

THE EDMONTON BULLETIN

(SEMI-WEEKLY.)

DAILY—Delivered in City, \$4 per year. By mail, per year, \$3. By mail to United States per year \$6. SEMI-WEEKLY—Subscription per year \$1. Subscribers in the United States \$2. All subscriptions in advance.

BULLETIN CO., LTD.

DUNCAN MARSHALL,

Manager

FRIDAY, OCTOBER 9, 1908.

THE BURDEN ON THE MAN WHO BUYS.

Taxation by tariff is voluntary taxation. No man has to contribute a dollar to the public treasury through the tariff if he does not want to do so. He may buy the goods from the home maker if he is averse to buying abroad and paying duty. Under the worst tariff the home manufacturer has the protection of convenience. It is much more convenient to do business with Toronto than with London. Importing means buying far in advance and in larger quantities than required, in the handling of local manufacturers. It requires larger capital, and eternal vigilance is the price of keeping the stocks away up to the demand and never in excess of it. If a wholesaler firm goes into the importing business, it is because they see money in it; and it is because they see money in it that means that the prices for the home-made commodities are high enough to reward them for the additional capital and inconvenience of buying abroad, and to leave them a larger profit than they would have from handling domestic products.

Canadians do not buy abroad without substantial reason. Other things being equal they would much sooner patronize the home-maker. Their national sentiment is sufficiently strong that they would even sacrifice something to do business with a fellow-countryman rather than with an outsider. This is another item of protection which tariffs cannot make and cannot take away. It is no reflection on Canadians that they buy goods abroad. They do so from a lack of national spirit or local patriotism, but for the quite valid and obvious reason that they effect a material saving by doing so. If they did not save money by it they would not do so. They would not do so if they did not save very considerably by it. To proclaim therefore that they buy heavily abroad is simply to proclaim that the local manufacturers are not put on the market at prices which the consumer considers fair to themselves and their interests. If they buy a million dollars worth of woollens in England that means that they have decided more money left in their pockets than if they bought them at home. They care more to make it worth their while to purchase abroad and to counterbalance their inherent preference for buying at home.

No Government can increase the burden of taxation by reducing the tariff, however much the income from the tariff may be increased by doing it. People do not have to pay duty. Every dollar they pay through the tariff is a witness that they are saving money by buying abroad. If they pay more dollars under a low than a high tariff this simply means that they are saving money under the low tariff and because it is a low tariff. A Government cannot increase the proceeds of taxation that go into the treasury by raising the duties though they may thus increase, and usually do thus increase, the burden borne by the public. Mr. Foster has said many ineffectual things. He said it correct one when he declared the purpose and effect of a protective tariff was to increase the prices of home manufactures. Under a high tariff a Government cannot force people to pay more taxes, but it can and does force them to, to induce pay more taxes or pay more for the home-made article. A Government cannot therefore increase the taxation which goes into the public chest by raising the tariff though they do increase the burden borne by the people. The people pay more, but the "more" does not go into the treasury of the country. It goes mainly into the pockets of the manufacturers who by reason of the higher tariff raise the prices of their goods.

Extremes exhibit tendencies. Suppose the tariff which Mr. Foster opposes and that which he advocates were carried to the extreme, what would be the result? Suppose the low tariff of the present Government were carried to its extreme—free trade. Would the burden of tariff taxation be increased or reduced? Suppose high protection were carried to its extreme—a prohibitive tariff. Manifestly the taxation which went into the public treasury would be decreased because there would be no imports and hence no income to the treasury at all. But would the burden borne by the public be reduced? According to Mr. Foster when the tariff is raised prices are raised too. Then if the tariff were made prohibitive, prices would "soar" that city that if a member of Parlia-

ment he would oppose Mr. Borden if that gentleman attempted to interfere with the contract with the Robbins Trigon Company. Mr. Magrath was, and presumably still is, a prominent member of the Alberta Railway and Irrigation Company, a rival enterprise to the Southern Alberta Land Co., the holders of the Robbins contract. He speaks therefore with knowledge of the irrigation business, its costs, its profits and its public advantages. More as a member of a rival concern he can be suspected of no desire to paint the bargain made with his competitors in a too-rosy hue. If the public got worsted in the deal with the Robbins people, Mr. Magrath would be only too glad to tell them so, the more so because in saying this he would be confirming the allegations of his political friends, while in approving the contract he turns those allegations over to ridicule. Mr. Magrath knows irrigation and the merits of irrigation bargains to the companies, if he knows anything. His interests, personal and political, are all on the side of painting the Robbins' contract in the darkest colors. Yet he declares he considers it so much in the public interest that he would oppose the party leader if that gentleman had the power and inclination to tamper with it.

TAKE YOUR CHOICE.

A local Opposition candidate wants the Government condemned because they charge too much for timber limits. The money paid for a limit, he argues, comes "ultimately from the man who buys lumber. There is at least the charm of variety about this for the same gentleman continues to hand out his party pamphlets declaring that the public domain is being "looted" because the Government do not charge more for timber limits. Given time our friends opposite may be relied upon to take up every position possible different from that of the Government, regardless of the mutually destructive results of their arguments. The case now seems to stand:

1. If the Government charge \$81 per square mile for timber the public resources are "looted," because the timber is worth more.

2. If the Government charge \$81 per square mile for timber the public are "looted," because the public in the end have to pay it.

THE NEW ALLY.

An Opposition paper declares in a heading "Bourassa Favors Conservatives; whole force of Nationalist Party directed against Liberal nominees." No doubt. Unquestionably this is true. It is precisely what was expected and what the Bulletin said was expected months ago. That was what Mr. Bourassa was assisted into Quebec provincial politics for. No one with a tolerable knowledge of current events expected, supported, or credited Bourassa with the role of a Liberal ally.

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What did all this mean? Simply that the party as a party gave up all hope of being able to capture Quebec under their own colors, and adopted the expedient of trying to creep into power there behind the coat-tails of Mr. Bourassa. They prevented party men entering the field in opposition to his supporters, they took the stump for his followers, they applauded his election as a "substantial gain."

Bourassa is the name of Quebec Conservatism. The political position Mr. Bourassa holds and whatever prestige it attaches to him he owes to the Ottawa Opposition. Naturally the "whole force of the Nationalist party" is directed against the Liberal nominees where that party has any force to direct. That is its business in life. That is the quid pro quo its leader pays for the assistance of Opposition election managers and speakers in the campaign, and for the quiet submergence of Conservative candidates. The Opposition are welcome to any pleasure or profit they may get out of the society of the Nationalists. But they must assume responsibility for them. What Mr. Bourassa and his empire-hating associates declare in Quebec the Conservative party must answer for in every other Province of the Dominion. This combination of the party whose motto has been Imperialism with the party born from hostility to Imperialism promises to produce some remarkable situations. If the Conservative party at large do not relish the situations they may credit the party mis-managers with the continued Quebec Conservatism to open the way for Nationalism.

MR. MAGRATH VERSUS MR. AMES ET AL.

Mr. C. A. Magrath, Conservative candidate in the constituency of Medicine Hat, told an audience in that city that if a member of Parlia-

ment he would oppose Mr. Borden if that gentleman attempted to interfere with the contract with the Robbins Trigon Company. Mr. Magrath was, and presumably still is, a prominent member of the Alberta Railway and Irrigation Company, a rival enterprise to the Southern Alberta Land Co., the holders of the Robbins contract. He speaks therefore with knowledge of the irrigation business, its costs, its profits and its public advantages. More as a member of a rival concern he can be suspected of no desire to paint the bargain made with his competitors in a too-rosy hue. If the public got worsted in the deal with the Robbins people, Mr. Magrath would be only too glad to tell them so, the more so because in saying this he would be confirming the allegations of his political friends, while in approving the contract he turns those allegations over to ridicule. Mr. Magrath knows irrigation and the merits of irrigation bargains to the companies, if he knows anything. His interests, personal and political, are all on the side of painting the Robbins' contract in the darkest colors. Yet he declares he considers it so much in the public interest that he would oppose the party leader if that gentleman had the power and inclination to tamper with it.

Mr. Magrath is not alone in his party in admitting the public merits of the bargain. It has been admitted by the very men who have held it up elsewhere and at other times as an instance of public robbery. Both Mr. Borden and Mr. Ames have addressed meetings in Medicine Hat since the contract has been before the public. Both discussed political questions. Both avoided discussing the Robbins charges, but they would avoid poison. Yet both had declared in Parliament that it was an outrage; both had utilized it as ground on which to attack the Government in the Eastern Provinces, both have displayed it as an instance of gross negligence of public interest since, both in the East and the West. Now, if this deal was wrong in Toronto it was wrong in Medicine Hat. If it was an outrage in the Maritime Provinces it was an outrage on the people of Medicine Hat. Yet before them the gentleman who held up the contract as an outrage in every other section of Canada have nothing to say about it. The place to trash out of the Robbins deal is Medicine Hat, yet the only place it was not ventilated by the criticism of the Liberal party, the only Conservative member who would be a member who has touched upon it, declares he approves of it, declares so when the interests of his pocket book, his campaign and his party all urge him to condemn it if he can find ground to do so.

Is this the course of candor? If Mr. Borden thought the bargain an outrage in Ottawa why did he not do some thinking about it in Medicine Hat? If he considered it a yoke about the necks of the future cultivators of the land why did he not tell them so? If Mr. Ames thought this so he bargained that he must preach to the "iniquities in Nova Scotia, why did he not think along the same line before he went into the arena? The silence of these gentlemen in Medicine Hat is more convincing than their arguments elsewhere. Statements that cannot be advanced or dare not be advanced against a transaction in the district affected by it are no arguments at all, and the men using them are stooping to a species of deception which does little credit to their conception of public intelligence. The public, they assume, do not know, therefore they tell them half the facts. Where all the facts are known they are silent. Their silence is audible.

For ten years or more there has been on the statute books of the Dominion an Irrigation Act, empowering the Government to sell land which requires irrigation to whoever wants it, on condition that the purchaser spend an amount equal to two dollars per acre in putting water on the land. The price of the land from the Government is one dollar per acre. No adverse criticism has been offered to this Act. The policy embodied in it has been approved by the majority of the Opposition as well as of the Government. On the policy and the legal embodiment of the policy there is and has been no divergence.

Under this Act and by virtue of its authority tracts have been sold to various parties. One of these was the Alberta Railway and Irrigation Company, who purchased 500,000 acres. Another was the Southern Alberta Land Co., or the Robbins Co., who purchased 300,000 acres. The price paid for the land in the two cases was the same. The obligations as to

irrigation were the same. If one sale was wrong the other was wrong. If the sale to the Robbins Company was wrong the sale to the Alberta Railway and Irrigation Company was twenty-five per cent. more wrong. Yet while Mr. Borden, Mr. Ames, Mr. Northrup, Mr. Bristol, Mr. Lake, proclaim that the Robbins' sale was wrong, not a word from them as to the larger area sold to the Alberta Railway and Irrigation Company. Why this discrimination? The railway companies are not of the other? Was this because Mr. C. A. Magrath was interested in the Alberta Railway and Irrigation Company but not in the Southern Alberta?

The only criticism of the transaction with an appearance of validity is that in the sale to the Southern Alberta Land Co. the price at which the land shall be sold to farmers is not stated. This is quite true, but the validity of the criticism is apparent only. The land could only be given to farmers without irrigation. Successive Governments tried it for twenty years and failed. The railway companies refused to take any part of their land grants in the tract. Two lines of railway traversed it for twenty years yet it was unsettled and unproductive, and had no possible promise of becoming so without water. The company undertake to irrigate the tract, spending one hundred thousand dollars per year for five years and one million dollars in ten years. The Government reserve the right to fix the rate they may charge the farmer for water. Without the water on the land the farmer would not take the land for nothing. The Government held the power to say how much the company may charge him for the water. If he buys the land. Therefore the Government hold the power to say how much the company can get him to give for the land. And all the land unsold at the end of fifteen years reverts to the Crown.

But, say the critics, the original buyers sold their contract for an immense profit. Well, the Irrigation Act is still on the statute books. There remain immense areas unproductive for want of water. There are in the party of the critics many gentlemen who have shown both the inclination and skill to make money out of Western lands. Why do not these gentlemen apply for an area under a precisely similar contract to that of the Southern Alberta Land Co.? Has Mr. Foster lost his ability to see a chance to make a turn? Has Mr. Fowler lost his persuasion that he cannot get the United States to buy his land? Is it a venture of this kind? He should be as successful in selling irrigation contracts as any man. Yet he does not take the chance. Why this reticence? If there are millions in the business, why are these gentlemen not after them? *—JANAPAS.*

THE TROUBLES OF AN AUTHOR.

Mr. J. S. Williamson is trying to threaten to invoke the copyright law to prevent Liberal journals quoting his "Life of Lord Methuen." It is interesting to note that the man who held up the contract as an outrage in every other section of Canada have nothing to say about it. The place to trash out of the Robbins deal is Medicine Hat, yet the only place it was not ventilated by the criticism of the Liberal party, the only Conservative member who would be a member who has touched upon it, declares he approves of it, declares so when the interests of his pocket book, his campaign and his party all urge him to condemn it if he can find ground to do so.

It is in vain to expect general agreement as to the results of the "protectionist" system. The fact stands that under the "protectionist" system our rate of progress "was the most unsatisfactory in all our history, and that the sounding 'prophecies of industrial prosperity' and 'national growth which filled the 'mouth of politicians by whom the 'system was imposed upon the country, had imperfect and inadequate realization."

The Ottawa Citizen (Conservative) puts it this way: "Editor Williamson's 'lines have not only fallen in unpleasant places but they seem to be badly crossed. Not long ago he was a 'Liberal of the Liberals; then he was 'an independent of the independents, and, just recently, he has become a 'Tory of the Tories. In the Robbins-Macdonald mix-up he is being called upon to vindicate the Globe against the Conservative Premier; in his 'dependent capacity his utterances against the Conservatives are being 'used as campaign literature in 'North Toronto; and in his Conservative capacity he is endeavoring to suppress the publication of his 'independent utterances by taking action under the Copyright Act. As a 'report that Mr. Williamson is not making much of a fist of it."

THE DIFFERENCE.

"Ladies, have you ever been at a quilting party? If you have, you will know that while some women get into frames full when the breaking up time comes, others only have done some part; and when you ask 'why?'

you will find out that it is because they have gossiped instead of having worked. The Laurier administration quits all the time, while the Opposition gossips."

—Hon. Geo. P. Graham.

IN THE "PROTECTIONIST" ZONE.

The Mail and Empire says the people of Galt want the "return of the Conservative policy of protection and prosperity."

Now, what tariff policy do the Opposition stand for?

PREMIER McBRIDE'S ENVOY.

Ottawa Free Press—It is announced by the Toronto News that the premier of British Columbia, Hon. Richard McBride, has decided that his daily meetings in support of the seven Conservative candidates in his own province will be of more service to the success of Mr. Borden than to spend two weeks on the train in order to take part in the Ontario meetings. He has accordingly sent as his substitute, Hon. W. J. Bowser, M.C., the attorney general.

This is the same Mr. Bowser who stands convicted by the public records of having, while publicly carrying on an agitation in Vancouver against the immigration of Japanese, acted as the attorney for a Japanese company in the preparation of a contract for the importation of coolies to be employed by the Canadian Pacific Railway company. And, worse than that, he was the author of the so-called Natal Act of British Columbia of last year, wherein he made legal the admission of the very coolie immigration which he had been publicly opposing. The Victoria Times puts the case none too strongly when it says:—"Mr. Bowser is already finking, and he is about to take upon himself the wings of the morning and the general progress of the country, has been characterized by unusual care and good business methods."

THE POSTAL RECORD.

Winnipeg Free Press—The postal department is absolutely correct in its description as coming home more closely, in a sense, to the lives and the business of the people than any other of the public services. There is no better test of the great development of the Dominion during the past decade than the expansion of the postal system.

In no year in the history of the Dominion has the postal service been so successful. In 1896 there was a deficit of \$75,152. Since 1896 the postal service has produced a surplus every year. Last year this surplus was \$1,000,000. The grand total since 1903 being \$4,282,219.

In reviewing the postal development since the Liberal government took office, Mr. Lemieux, said in his speech at Niagara Falls: "I take no credit for this success. It is due to the master hand of my predecessor, Sir William Mulock, one of the most public-spirited men this country has ever produced. I am an imitator, not an originator. And, mark well, this magnificent surplus has coincided with a substantial increase in the salaries of the postmasters, with a large increase in the number of post offices, with an enormous addition in the mail service, and last, but not least, with a reduction in the postal rates."

Mr. Lemieux is entitled to the credit of having put himself in a worthy successor of Sir William Mulock. The reduction of the drop rate in cities from two cents to one cent, made in the closing days of the recent session of parliament, is the latest in a long series of reductions in postal charges in Canada to subscribers in Great Britain, and to every portion of the Empire. The rate from Canada to Great Britain, and to every portion of the Empire, has been reduced from five cents to two cents. The rate on Canadian newspapers and periodicals sent from publishers in Canada to subscribers in Great Britain and other parts of the British Empire has been reduced from eight cents per pound to four cents per pound, or 50 per cent. And correspondingly, last year Mr. Lemieux was able to obtain from the postmaster general a reduction in the rate of postage on British magazines and newspapers coming to Canada from eight cents per pound to two cents per pound. Speaking of these two last mentioned reductions, Mr. Lemieux said at Niagara Falls: "I claim that both these reductions have already been abundantly justified. The Canadian reduction has been a means of making Canada better known, and of attracting population, wealth, and industries. On the other hand, the increase in the rate of postage on British magazines and newspapers has promoted throughout the length and breadth of Canada a true spirit of loyalty and devotion towards the mother country."

A few figures will show how, with the substantial reduction in the rates of postage, and with the increase of salaries to postmasters from \$12 to \$30, the service in Canada has nevertheless been extended by the Liberal government since 1896—

	Number of Post Offices.
1896	9,103
1908	11,823
Percentage of increase	30
	Money Order and Postal Note Offices.
1896	1,310
1908	9,537
Percentage of increase	8,327
	Post Office Savings Banks.
1896	756
1908	1,084
Percentage of increase	43
	Total Miles of Annual Travel of Mails.
1896	30,551,853
1908	49,966,149
Percentage of increase	63,463
	Number of Letters Carried.
1896	116,028,000
1908	395,011,000
Percentage of increase	279,983,000
	Total of Articles Carried in Mails.
1896	177,178,136
1908	519,452,045
Percentage of increase	342,274,000
	Amount of Money Transmitted by Money Orders and Postal Notes.
1896	\$13,081,860
1908	\$5,284,595
Percentage of increase	42,902,735
	Percentage of increase in Savings Banks.
1896	126,452
1908	165,690
Percentage of increase	39,248
	Financial Results.
1896 deficit	\$ 781,152
1908 surplus	1,101,227
	Making financial improvement of
1908 surplus	1,882,979

The above figures show that the administration of the post office department, while keeping pace with the general progress of the country, has been characterized by unusual care and good business methods. In regard to the free rural mail delivery which Mr. Lemieux announced at Niagara Falls as about to be inaugurated, he explained that a moderate form of that service has been planned, which will utilize the existing postal machinery, and let us hope, not prove too costly. With the present average density of population in Canada and the present financial resources of the country, free rural delivery on the basis of the system in the United States is absolutely out of the question. In Canada the area to be served is as great as in the United States, but the United States has a population of 85,000,000, against Canada's 6,000,000, and a postal revenue of \$18,000,000 annually against Canada's \$9,000,000. In other words, there is in the United States a population fourteen times as great as ours, quickly. The shriek of the locomotive and the whistle of the train can be heard far to the north of the coast of the free rural mail delivery of Canada.

OPEN THE BAY!

"Open the Bay" is a poem which was written years ago by Charles Moir, at present a resident of Lethbridge. It was first published in a Prince Albert paper in 1883, twenty-five years ago.

"The navigation of Hudson's Strait is impracticable,"—Enlightened Hudson's Bay Company Trader from Ungava.

"The Hudson's Bay route is a chimera,"—Patriotic Toronto Newspaper.

Open the Bay, which o'er the Northland broods,
Dumb, yet in words with a mighty fate!
Open the Bay! Humanity intrudes,
And gropes, prophetic, round its solitudes,
In eager thought, and will no longer wait.

Open the Bay which Cabot first espied
In days when they bark and pinnace bore
Faint pilots and brave captains true and tried—
Those dauntless souls who battled, far and wide,
With wind and wave in the great days of yore.

Open the Bay which Hudson—doubtless crowned
By fame to science and to history gave—
First sailed and found, his utmost bound
Here, all unwittingly, he sailed and found.
At once, a path of empire and a grave.

Open the Bay! What cared that seaman grim
For towering icebergs or the crashing foe?
He sped at midnight or at midnight dim,
A man and, hence, there was a way to him,
And where he went a thousand ships went on.

Open the Bay! The myriad prairie calls;
Till homesteads rise and comforts multiply;
Give to the world the shortest route of all,
Let justice triumph though the heavens should fall!
This is the voice of reason—manhood's cry.

Open the Bay! Who are they that say "No?"
Who locks the portals? Nature? She resigned
Her reign, her stubborn frost and snow,
Her sovereign sway and sceptre, long ago,
To sturdy manhood and the master, Mind!

Not these the foe! Not Nature, who is faint
When earnest heart, an earnest end pursue;
But man's old selfishness and greed of gain—
These ancient breeders of earth's sin and pain—
These are the thieves who steal the Nation's due!

Such are the heirs of traders Gilling led—
Such were they in the past, with souls obdurate
When duty called—who, never, never, never
To England's honour, hung the craven head,
And struck the British flag to La Perouse.

And such are they who, in their Eastern place,
Say, "It is folly and the purpose vain!"
The carrier and the shallow huckster's race—
They are the hands, not Nature's, which efface,
And seal the public good for private gain.

Open the Bay! Let Earth's poor people in!
What though the selfish interests lie and float—
Open the Inlet! Let them grow and grin,
And Power still bask with them in their sin—
Humanity, their master, is about!

It looks abroad, and with purged vision sees
Man's wily nature bared, not overcast,
It comes to scatter to the winds his plans,
His privileges and bland accessories,
And with strong arm right the wronged land at last.

mail delivery; which was not inaugurated in the United States until that country had 70,000,000 population and a postal revenue of over \$80,000,000 a year. In this matter we in Canada must cut our coat according to our cloth. For some time, as announced by Mr. Lemieux, the officers of the post office department have been studying the main features of rural free delivery as operated in the United States, with a view to the possible introduction of a scheme in accordance with our revenue, population and physical conditions. It is satisfactory to know that in inaugurating this service the government has a postal surplus for the past year of over a million dollars to come and go on.

THE LAST NORTH.

Toronto Star—The city of Edmonton is fortunate in having a board of trade as progressive and broad minded as any in Canada. Optimism is common enough in the west. It is as natural as the rejoining of a young man in his strength. It is the inevitable result of the contemplation of tremendous opportunities. We have been uncharitable in our judgment of what we call "spread-eagledness" in the United States. A hundred years ago the United States acquired the Mississippi valley for a price equivalent to half the present assessment of a ward of the city of Toronto. The settlement of this region produced an expansion similar to that which we are witnessing in Canada today. As the tide of migration rolled still farther westward, hope rose still higher. Some of the dreams were realized; from some there was a rude awakening. In our own joyous youth we ought to recall with sympathy the youthful dreams and aspirations of another nation; and to regard its faults and errors not with scorn, but with the feeling that the dreams were ours, and that that great opportunities bring with them great responsibilities.

In Edmonton you find not only the natural optimism of youth and strength, but a recognition of the responsibility arising out of a unique position. Edmonton is now the northern terminus of two railways, and will soon be the northernmost terminus of three. It is the most northerly city of Canada, leaving out of consideration the Yukon territory, and the starting point for the development of the Peace River country. From this city those who like the romance of travel may go by stage and boat to the Arctic ocean, travelling by the famous MacKenzie river, great regions watered by the Peace river, Great Slave lake, and Great Bear lake, once known only to a few hardy explorers and traders, may now be reached in comparative comfort by those who are not afraid of the ordinary hardships of travel outside the railway lines. The Edmonton board of trade publishes a book containing maps and carefully prepared schedules of the different routes, stages, boats, and stopping places, with the names of the agents and the rates of fare. Those who are interested in the development of Canada, as well as those who are tired of the old paths of travel and crave new sensations, will do well to communicate with the Edmonton board of trade. The west will grow old, and those who are tired of the old paths of travel and crave new sensations, will do well to communicate with the Edmonton board of trade. The west will grow old, and those who are tired of the old paths of travel and crave new sensations, will do well to communicate with the Edmonton board of trade.

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It looks abroad, and with purged vision sees
Man's wily nature bared, not overcast,
It comes to scatter to the winds his plans,
His privileges and bland accessories,
And with strong arm right the wronged land at last.

THE MARINE DEPARTMENT

Hamilton Times.

The appointment of the royal mission of inquiry into the fisheries department was of the fortunate acts of the government in the last session of parliament. The department had become so overgrown with scandal and misrepresentation that the public was beginning to receive of it as some infernal inferno of graft and corruption—useless and unprofitable. The royal commission's investigation, far, has been a gradual lifting of fog, which has obscured the workings of the department, and the light of truth has struck upon a here and there along the long line of the department's operations, revealing instead of want, profit instead of unprofit, and usefulness instead of loss.

The fog which obscured the work of the department was a natural result of the mind of the department. The department was a minister in charge of the department and he was conscious, no doubt, of the most serious situation which had been achieved; he saw, no doubt, changes that had taken place in his own time, and he knew that the department would be a king, having made them. So he resorted to diversion from the actual work of the department, and he immediately responsible for them; he so fully charged the air with suspicion and calumny that, for years, the whole department, every one connected with it, was under a cloud. The alleged corruption of the marine and fisheries department settled down into an artificial faith, and the alleged corruption of the marine and fisheries department, coming along, caught the fiction, and began to read the department with suspicion, their hearts and a resolve to condemn it. This is proved by their assumption that the minister of the department was a price of a contract for coal should be raised, because the contractor complained that the price in the contract was below cost. Wherever the minister was, the minister ordered the contractor be compelled to supply the coal at the price which was contracted, and the contractor had to it.

The other instance on which the department was a certain price of flour by the agent at Quebec. The agent in Ottawa having had occasion to question the price, wrote an explanation. A long correspondence took place between the agent's branch of the department, the agent, and the account was finally required to ascertain whether the price asked was reasonable. Every precaution was taken to no more than a fair and just price should be paid. The commission, however, charged the agent with carelessness, and wrongly stated the account was required into it. The fact was that it was required into the initiative of the department. The agent, however, had seen the account, and had nothing to do with the inquiry.

These are the only matters in which they attempted to be dishonest, and they were astray of facts in both. The misconception of the methods and work of the department continued to grow, and the port, and they condemned whole the work of the lighthouse board composed of the four senior officers of the department, Hugh A. Allan, the Allan line of steamships, a Capt. W. J. Frouge, manager of a Canadian Pacific steamship line, and a British Columbia. The commissioners stated that the formation of the board was a mistake, and that the commissioner of lights had been a most unfortunate departure, so far as the efficiency of the department was concerned, and certainly had not added to the general efficiency of the marine and fisheries department.

T. Robb, secretary of the shipping confederation, told Royal Commissioner or Cassels on September 2 that 1890 the shipping trade and the shipping interest were all leaving Canada and going to United States ports on account of the dangers to navigation and the extra insurance charged by marine insurance companies. The channel needed dredging and no lights. Ships were delayed, eight hours waiting for the tide, and could not proceed in