sons' Wedding March."

THE PACKERS' SQUEAL.

[Winipeg Tribune.]

Among those who squeal loudly at the idea of reciprocity are the meat packers, and the reason not far to seek. In the summary just issued by the Department of Labor, showing comparative prices in the United States and Canada covering a period of years, the average price of hogs per cwt. in Buffalo is shown to be $7 35, and in Chicago $6 99. For the same period the average price in Winnipeg was $5 60.

The reason of the packers' squeal is obvious—they know that if reciprocity passes, the Canadian farmer will have a competitive market for his hogs, with the inevitable result of a very considerable enhancement of prices.

The case of the packers is not, however, so hard as to call for tears. The Davies Pork Packing Company, the head of which is Mr. Flavelle, who, with others of his calling, recently represented to the Government that they would be absolutely ruined if reciprocity went into effect, has averaged dividends of 52% per cent on their total paid-up capital during the past thirteen years. During that period the company's lowest dividend was 25 per cent, while at times it rose to the modest figure of 120 per cent.

Surely this leaves sufficient margin to give the farmer one or two cents per pound more for his hogs without any danger of Mr. Flavelle having to go into the workhouse in consequence.

The squeal of the packers is typical of the Big Interests generally. It is a squeal that originates in the desire to continue piling up enormous profits at the expense of the farmer and the consumer.

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Will remove the objectionable odor, cure the sweating and make them cool and comfortable.

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AROUND THE WORLD IN THIRTY-NINE DAYS

Parisian Journalist Breaks the Globe-Circling Record.

[Canadian Press.]

Paris, Aug. 26.—Andre Jager-Schmidt, the Parisian journalist, drove up in an automobile in front of the office of the Daily Excelsior, in the avenue Champs Elysee at two minutes 19 2-5 seconds past 9 o'clock this morning, officially completing his circuit of the world in 39 days 19 hours, 43 minutes and 37 4-5 seconds.

Jager-Schmidt started from Paris at 1:45 p.m. July 17 in an attempt to beat the record of M. St. Igler, of the Paris Matin, who made the journey around the world in 64 days.

The route followed by Jager-Schmidt took him to Vladivostock, by way of Moscow. At Vladivostock, the Frenchman boarded a steamer bound for Yokohama, whence he sailed for British Columbia, arriving at Vancouver ahead of his schedule. Taking a train at Vancouver, the traveller passed through Montreal, Aug. 17, bound for Newk York, reaching that city Aug. 18, and on the following day sailed for Cherbourg, where he arrived early this morning.

ATWOOD CANCELS FLIGHT TO BOSTON

Says He Has Honor Enough and May Quit the Game.

[Canadian Press.]

New York, Aug. 26.—Harry N. Atwood, the aviator, who concluded his record-breaking aeroplane flight from St. Louis to this city yesterday, planned to leave today for Boston by train. The bird-man has given up his intention of flying today from Governor's Island, where he ended his long flight.

"My aeroplane was not protected from the rain last night," said Atwood today, "and I find that the engine is rain-soaked. Besides the fog is so thick that it would be dangerous to fly over the harbor, so I have decided to start at once for Boston by train.

Atwood is beginning to feel that he has honors enough, and indicated that he may retire from aviation. Summary of his flight follows:

Distance covered in air line, 1,265 miles.

Started from St. Louis, 8:05 a.m. Aug. 15.

Finished at Governor's Island, 2:30 p.m., Aug. 25.

Flying time for entire trip, 28 hours 31 minutes.

Average distance of each flight, 63 1-5 miles.

Beats previous world's record by 101 miles, not crediting him with the extra 100 miles which he claims for detours.

FORMER LONDON MAN

Continued From Page One.

stay, beneath the bowsprit to haul up the sail. It was entirely unnecessary for him to do this to save the sail, but he was inexperienced and did not know this, and the mate was too excited to tell him that he was taking his life in his hands.

"We were sailing close to the wind at the time, and the Caine was pitching violently. As Morgan was clinging to the bob chains her nose went down and a wave rose breaking his grip on the chains. My back was turned at the time, but I wheeled about as he gave the most terrible cry I ever heard.

"The ship was moving only about two knots an hour against the wind, and when Morgan rose to the surface he floated slowly by on the windward side. I was standing on the fo'c'sle at the time but ran to the mizzen rigging and seized the light of the mizzen jiger down-hauler and threw it to him as he passed by not twenty feet from the side of the ship. It fell three feet short, and with a terrible look on his face poor Morgan, hampered by his heavy wet clothes, struggled to reach it without success.

Dark Face White.

"The look on his face kept me awake every night for weeks afterwards. He was dark complexioned, but his face was as white as new sail cloth. His eyes seemed to bulge from his head as he tried to reach the end of the rope. The look of despair on his face made me cold.

"As the mate failed to give him orders the man at the wheel put it hard aport, carrying the vessel further away from Morgan. When Morgan first went overboard Zartz was in his room aft drinking and although the man at the wheel called Man overboard he had not come on deck.

"I ran aft along the bulwarks watching Morgan drift by until I reached the poop deck, where I shouted down the after stairway to the captain telling him to come on deck for God's sake. Second Mate Jack Ryan and I then stood by the boat ready to lower it.

No Boat Lowered.

"Coatless and with his hat in his hand the captain staggered to the deck and looked around in a dazed fashion for several minutes before he realized what was happening.

"'Grab the log line,' he shouted to Morgan and to us 'Get in that flying jib before she carries away.'

"Now, Morgan couldn't reach the log line, and had he been able to, it would not have held him.

"Ryan and I wanted to lower the boat and go after Morgan, who was swimming a few hundred feet away, but the captain ordered us all to unbend the flying jib and lower the mizzen peak. By the time we had done this Morgan was nearly a mile away and was struggling feebly.

"Ryan went aloft in the fore rigging, where he could watch Morgan, who was getting farther away. By this time a flock of fifteen or twenty 'Cape Horn pigeons,' as sailors call them had gathered around Morgan and were tearing at his eyes and face while he was trying to swim and fight them off at the same time. We could only catch an occasional glimpse of him as he rose to the crest of a wave.

Drank Gin to Forget.

"Tiring out he threw up his arms and sank out of sight for the last time. In the fore rigging Ryan covered his face. We all turned away sick, but the old man walking up and down the poop deck smiled and waved his hand to Morgan.

"To the last moment the old man refused to put the ship about for fear of the sails carrying away and would not lower a boat. We were pretty well unnerved by this time and were shaking so the old man called us aft, gave us each a drink of gin and told us to forget about it."

Little is known of Morgan except that he came from London, Ont, and was 22 years of age. The Minnie A. Caine is now lying at the bunkers discharging 2,000 tons of coal which she brought from Australia."

May Be Same Case.

On Aug. 10 The Advertiser published the following dispatch from Seattle, Wash. It may relate to the drowning of Morgan:

"Captain E. McMullen, of the British tug Bermuda, which arrived here today from the Texada Island, reported that at 8 o'clock Tuesday evening, in the vicinity of Active Pass, in the Straits of Juan de Fuca, he saw a man thrown overboard from a tramp steamer flying a foreign flag, which was passing out to sea.

"'I was looking at the vessel through the binoculars,' said Captain McMullen, 'when I observed a commotion on the forward deck, and from the struggling mass of sailors a man was seen hoisted overboard with a rope around his neck. He was lowered to within a few feet of the water, and then the rope broke, or was cut.'"

FIFTEEN PERISH IN COSTO RICAN COAST

Powder Magazine at San Jose Accidentally Blown Up.

[Canadian Press.]

New York, Aug. 26.—Cable dispatches from Port Limon, Costa Rica, tell of the loss of 15 lives in the explosion of a powder magazine at San Jose. The dead include two army officers, three soldiers and ten civilians.

The explosion is said to have been caused by the carelessness of a soldier, who lit a fire with which to melt lead for casting little images of saints which he sold to eke out his scanty pay.

CHILD RUN DOWN BY RECKLESS DRIVER

A little girl who was standing on the edge of the sidewalk at the northwest corner of Park avenue and Dundas street yesterday afternoon was knocked down by the wheels of a buggy driven by a colored lady, who, it is alleged, was driving at a furious rate. The vehicle turned the corner so closely that the child was brushed from the curb and thrown into the street, the wheels at the same time passing over her arms, which were badly bruised. It was thought at first that she was seriously injured and she was taken into an adjacent drug store where it was found, however, that beyond some severe bruises and the rain of the dress she was wearing, she was not much the worse for the accident.

The woman who was guilty of the reckless driving drove on without stopping, and left no clue to her identity. The little girl whose home is in the country was visiting friends in the city.

NEW USE FOR LEMONADE.

Putnam, Conn., Aug. 25.—Lemonade figured, not as a thirst, but as a flame quencher at a social gathering in the Congregational Church in Eastford last night. An alcohol lamp exploded, setting fire to the church furnishings, and also to the garments of Mrs. Ellery Bartlett. While some of the young men present applied coats about the woman and extinguished the flames, one seized a huge boiler full of lemonade and poured the liquid with good effect over the blazing carpet and other furnishings. Mrs. Bartlett was severely burned, but will recover.

Our customers all like it. If you are troubled with shoes that pinch or feet that ache and sweat, try Sanitary Foot Tonic. We sell large boxes at 25 cents each. Ashplant's Shoe Store.