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New Brunswick's Independent Newspapers

These newspapers advocate:
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Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
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No deals!

"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., JUNE 10, 1914.

MAKING THE MONEY FLY.

During the last year of Liberal rule at Ottawa the total expenditure both on capital and current account amounted to $122,861,250.

We are sometimes told that the public finds figures tiresome. If so, there are some figures which ought to be generally placed before the public today which are calculated to produce that tired feeling all over the country.

The main estimates submitted to the House of Commons by the Borden government a few weeks ago amounted to $191,000,000. The supplementaries, brought down a week ago increase the former amount by $17,000,000, making the expenditures $208,000,000. To this must be added $45,000,000, the amount of bonds guaranteed for Mackenzie and Mann, $1,2000,000 to reimburse the depositors of the Farmer's Bank, and a large amount granted under the Fenian Raid Bounty Act.

In other words, the total appropriations will amount to more than $260,000,000, as compared with $122,000,000 in the last year of the old government, or more than double.

The increase alone under Mr. Borden—the difference between Sir Wilfrid Laurier's greatest expenditure and Mr. Borden's expenditure as now proposed—would equal $17 for every man, woman and child in the Dominion. The expenditure on revenue account alone has been increased by more than $68,000,000, or $40 for each average Canadian family.

Canada is finding the Borden government a most expensive luxury. The independent citizen may fairly ask himself whether there has been any improvement in the public services such as could be held by the most extravagant reasoning to justify any such increase in the public expenditure as has been made.

VILLA.

The world has been hearing all sorts of stories about Francisco Villa, and in most of these he is represented as a murderous brigand, savage, and often drunk. Robert H. Ewell, a New York lawyer who spent some weeks in Mexico on business recently, and who became acquainted with Villa and some of his lieutenants, tells the New York Post that the Mexican general carries with his army a train of sixteen hospital cars lined with white tile, and many portable French operating tables and experienced surgeons, and that when Villa captures a town he closes all the saloons at once and issues orders that anyone selling liquor or looting houses will be shot. Mr. Ewell says that Villa's parents were peons, and that he was, not long ago, a reckless and irresponsible brigand chief, but that now he is becoming civilized. Mr. Ewell's idea is that Villa adopted better methods and better standards just as soon as he encountered them and understood why they were better than the old ways under which he had been trained. His followers regard him as a popular hero. He is a fatalist, and takes no precautions to protect himself from the enemy's rifles in battle or from the knives or bullets of assassins at other times.

The Villa described by Mr. Ewell is not at all the sort of man with whom the American public has hitherto become acquainted through the Mexican despatches. The Americans themselves, in their Santiago campaign, never had any hospital cars lined with white tile. Their wounded suffered greatly, and their losses were swelled disgracefully, by lack of proper hospital equipment, medicines, and surgical appliances. Villa is evidently a good deal of a savage, and one who holds human life cheap, but according to Mr. Ewell he is developing, and must be reckoned with.

ORDERS FROM THE STANDARD OFFICE.

The Standard speaks for the Minister of Marine and Fisheries. Recently the Board of Trade unanimously adopted a resolution moved by Mr. W. Frank Hatheway and seconded by Mr. R. B. Emerson, both Conservatives, asking the Minister of Marine to prevent the renewal of the Gutelius agreement and the making of any other transportation arrangement discriminating against St. John. The Standard complains that there has been constant nagging and criticism of Hon. Mr. Hazen, and it serves notice upon all and sundry that the city must mend its manners or submit to some form of rebuke or punishment which the Standard does not define but which it intimates will be dreadful enough. The Standard has this to say editorially:

"Up to now the men of the Conservative party have put up with this unwarranted criticism and nagging of Mr. Hazen with little protest, but their patience has about reached the limit and they will submit no longer. If the Minister of Marine is to be persistently abused in public meetings of supposedly non-political bodies, such as the Board of Trade, and if the utterances of those bodies are to be twisted and contorted for the purpose of arousing sentiment against the leader of the party in this province, then it is time the friends and supporters of the government and of Mr. Hazen should stand up and be counted.

"The present method of booming St. John by abusing St. John's representative in the government of the land must either at once cease, or else stand revealed as a mere political campaign undertaken in the Liberal interests. If the movement to aid St. John is to be proceeded with along fair non-partizan lines, and credit accorded where it certainly is due, then the Standard is prepared to give to it every assistance in its power. On the other hand, if it is to be politics, then let us have the mask off at once and we will know how to deal with the situation."

All this is very interesting, as indicating the troubled condition of affairs in the Conservative official circle, but it is rather wide of the mark. It is written or inspired by somebody who does not understand the Canadian system of government. Mr. Hazen, who is one of St. John's representatives at Ottawa, and who is the Minister of Marine and Fisheries, is supposed to be, under our system of government, a willing and vigilant servant of the people who honored him by sending him to the House of Commons. The Standard's article would suggest that this basic fact has been overlooked, and that St. John should regard the Minister of Marine as a sort of independent authority, to be placated and respectfully worshipped at a distance, and that any failure to observe these relations may be followed by the displeasure of the great man, who might turn away his countenance from this constituency to its great injury.

Mr. Hazen's newspaper to the contrary notwithstanding, it will still be found necessary to discuss public questions in St. John with the utmost frankness, and to keep in mind the respective positions occupied by Mr. Hazen on the one hand and this constituency on the other. Mr. Hazen's course at Ottawa since he entered the cabinet has, unfortunately, made necessary several public meetings of a highly significant character; and if telegrams and letters of warning, of protest, and of advice, have frequently been directed to him at Ottawa, it is essential to remember that the fault was there and not here. The community is in no temper to accept with humility such bluster as that which the Standard publishes in an effort to improve the unhappy situation of our representative in the Borden ministry. He has failed his constituency and his party, and neither will be blind to the facts.

DAYLIGHT SAVING.

If Regina and other western cities find it profitable, healthful, and pleasant, to set their clocks ahead an hour in the summer season and so gain an extra hour of daylight, there is reason to suppose that eastern Canadian cities would derive the same benefits from the change. And, if such a change is desirable, it should be no more difficult to bring it about by common consent in the East than in the West. With the idea of obtaining some practical information on this subject, a St. John man recently wrote to the publicity commissioner of the city of Regina, where the plan was lately adopted, asking how the scheme became popular and how the City Council came to bring it into force. The publicity commissioner, Mr. Norman A. Ruse, referred the St. John man's letter to Alderman Rounding, who was the father of the daylight-saving plan in Regina, asking Mr. Rounding for his opinion as to the advantages of the plan in the light of the city's experience with it. Mr. Rounding wrote to the publicity commissioner in reply, and the information thus supplied should be of interest here. Mr. Rounding, after referring to the St. John man's letter, says:

"I might state that in my opinion this by-law has been a much greater success than was anticipated by even those who were strongly in favor of it, and who felt that the passing of this by-law was in the interests of the people.

"I might state that one of the reasons that this by-law has been so successful is that we have had the co-operation of both Provincial and Federal Governments in having all offices under their control work as much as possible under the new time. In addition, the banks and schools are operating under the new time, and while a small minority of the pupils may be inconvenienced by the fact that their parents are employed by the railroads who operate under the old time, it is hoped that this difficulty may be overcome by another year, owing to the fact that it is the intention of this city to endeavor to have the railways change their time in 1915 so as to conform with the time now in vogue in this city. As the promoter of this by-law, I may say that after careful observation since the by-law was passed I am more than pleased with the benefits that are being derived as a result, and it is very gratifying to me to drive around the city and note the large number of people who are now fixing up their lawns and planting their gardens and improving the outward appearance of their homes in general, the benefits derived therefrom by the city being two-fold, namely—beautifying the city and producing thousands of dollars worth of garden truck on land that in the past has been practically unproductive; and the only conclusion that the writer can come to is that the extra hour of daylight which we now have in the evening not only gives the various citizens an opportunity for improving their homes themselves in the way above mentioned but leaves no excuse for not doing so.

"Another advantage which has undoubtedly been secured to our citizens by the passing of this by-law is that it gives a greater length of evening in which citizens may take part in various kinds of sports. This applies not only to the young but to the older citizens as well, as is evidenced by the fact that practically any night you will find a large number of business men, who in the past have been unable to take part in any kind of games, spending an hour and a half or two hours between 7 and 8.30 o'clock playing golf or taking part in other games, while our various parks and playgrounds are filled with young men playing baseball, football, lacrosse, etc.

"In conclusion I might add that previous to the passing of this by-law, a number of well known citizens advised me that the by-law would not be a success, that a number of people would not be willing to conform to the new regulations, and that the inconvenience would be greater than the convenience. However, since the by-law has been carried and we have had an opportunity of seeing same in operation for almost a month, these same people have stated to me most emphatically that in their opinion the passing of this by-law was all that could be desired, and that they hoped that it might be extended to other places so that they might reap the same advantages which we have."

To which the publicity commissioner adds:

"That the scheme has worked well in Regina is easily seen by the fact that numerous towns surrounding the city have adopted the same time."

The world is revising gradually its ideas concerning health, wealth, and the leading of a normal life. Medicine is not regarded so highly as of old, but sanity and common sense in matters of diet, hygiene and exercise, particularly exercise out of doors, are much more fully appreciated than they were ten years ago. The daylight-saving plan can be said to injure nobody, while it confers a very distinct benefit upon the people of any northern country whose summer is short at best, and who, through blind obedience to the clock and to old habits, waste a valuable portion of the glorious morning daylight by remaining in bed, and so depriving themselves not only of the fine morning air but of the privilege of knocking off work an hour earlier towards the close of day.

These in brief are the common sense reasons in favor of daylight saving. The West has given the plan a good start, and there is reason to believe that eastern cities will soon be ready to give it a trial.

"A LITTLE GINGER" NEEDED.

In attempting to exalt Mr. Hazen and to misrepresent Dr. Pugsley, the Standard, unfortunately, is suppressing some of the evidence in the case. In Hansard for May 22 there is a little passage at arms between Dr. Pugsley and Mr. Hazen which the Standard ought to publish. After both the St. John men had spoken, and Mr. Hazen had finished his third or fourth speech, the Hansard report is as follows:

Mr. Pugsley—Mr. Chairman—
Some hon. members—Oh, oh.
The Chairman—I am afraid that this whole discussion is out of order.
Mr. Pugsley—But, Mr. Chairman, you did not call the minister to order.
Mr. Hazen—I was replying to the hon. gentleman.
Mr. Pugsley—But I commenced this discussion, and under the amenities of debate, should have the final reply. My hon. friend has said that he will not be deterred by any remarks of mine from neglecting to do his duty. My only hope, Heaven knows, is that he may be stirred up into doing his duty—that is all I ask. I want to put a little ginger into him; to stiffen his back; to put him in a better position to fight his colleagues who have ignored him. If I can strengthen him; give him greater vitality; make his voice stronger and his influence with the Government greater, so that justice will be done to the constituency he represents, nobody will be better pleased than I.

To put a little ginger into Mr. Hazen, to stiffen his back—that back which J. L. Stewart, M. P. P., editor of the Chatham World, describes as spineless—to give him greater vitality, to make his influence with the government greater—surely these efforts are well directed and woefully necessary. After all, these very things which Dr. Pugsley is trying to do are precisely what those citizens of St. John were trying to do, when, after public meetings and committee meetings, they directed telegrams and letters to the Minister of Marine and Fisheries, urging him to stand up for St. John, to secure justice, and not to submit tamely to such outrages as the Gutelius agreement. Yes, it is indeed necessary to put a little ginger into Mr. Hazen. Everybody knows it.

THE HOG ISLAND CROSSING.

The saving of four and a half miles in bringing the Valley railway to St. John by crossing at Hog Island instead of at Dunham's Wharf is the advantage promised by the adoption of Mr. S. L. Peters' plan for bridging the river at Hog Island above the Mistake, instead of at Dunham's Wharf at the lower part of the Mistake Point.

If the soundings in the channel at Hog Island confirm Mr. Peters soundings of last winter, and if the bottom there is found favorable, the main bridge there would only be 1,900 feet in length as compared with a bridge of some 5,000 feet in length at Dunham's Wharf.

Mr. Peters' soundings showed that the greatest depth of water in the main river channel at Hog Island was thirty-nine feet. After crossing the main river channel the road would run across a part of Hog Island and would then cross a shallow arm of Belleisle Bay where the greatest depth is twelve feet. This arm would not require a bridge, as the railway could be carried on an embankment, the depth of water not being enough to give trouble at any time of year. It is estimated that this embankment across the arm, the line across a part of Hog Island, and the bridge across the channel, could be built much more quickly than the bridge at Dunham's Wharf, and the approximate cost would be $1,000,000 for the whole crossing at Hog Island as compared with $2,100,000 at Dunham's Wharf.

To save four and a half miles of railway means just so much in subsidy, besides a large amount for annual upkeep and operation, and, moreover, if a million dollars can be saved by building the bridge at Hog Island instead of at Dunham's Wharf, the province, which becomes responsible for the interest on the bridge money after fifteen years, would be that much the ganer. The Board of Trade committee has had blue prints of the two routes prepared, and these show that the railway by way of Dunham's Wharf, after crossing the river, runs away up past Gorham's Cove to a point alomst opposite Hog Island before turning off towards the Kennebecasis. It thus traverses three sides of a square, whereas the line by way of Hog Island is almost a direct line toward the Kennebecasis crossing.

The saving in time by building the bridge at Hog Island instead of at Dunham's Wharf would be extensive and important, and the ultimate saving in money would be immense,—always provided that soundings at the location favored by Mr. Peters do not develop a soft bottom or some other unexpected difficulty. The work of making the soundings requisite to reach a sound engineering decision is not difficult, and need not occupy much time, and both the Dominion government and the provincial government should have no hesitation in making a prompt and thorough investigation of the Peters route, which, if feasible, will be of very marked advantage as compared with the crossing farther down. If sound business principles are to be observed, the taking of soundings at Hog Island should be proceeded with at once.

THE SENATE AND THE C. N. R.

In sending the Canadian Northern aid bill back to the House of Commons the Liberals in the Senate are acting clearly in the interest of the whole country. Instead of permitting this astonishing raid on the treasury the Liberals merely propose that the country shall have some control over the railway in the future, and that, when the Canadian Northern Transcontinental railway is completed, Canada, which is virtually financing it, shall have some shadow of security for its investment. Recently a Liberal writer at Ottawa prepared the following excellent summary of the Canadian Northern legislation, which should be of interest now when the action of the senate will be under review by thoughtful Canadians:

"Mackenzie and Mann are to get the $45,000,000, get it on the terms satisfactory to themselves, get it without any real investigation into the affairs of the Canadian Northern or into the manner in which the two magnates have grown wealthy as owners of the railway without risking their own money.

"Proceedings in Parliament within the past few days have made this fact abundantly plain. When he introduced the $45,000,000 legislation, Premier Borden declared that he was anxious to receive suggestions as to changes which should be made in the proposals. When suggestions were made, Mr. Borden gave them scant attention.

"When an amendment was offered by the Liberals providing for such a change in the Government's proposals as would make Sir William Mackenzie and Sir Donald Mann personally responsible under the agreement, Mr. Borden summoned his followers to vote down the motion.

"When the Liberals offered an amendment calling for a thorough investigation into the affairs of the company, Mr. Borden summoned his followers to vote down the motion.

"When the Liberals offered an amendment providing that the capital of the company should be set at $80,000,000—instead of at the $100,000,000 of watered stock proposed by the Government—and that the entire stock be placed in the control of the Government for five years and be subject to purchase by the Government within that period for not more than $30,000,000, Mr. Borden summoned his followers to vote down the motion.

"When the Liberals offered an amendment providing that the Canadian Northern should equalize freight rates on western and eastern lines in order that present heavy burdens upon the people might be removed, Mr. Borden summoned his followers to vote down the motion.

"Not one word of the proposals which are so satisfactory to Mackenzie and Mann was to be changed. Not a comma was to be removed or added. No provisions to safeguard the public interest were to be incorporated in the agreement. Liberal efforts to protect the public interest were unavailing.

"The Government had made its "deal" with Mackenzie and Mann and it had its parliamentary majority at hand to see that the 'deal' went through.

"During the 1911 election campaign, Mackenzie and Mann and their associates fought valiantly on behalf of Mr. Borden and his friends. Members of the Mackenzie and Mann ring were prominent among the 'Noble Eighteen' who led the fight against the Liberal party in Ontario. When Mr. Borden was successful at the polls, Mackenzie and Mann were quick to see and to seize their opportunity. During the first session of the present Parliament they obtained millions of dollars of public money through legislation brought forward by the Government and forced through by its majority. Last year the performance was repeated and in spite of earnest Liberal protests, Mackenzie and Mann received another $16,000,000. Now Mackenzie and Mann are trusting to their political allies once more and once more they are to receive aid at public expense, this time to the huge amount of $45,000,000. Without any real investigation into the affairs of the Canadian Northern, with practically no information given to Parliament except that which is contained in some affidavits sworn to by employees or relatives of the Mackenzie and Mann group, notwithstanding the fact that misleading information was given to Parliament last year by this same group, without squeezing out the water from the stock of the Canadian Northern companies, without providing any adequate safeguards for the public interest—in a word on terms which are entirely satisfactory to Mackenzie and Mann and have not been prepared with an eye to the public welfare, Premier Borden and his colleagues propose to add another $45,000,000 to the hundreds of millions of dollars of assistance already given the two railway magnates from the public treasuries, and the obedient Government majority dutifully votes to complete the 'deal.'"

Anyone who fairly examines the facts in this case will have no hesitation in deciding that the Liberals in the Senate have been abundantly justified in the action they have taken. It is fortunate that Mr. Borden has not been able to "reform" the Senate after the fashion he desires. In many noteworthy occasions since 1911 the Senate has given Canadians most valuable protection from a reckless and extravagant adminstration.

UNWELCOME EVIDENCE.

Professor James S. Stevens of the University of Orono, Maine, writing in the New York Evening Post, describes the researches of Sir Oliver Lodge and the other scientists who are interesting themselves in the phenomena of table-rapping, and mediumistic seances as "unwelcome evidence for immortality." In the concluding paragraph of his letter he says:

"An immortality of dignity and service has a well-nigh universal appeal. An immortality of table-tipping and joint-cracking and banjo-playing; an immortality of concern for the trifling and the frivolous, has, most fortunately, a limited appeal. We are justified then, in referring to such purported evidence for human immortality as unwelcome. For the dignified vailed picture of a future life which Jesus gave us, we should find little to substitute which would add to human knowledge or human happiness."

It is said that the scientists in London who are associated with Sir Oliver Lodge in his various investigations into phenomena of this nature are of opinion that they would confer the most valuable boon upon humanity could they once prove beyond controversy the fact of a future life. If they secured the evidence which they could submit to their scientific associates and satisfy them, then could they take the documents to the counting houses down town, and by submitting their proofs they feel that they would greatly influence the life, the morals, the attitude, the point of view of the men in office and street and store. Those who now refuse to hear Moses and the prophets would at once be convinced if one should rise from the dead and announce his presence in ways and methods that add sorry emphasis to the vanity of human life.

Vain dream. It is as Professor Stevens says—unwelcome evidence for immortality. If the strengthless dead are reduced to the infantile methods by which they speak to mortals, then the grave is wrapped in a still more murky gloom. How much more satisfying were the wholesome shades that flocked about the son of Laertes when he went down to the house of Hades! They wait to give full, complete and accurate information to Odysseus while he considers how to question each. Speaking in winged words Tiieresias of Thebes, holding his golden sceptre answers him and says:

"You are looking for a joyous journey home, glorious Odysseus, but a god will make it hard; for I do not think you will elude the Land-shaker, who bears a grudge against you in his heart, angry because you blinded his dear son. . . .

At home you shall find trouble,—bold men devouring your living, wooing your matchless wife, and offering bridal gifts. Nevertheless, on your return, you will surely avenge their crimes. But after you have slain the suitors in your halls, whether by stratagem or by the sharp sword boldly, then journey on bearing a shapely oar, until you reach the men who know no sea and do not eat food mixed with salt. These, therefore, have no knowledge of the red-cheeked ships, nor of the shapely-oars which are the wings of ships. And I will give a sign easy to be observed, which shall not fail you: when another traveler, meeting you, shall say you have a winnowing fan on your white shoulder, then fix on the ground your shapely oar, and make a fit offering to lord Poseidon—a ram, a bull, and the sow's mate, a boar—and turning homeward offer sacred hecatombs to the immortal gods who hold the open sky, all in the order due. Upon yourself death from the sea shall very gently come and cut you off bowed down with hale, old age. Round you shall be a prosperous people. I speak that which shall not fail."

In those days there were both gods and men. The murky gloom in which they now live cannot be pierced by the wizards who peep and mutter, who fall into a trance having their eyes open, and who chatter in foolish phrase of trifling and frivolous things. Awful to the living in those days were the sights that Odysseus saw; but depressing and pathetic are the things seen by modern scientists, and not lacking in foolishness are the means by which the shades are supposed to reveal their chattering and fugitive existence. Life, death, and survival, are worthy of more sane and dignified treatment.

NOTE AND COMMENT.

A most bashful and reluctant summer, so far.

* * *

Says the Toronto Globe: "Most of the stories of survivors of the Empress say 'I swam.' The non-swimmers went down with the ship in most cases, even when provided with lifebelts."

* * *

A local evangelist sees much room for improvement in the daily lives of not only laymen but clergymen as well. There is nothing like impartiality. But the evidence for the defence is not yet in. There may be mitigating circumstances.

* * *

Hon. J. K. Flemming would be better advised if he would refrain from public and official activities until the Royal Commission has completed its investigation and made its report. He has no regard for the proprieties of public life.

* * *

The frantic British militants seem determined to wreck their cause by mad acts of violence such as will arouse public hostility to a dangerous pitch. They are proving that a great many women, fortunately still a small minority, are not fit to have a part in the transaction of public affairs.

* * *

Sir Lyman Melvin Jones, the Liberal senator who recently transferred his allegiance to the Conservative party because he objected to the Liberal proposal to take the duties off farm machinery, voted with the Conservatives in the Senate on Friday in favor of the Canadian Northern bill. There is nothing like having men of this sort definitely located. It is well to have all hands stand up to be counted on questions of principle. The Liberal party will be none the worse for this defection.

* * *

"A preliminary investigation of the facts seems to indicate that a saving of four or five miles and a million dollars can be effected by bringing the Valley railway across the St. John river at Hog Island instead of at Dunham's Wharf. There would also be a saving in the time occupied by construction, if the facts are as set forth by those favoring the Hog Island plan. To confirm or refute their contentions would require some soundings which could be made in a few days with the right men and apparatus. The information should be secured within the next week or two. If it is satisfactory the problem of crossing the river will be much simpler, cheaper, and quicker than by the other route. The facts are required, and speedily.

Mr. Hazen and His Party.

(Evening Times).

Are Senators Thorne and Daniel, Mr. D. F. Pidgeon, Mr. J. B. M. Baxter and other leading Conservatives to be disciplined by Mr. Hazen and the Standard?

It was Senator Thorne who moved, seconded by Senator Daniel, the resolution adopted by a great mass meeting in the York Theatre last October protesting against the Gutelius agreement and concluding as follows:

"That the Hon. J. D. Hazen be requested to exert every possible effort to obtain justice for the port of St. John."

It was Mr. D. F. Pidgeon who moved another strong resolution concluding as follows:

"Failing a successful result he (Mr. Hazen) be required to tender his resignation as a member of the government."

This clause of the resolution was withdrawn, as it was suggested that it would be a more gracious thing to permit Mr. Hazen to resign voluntarily. Mr. Hazen, however, did not get the justice for St. John demanded by Senators Thorne and Daniel, nor did he resign as suggested by Mr. Pidgeon.

Mr. J. B. M. Baxter, supporting the resolution, made a very significant statement which was loudly applauded by the Conservatives in the audience. He said:

"We are all united on the question of the Empress sailings, and we may already assume that that question will settle itself. It must, or there will be a mighty big split in the Conservative party in the maritime provinces."

The split came all right, for the Empresses went to Halifax; and the Standard is now trying to dragoon those members of its party who still hold the views so forcibly expressed by Messrs. Thorne, Daniel, Pidgeon and Baxter last October, back into the ranks again. The Standard will fail. What those leading Conservatives said last October is as applicable to the situation now as it was then.

Epochs.

(Cleveland Plain Dealer.)

His heart was young,
And love came to it;
It filled it, thrilled it, through and through it!

His heart was ripe,
And love went from it—
It flashed across it like a comet!

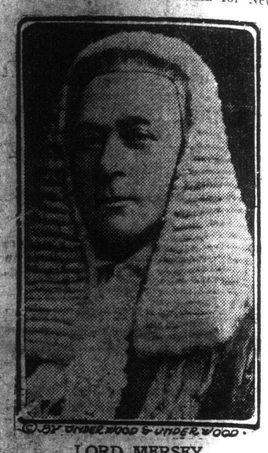
His heart was failing—
Love came by it,
But paused not to invade its quiet.

Love came at age—
His still heart slept!
His mind was waking, though, and wept!

Our battleships are built of steel,
In one way that's not right;
Scrap-iron would more fitting be,
Seeing they're built to fight.

LORD MERSEY OFF TO CANADA

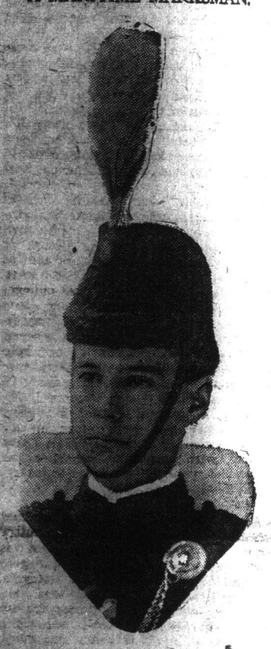
London, June 6—Lord Mersey, formerly presiding judge of the admiralty court and who presided over the commission of inquiry into the Titanic disaster, left here today for Liverpool to sail on board the Mauretania for New



LORD MERSEY.

York on his way to Quebec to act as chairman of the investigation commission in charge of the inquiry into the wreck of the Empress of Ireland. Lord Mersey was accompanied by several officials of the board of trade who are to assist at the inquiry.

A MARITIME MARKSMAN.



Lieut. C. N. Bennett, of the 63rd Regiment, Halifax, a member of this year's Bisley team. In 1912 he won the coveted Strathcona Cup at the N. S. R. A. matches and was a member of the Nova Scotia team of cadets that won the King's Cup at Toronto last fall shooting against teams from all parts of the British Empire.

Electricity Supplants Towels.

Drying the hands by means of a current of warm air is a modern sanitary device recently installed in a Washington office building. The electric hand drier is an upright cabinet about three feet high. An opening at the top, over which the hands may be held, gives egress to a current of air blown from within, and controlled by a lever operated by the foot. When the lever is depressed, the electric current is switched on the blower, and the air is forced through a heating coil, which brings it to a proper temperature, says Popular Mechanics. Thirty seconds is all the time required for the drying process, and the cost per hundred pairs of hands is just one halfpenny.

Reason for Solicitude.

(Toronto Globe).

John Bull invested $540,000,000 abroad in the first three months of 1914. Canada got $120,000,000 of the total. No wonder the British financial press gives us a little solicitous advice now and then.

A Distinction.

Mrs. Exe—I'm going down town this morning.

Exe—Shopping, my dear?

Mrs. Exe—No, I haven't time for that; just to buy some things that I need.

ABE MARTIN

Hon. Wesley Pugh, long mourned as dead, has announced himself as unequivocally in favor o' tolls exemption. Ther's gittin' t' be too many folks who sing all winter an' dance fer liver, in th' summer.