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Semi-Weekly Telegraph and The News

ST. JOHN, N. B., APRIL 8, 1916.

WAR COMMENT.

The Germans have now been occupied at Verdun for almost as long a period as carried them nearly to Paris at the beginning of the war. At that time they gained remarkable successes by speed and superior weight. Now their progress is slow, and the price of advance is correspondingly heavy. At the time they attacked Verdun, more than six weeks ago, they felt certain that the British would be unable to strike heavily in the West because of the condition of the ground, and that the Russians would be similarly hampered in the East. Military observers are now pointing out that while these were great initial advantages, they have been lost through the resolute character of the French resistance before Verdun. In other words, while the Germans still make progress they have devoted six weeks to a task which they probably hoped to accomplish in one or two, and the lapse of time brings nearer the day when the Allies will find the ground fit for a forward movement on other western sectors, while the same is true of the Russians. The British and French have occupied these six weeks in strengthening their lines throughout the West, in piling up reserves of men, shells and guns, wherever required, and, in short, in making it impossible for the Germans to make any progress except by slow and costly methods at any point, while themselves preparing definitely for the beginning of their own offensive.

With the coming of spring military observers attach more immediate importance to the attitude of Roumania, Greece, and Holland. One reviewer directs attention to the fact that none of these powers would face anything but utter ruin if it espoused the cause of the Germans. On the other hand:

"If these three Powers act on the Entente side we shall see the forces of the Allies increased by 1,850,000 men, and the Central Empires' strength assailed in the most vital spots. A concerted movement of the Allies, and of Greece and Roumania in the Balkans, must mean disaster and defeat to the Central Empires in the south and east, while the joint attack in the valley of the Rhine might carry the war into Germany at last. We may see, therefore, how completely these three Powers, Holland, Greece and Roumania, hold the key to the eventual situation. They have but to act, to make their future secure and great. And at the same time, they are all powerless to act, even if they wished to do so, on the side of the Germanic empires. So far as their action in that direction goes, they are bound hand and foot either by the fleets of the Entente Powers or by the advancing armies of Russia. In this situation, a hope for a new and decisive turn in the conflict may be seen."

Only a short time ago it was predicted that Germany would drive the Allies into the sea at Salonika, if it did not succeed in encompassing the French and British expedition into Serbia. Now an allied advance from Salonika against Bulgaria is expected at any time. The threats against Egypt and against India have vanished. The predicted German drive against Russia, a great thrust designed to bring the Bear to terms, seems increasingly unlikely; but if it is attempted before Roumania enters the war one of the first results would be an Allied offensive in the West. If Germany cannot make headway against the Russians before long it is believed Roumania will join the Allies, in which case Germany's last hope would lie in success on the western front. That hope would be feeble enough.

In some quarters it is thought that the struggle at Verdun may last throughout the present month. By that time both the Russians and the Allies in the West should be ready to strike in unison.

AT OTTAWA.

The more serious Conservative newspapers and all of the independent ones show by their comment upon the Kyte revelations how grave is the country's view of the recent turn of affairs in Parliament. Machine organs of the government are employing their old devices in an effort to make light of the situation, but the attitude of the more respectable Conservative newspapers shows how futile any such effort must be.

Sir Robert Borden, at first, set his face resolutely against any investigation, taking refuge behind the unconvincing statement that the matter was one primarily for Imperial concern and that he could take no action unless upon the inception of the British government. He sought to maintain that attitude even when Hon. Mr. Pugsley from his seat in the House of Commons made very grave charges against the government. Then followed a large volume of evidence by Mr. Carvell and a broadside of corroborative evidence in greater detail by Mr. Kyte. The situation thus created was so serious as to cause signs of a revolt among Conservative members of the House, and the government was forced hurriedly to reconsider its whole position. Sir Robert Borden then decided that it was no longer possible to prevent at least a measure of investigation, and he sent a summons by cable to Sir Sam Hughes and announced that some of Mr. Kyte's charges would be investigated by two Supreme Court judges.

Mr. Kyte is reported as saying that the government has decided to investigate only those charges which he has already proved. This is the situation, presented in an epigram. And the country will resent this attempt to avoid an inquiry of the proper scope by offering an investigation of some of the charges only. The pretense that Imperial interests may be endangered by inquiry into such transactions as the Liberals have unveiled in the House of Commons will no longer serve. The astonishing information presented by Liberals in the House was secured in spite of the fact that every effort was made to prevent them from obtaining essential facts. If they secured so much information, so many facts of peculiar gravity, in the face of the government's resistance, what would a complete inquiry reveal? Already there are indications that, as a last resort, the government will disclaim responsibility for what Sir Sam Hughes did, or failed to do. But the war, or Canada's participation in it, has been the principal business of the government for almost two years, and the administration as a whole is immediately responsible for all that has been done by the Minister of Militia and Defence. The Prime Minister and his cabinet associates sanctioned the larger operations of Sir Sam Hughes, and presumably they did not do so without knowledge.

Obviously the facts so far made known call imperatively for a complete disclosure before a tribunal of the highest character, free from every consideration except that of the public interest. Sir Robert Borden has opened the door part way; he must set it wide open or take the consequences.

THE VALLEY RAILWAY.

The Globe, with apparent reluctance, has decided to embrace the proposed change of plans with respect to the Valley Railway, foreshadowed by the local government and by recent discussion in the House of Commons. It argues that the present situation of the National Transcontinental and the outlook for its future have completely changed the Valley railroad situation.

But how does that justify a change of route? The answer apparently is that the Federal government and the Intercolonial Railway desire a connection at Westfield with the C. P. R. rather than construction by the eastern route. At least the Globe says this arrangement, "necessitating a complete change of policy on the part of the government, is definite and justified on the broad general ground that it gives the Valley Railway a connection with the federal government railway system asked for by the federal government." This is interesting. We do not see in the Globe's examination of the case any reason why the province of New Brunswick, in connection with this new arrangement, should undertake to build for the Dominion a new railway from a point at or near Meductic through to Vanceboro. Neither is it explained why money provided by the province to build a railway from Grand Falls to St. John should be utilized to build a line to Vanceboro.

The country has not yet heard any explanation why the proposed change of route, decided upon long ago, was concealed from the public until a few days ago, why tenders for construction by the eastern route were asked for last December though long before that time Messrs. Hazen and Baxter had privately confided to the Board of Trade council that the western route was the thing.

The railroad from Winnipeg to Moncton is not to be juggled out of existence by reference to the Grand Trunk Pacific or to the promises, desires or proposals of either the federal or the local government. If St. John consents to a connection by means of the Canada Eastern, and to a traffic arrangement with the C. P. R. at Westfield or Welsford, it may definitely bid farewell to its hope for its proper share of the increased traffic that must come from the West to Atlantic tidewater in the winter.

This province does not know what government will be in power at Ottawa or at Fredericton a few years hence. What is necessary now is to prevent St. John from being unfairly handicapped in the matter of new railroad connections, and to prevent the province from being committed to a railroad building scheme which will further endanger the money the people have provided for the construction of the Valley Railway.

Any proposal more preposterous than the one that the province should build the Vanceboro line, accept the McGivney connection with the Transcontinental, and consent to suspending Valley Railway construction at Centreville on the one hand and at Welsford or Westfield on the other, it would be difficult to imagine. The present local government, as everybody knows, is attempting to put forward some sort of a railway policy in preparation for an election. The local government party is confronted by an "emergency." It is thinking more about a campaign fund than it is about future traffic that might enable the province to pay interest on its railroad bonds or give the winter port of Canada fair play in the matter of national transportation.

The local government itself has not yet definitely fathered the scheme to make the province pay for the Vanceboro line. The present Legislature has no mandate for any such expenditure. Its members were elected on the explicit understanding that they were to construct a railway from Grand Falls to St. John by way of Rothesay. The money has been provided. If they alter that plan to the extent proposed, and throw in the Vanceboro enterprise for good measure, the people of the province will be quite ready to deal with them when the opportunity comes. Their fate is comparatively unimportant. The danger is that the province may be committed to a new bargain most disastrous to its interests and its future development.

THE SHELL CHARGES.

"We must not here seek to hide behind the shadow of the great war," said Hon. Andrew Broder, Conservative, when he protested and voted against Sir Robert Borden's decision for a limited inquiry by a royal commission of judges.

Why did Mr. Broder, who is admittedly an honest and fearless representative, vote against his party in this crisis? Why is not a royal commission of judges good enough for him? There are two reasons why it is not. One is that the inquiry is to be limited, and the other is that a royal commission has not the scope, the freedom, or the real power of a parliamentary inquiry. The royal commission is limited by directions from the power which appoints—that is, the government. The difference between the two forms of inquiry is brought out in a striking way by an eminent legal authority whose view is presented editorially by the Toronto Globe. He makes the distinction so clear and so forcible that nobody can well fail to appreciate it. Here it is:

"The reference of the scandal to a royal commission of two judges to inquire and report upon the facts will possibly strike everybody at first blush as eminently fair. An observer who has not closely inquired into the meaning of this solution or who has not compared it with the investigation by parliamentary committee will be apt to conclude offhand that nothing could be better. One consideration which the proposition involves, however, is the question of the propriety of transferring the power to deal with a subject arising within Parliament during a session to another tribunal.

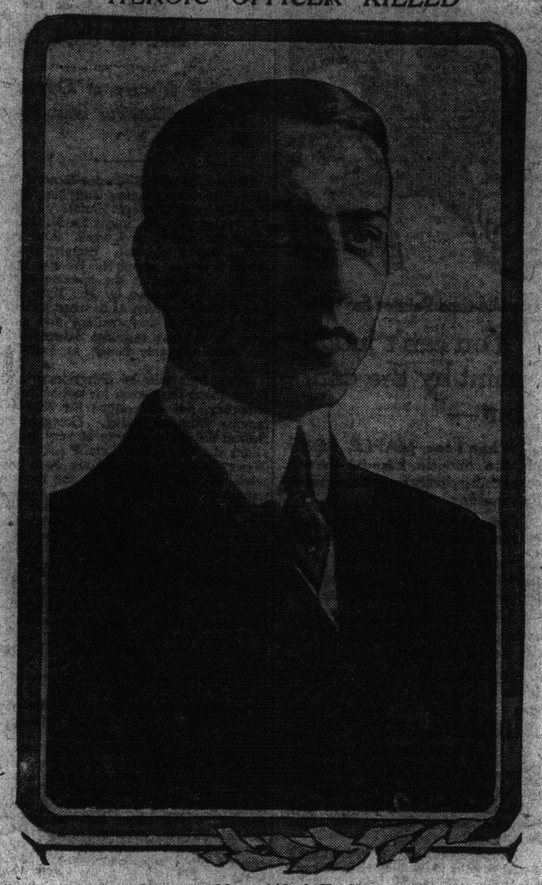
"The first condition is the fact that while a Parliamentary committee has free scope and can follow a chain of evidence or a new suggestion to a logical end, a royal commission is restricted by law to the instructions given to it by those who appoint it.

"Here is another fact which arises in connection with the law relating to evidence before a royal commission. A Parliamentary committee has absolute authority in the matter of the taking of evidence. It can compel the witness to testify or can imprison him if he refuses to answer the questions addressed to him. There is no excuse for declining to tell the whole truth before a committee of the House. The statute under which a royal commission proceeds lays down a different principle. While witnesses may be compelled to attend, if the royal commission, which has no executive officials, can find them, they can escape the necessity of testifying. The law says: 'No party or witness shall be compelled to answer any question by his answer to which he might render himself liable to a criminal prosecution.'"

Mr. Broder recognized, as others must recognize, that Sir Robert Borden's passion for investigation was restrained by the considerations set forth here. He is retaining the power to judge the extent to which inquiry shall be made; he selects some of the charges as worthy of inquiry and rejects others; he promises that if further charges are made, such as he deems serious, or sufficiently specific, will be referred to the royal commission. He is to be the judge. The government of the day, which is accused along with Sir Sam Hughes, thus purposes to retain power to decide the extent to which the administration's conduct, and the conduct of its agents, shall be investigated. The Pacific scandal charges were referred to a royal commission, but Hansard records the great protest of Edward Blake against that form of procedure. The Gamey charges in Ontario were referred to a royal commission by the old Ross government, and the Conservative newspapers which are today fighting against a parliamentary inquiry fiercely denounced the Ross government because it selected a royal commission instead of a legislative investigation.

Parliament is the highest tribunal in the land. It has more power than any other. It is more representative than any other. It would be more likely to bring out the whole story. The government prefers a royal commission, with the limitations mentioned; but the country will object most of all to the administration's determination to narrow the scope of inquiry according to its own needs and fears.

HEROIC OFFICER KILLED



Capt. the Hon. Alfred T. Shaughnessy.

Captain the Hon. A. T. Shaughnessy of the 60th Battalion who gave up his life for his country was a younger son of Baron Shaughnessy of the Canadian Pacific railway. "Fred" Shaughnessy, as he was known to his many friends in Montreal, was born in that city in 1887. He was educated at Bishop's College School, Lennoxville and at McGill University, and then entered the services of his father's company, where he worked himself up from a minor position to a very responsible post. Some four years ago he joined the stock brokerage firm of C. Meredith & Company and was with them when the call came for men to go overseas. His military training goes back several years, as he joined the Victoria Rifles of Montreal in 1910. He was an enthusiastic soldier being extremely popular with both officers and men owing to his enthusiasm, his sunny disposition and his absence of all "side." Captain Shaughnessy married an American girl, who survives him with two small children.

THE RAILROADS.

Advantage is taken of the fact that the National Transcontinental Railway is being operated temporarily by the Dominion government to say that the Transcontinental "has ceased to exist as a factor in Canadian railroading." A change in name does not alter the fact that the railway from Winnipeg to Moncton, with its easy grades and solid construction, must always be a tremendous factor in Canadian railroading, whether it is operated by the government or by the Grand Trunk Pacific. Failure thus far by the government, or by the Grand Trunk Pacific, to carry out the original bargain, is no reason why the line from Winnipeg to Moncton should not continue to be of tremendous national importance. The traffic is there. To what winter port is it going? Is Canada going to give the Grand Trunk Pacific traffic to Portland? Is the freight secured by the N. T. R. at Winnipeg to be carried to Halifax, though St. John is nearer? If public money is available to equip ports in Hudson Bay and build railroads to them, is not St. John entitled, for national reasons, to proper connection with the second and third transcontinental railways?

Some millions of dollars have already been invested in the Valley Railway. An accounting for that money must be had. It is believed that almost or quite enough money to build the road has been already raised. However, supposing that a large sum is still really necessary in order to complete it, the public has a right to demand that the Valley Railway shall be given those connections by which it would be guaranteed a measure of Transcontinental traffic. Also, a satisfactory connection for St. John with the Transcontinental is necessary because of the national importance of this port, and not merely from local considerations. No convincing reasons have been given, or can be given, for hauling national traffic past the port of St. John, particularly during the winter season. This is the port nearest the heart of the country, and unless it secures a large part of the increased traffic from the West, grave injustice will be done, not only to St. John but to national interests.

The politicians who have juggled with the Valley Railway and with the Transcontinental as well, are facing very definite difficulties today; but that is their own fault, not the fault of the people who have provided funds to build railways. This province is entitled to a frank disclosure from both governments as to their railway plans and as to their reasons for adopting these plans, together with definite dates as to the time within which they propose to carry such plans into effect. Thus far the public has been beguiled with vague promises and proposals, except when it has been brought face to face with repeated breaches of faith in connection with railroad construction and the completion of terminal facilities.

So far as we understand it, the reasonable advocates of plans for the completion of the Valley Railway are attempting to save the money already invested in the enterprise and are seeking to ensure for the railway such a measure of traffic as would mean that forty per cent of the gross earnings would care for the bond interest. Because some Conservatives have been bold enough and public-spirited enough to oppose the foreshadowed plans of the local government and Mr. Gutelius, the Standard imputes unworthy motives to them and attempts to club them into submission. We shall know presently how far that line of endeavor is likely to succeed. Definite statements from Ottawa and from Fredericton as to the Valley Railway cannot be delayed much longer, and when they are forthcoming they will be subjected to careful scrutiny by a fully aroused province.

THOSE POTATOES.

Mr. Acting Premier Murray and the newspapers which are making excuses for him would do well to have a further conference. Mr. Murray, by misleading answers to questions in the House and by vague entries in the public accounts, this year and last, has neglected entirely to explain to the people of this province what became of the money which they provided for the purchase of potatoes for the patriotic gift and Belgian relief. The newspapers supporting Mr. Murray and his party have unwisely attempted to demonstrate that Mr. Murray has been misreported and misrepresented. The Telegraph is publishing to-day in its news columns a further statement in regard to the potatoes and Hon. Mr. Murray's replies to questions regarding them. These replies are utterly unworthy of any public man desiring to enjoy the confidence of the people of this province.

Assuming that Hon. Mr. Murray's actions and motives are above question, it would be a simple matter for him to explain to the people of New Brunswick just what is meant by the appearance in the auditor's report this year of an item of $32,861—"received from sales of potatoes, etcetera." By whom was this money paid? If it came from several persons, how much did each contribute, and why?

It may be thought that some drumbeating by the government newspapers will serve to turn public attention away from this $32,861 and the origin thereof. But the public is awake now. It is finding out. There have been so many efforts to conceal the nature of some of the transactions and occurrences in connection with the purchase of the patriotic potatoes that the country will naturally regard the mysterious reappearance of this $32,000 with justifiable suspicion unless Mr. Murray rises to the occasion and presents satisfactory details.

Is there any reason why the Acting Premier should not do so? Will not failure to do so surely be interpreted as meaning that the government has its own peculiar reasons for continued concealment?

THE TRANSCONTINENTAL AND THE PROVINCE.

From Hansard, March 31, 1916:

On the Orders of the Day:

Mr. Pugsley—I would like to ask my right hon. friend the Prime Minister a question in regard to the operation of the Transcontinental railway by the government. There is a good deal of discussion taking place in New Brunswick regarding the operation of the road, and I would like to ask my hon. friend if the arrangement for the operation of the Transcontinental railway by the government is a temporary one or a permanent one.

Sir Robert Borden—The operation of what part of it?

Mr. Pugsley—The operation of the whole Transcontinental from Winnipeg to Moncton, which is being operated just now by the government as a part of the Intercolonial.

Sir Robert Borden—It could not be a permanent arrangement unless the government had entered into an agreement to take over the road and to relieve the Grand Trunk Pacific from its operation. No such agreement has been made, and we could not make one without the authority of Parliament.

In other words the agreement under which the Transcontinental was built has not been abrogated. The present government, or its successor, could readily come to terms with the Grand Trunk Pacific. If the G. T. P. does not operate the Winnipeg-Moncton line the government could make a traffic arrangement to handle all G. T. P. traffic from Winnipeg east, and that arrangement could be made most beneficial to shippers because the Transcontinental is the finest railroad of any length in Canada.

The increased traffic from the West must find a winter outlet in the Maritime Provinces if sound principles rule, and it always was intended to give St. John a proper connection with the Transcontinental for that purpose. It is a matter of national transportation justice to do so. There is a train ferry in operation at Quebec, and the Quebec bridge will soon be finished. How is St. John to get that traffic? Is our advantage in distance to be destroyed by proposing to substitute the Canada Eastern for a proper connection? Is the province to be satisfied with vague talk about Centreville and Westfield while its credit is mortgaged further for a line to Vanceboro?

When and how is St. John to get the railroad connections and the terminal facilities it should have had completed by the autumn of 1915 at latest?

A PECULIAR DEFENCE.

The people of this country are asking for further details concerning the relations of the Minister of Militia and Defence, and the Borden government generally, with Honorary Colonel J. Wesley Allison and his partners by which the latter are believed to have divided up something like a million dollars of Canadian money. There are other grave matters of similar import which it is hoped will fall within the scope of the new royal commission, and which certainly will fall within it unless Sir Robert Borden is guided by evil counsel.

It is curious that under such circumstances government organs like the Standard appear to believe that the public mind can be diverted from the Ottawa scandals by personal abuse of men like Hon. Mr. Pugsley, Mr. F. B. Carvell, M. P., Mr. Kyte, and others who have been exceedingly useful and energetic, and who have served the public courageously and well, in forcing an investigation of the charges now under review. It is impossible for those who have followed public affairs in this country for some years to avoid recognizing the folly of the series of vicious and vulgar attacks which the Standard has made on Hon. Mr. Pugsley and Mr. Carvell. These attacks have been made because of the activity and success of these Liberal members of Parliament in exposing the wrong-doing of the more vicious element of the Conservative party, particularly in this province.

The public easily recognizes the motive behind all this abuse in the government press, but its attention is not to be diverted from the state of affairs at Ottawa and in Fredericton by the childish if disgraceful efforts of government newspapers to discredit those who have brought the charges. These frantic articles in the government press only tend to make the public more insistent in its demand for a complete disclosure of the available evidence in both capitals.

What did Colonel J. Wesley Allison and his flute-playing partner do to earn the money that was showered upon them by the Borden government? That is the first question to be explained under oath. And there are many others. The country is going to insist upon hearing the whole story. Sir Robert Borden cannot hide it. His newspapers, by their tactics, are merely proclaiming the magnitude of their party's trouble.

STILL GETTING READY.

A disquieting report is made by the Toronto Globe in its comment upon events on the western front. The Globe speaks of an admission by the British Munitions Board that labor troubles on the Clyde are interfering with the turning out of heavy guns that are greatly needed in Flanders, and it goes on to direct attention to a statement by Talcott Williams in the American Review of Reviews for April. He says:

"Every Allied attack has failed, and has failed from plain lax. No new aggressive is near until the supplies or munitions, guns, and small arms really begin to flow over the Atlantic. Rifles, the crying need of the British army, have yet scarcely gone at all. When our iron, steel, copper, and brass manufacturers have been put to the test in the past year, their capacity for accurate work has proved inadequate to meet the exact gauges to a thousandth of an inch needed by modern military weapons of precision. The fuses do not work to minute fractions of a second, as they must when the failure to explode on a given tenth of a second will carry them past the advancing line, to burst harmless in its rear. Cartridges and breechblocks do not gauge as they should, as one great corporation has found. In from three to six months the Allies will be armed on all fronts. To-day their full force is not on the firing-line. It cannot come in full measure to the succor of France under months."

The Globe's war editor is so impressed with Dr. Williams' observations that he says it "looks as if most of the second year of the war will be taken up in getting ready—organizing for victory."

Dr. Williams is a writer of weight, but it is probable that he over-estimates the part the United States is playing in making arms for the Allies. Their own resources in this line are now enormous, and still growing. Besides, Dr. Williams was writing in March, and even at his estimate it may be taken that the lack of rifles, shells and heavy guns will be made up by mid-summer or a little later. This, if it represents the real state of affairs, will be a disappointment to those who have been predicting an early finish of the war; but it is to be remembered that most military writers of standing have avoided prophesying any early termination of hostilities. Most of them have been saying that the war woud necessarily last a long time, because real peace negotiations will be out of the question until the Allies have scored such definite military successes as will convince not only the German military leaders but the people of Germany and Austria that their cause is absolutely hopeless. And while the world hears much of the difficulties which the Allies meet with in providing arms and ammunition for their vast armies there is little information to be had concerning the enemy's difficulties which, after nearly two years of war, must be tremendous in spite of their initiatl preparations. We know that they expected a short war, and that their resources of all kinds must to-day be strained to the utmost.

Delay, on one account or another, in launching a combined Allied offensive is, of course, immensely costly in every way. But delays and difficulties, many of them unexpected, are only natural in a conflict of this magnitude, and the important thing is that the combined resources and striking power of the Allies are steadily increasing as compared with those of the enemy. Delay is more deadly to the Germans than to the Allies. The world would receive with intense relief the news that the end of the war was in sight, but a much more vital thing is that, though no even approximate date can yet be set for the end of the struggle, ultimate and complete victory for the Allies can be counted upon. In the interval disappointments and reverses must be expected. They will not weaken the determination of the Allies, or change the course of the war.

NOTE AND COMMENT.

Perhaps J. Wesley Allison is standing on his rights and will only come to Ottawa if a special train is sent for him—Ottawa Citizen.

Sir Sam supplied him with all the special trains he asked for in the good old days; there should be no trouble about just one more.

* * *

The resignation of Mr. Irving R. Todd, as president of the St. John & Quebec Railway Company, has never been explained by the local government. A frank statement of this matter ought to be of benefit just now, when the future of the enterprise is under debate. It was Mr. Todd who signed the call for tenders for construction, by the eastern route, last December, although it has since been made clear that the government at that time had no intention in the world of building by the eastern route. Perhaps Mr. Todd found that he had been fooled and had no desire to assist in the further deception of the public.

* * *

The case of Mr. A. J. H. Stewart, M. P. P., is once more in the public eye, because of certain boding words of the Standard, which says darkly that within a few days "the province will have ample evidence that Premier Clarke has had Mr. Stewart's case in mind." Premier Clarke is probably going to invite the Legislature to pass a resolution endorsing Mr. Stewart, as was done in the case of a certain Mr. Flemming. Certainly Mr. Stewart has a right to expect that his offences will be dealt with at least as leniently as were those of the ex-Premier. No doubt Premier Clarke, esteeming justice and consistency gems of great price, will make a profound study of the administration's action in the case of Mr. Flemming before feeding Mr. Stewart to the sharks. There was also the case of Mr. Sheridan, M. P. P., who happily became Indian commissioner. If Hon. Mr. Clarke desires to run true to form he should be able to find comfortable federal positions for both Mr. Stewart and Mr. Robichaud. In view of the Standard's sinister foreshadowing Mr. Stewart's suspense must be awful.

* * *

It is now explained on behalf of the local government that the new Valley Railway plans became necessary because the Grand Trunk Pacific is not going to operate the National Transcontinental. This is odd. Only a few days ago it was officially explained that the reason for the new route was that a bridge across the St. John River at or near The Mistake was impracticable. There will be other explanations later. Gradually we may learn why the public was humbugged so long with assurances about the eastern route, even for months after it was known to a few that the western plan had been decided upon. These "explanations" are election talk. There is no likelihood of early construction by any route.

* * *

The Standard now features a Valley Railway meeting at which the Welsford route was advocated. Perhaps one of the advantages of abandoning the plans sanctioned by the Legislature is that many communities can now be promised that they will have the railroad at their doors. A weak spot in such promises is that most of the pledges given during the last six years in connection with the Valley Railway are known to have been violated.

The Tocsin.

Beat, drums, and send your throbbing sounds
Through all the land; 'till surging bounds
The blood that sires bequeathed to sons
The mingled stream that pulsing runs
In veins from lands of Fleur-de-Lis,
Rose, Shamrock, Thistle (potent three),
Bound fast in mighty unity;
Beat, drums, beat!

Sing, bugles, over vale and hill,
'Till through the land your echoes thrill
And rouse in sons those slumbering fires
Which erstwhile blazed in patriot sires;
That giant sons, their Mother's boast,
Shall throw their strength 'gainst tyrant's host
And drive the hordes from Freedom's coast;
Sing, bugles, sing!

Beat, drums! blow, bugles! sound the call
'Till flocking come from cot and hall
From factory, farm and haunts of men
The Lion's brood that, unafraid,
Will stand to block the tyrant's path,
Will face, unflinching, tyrant's wrath
And heal his blight with Freedom's breath;
Beat, drums! and, bugles, sing!

—H. L. MANKS

Boston, April 4, 1916.

Broke Something.

Mrs. Neighbors—"What was that awful racket I heard in your flat this morning?"

Mrs. Nextdoor—"Oh, that was my husband. He fell over a rocking chair and broke one of the commandments."—Indianapolis Star.