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Facing Both Ways.

The Toronto Telegram has one election issue all its own. It darts it off for every contest, and this one is no exception. French domination, a hatred of Quebec and an effort to turn racial prejudice to political advantage constitute its chief stock-in-trade. A recent issue says:

"There is no question that to give Mr. King the absolute power he is seeking would mean Quebec domination in a sense Canada never experienced before."

The Telegram is a mealy-mouthed follower of Hon. Arthur Meighen. It does not like him or admire him, but its hatred of the prime minister has made it for the time being a half-baked admirer of Mr. Meighen.

This support of Mr. Meighen and its hatred of Quebec is leading the Telegram into a worse mire than that in which it usually wallows. Mr. Meighen does not object to Quebec support. He would welcome a solid sixty-five seats from that province, and he has built around himself an organization to get as much Quebec support as he can. He has Armand Lavergne as one of his chief workers, and this fiery Frenchman is pointing to Mr. Meighen as the chief hope for bringing the French language into general use all over Canada. At a meeting in Montreal a few days ago he was reported as follows by the Montreal Gazette:

"Mr. Lavergne charged the French-speaking Liberals in the house of commons with having failed to uphold the rights of the French language throughout the country. In this respect Mr. Lavergne stated that Hon. Mr. Meighen was a better defender of the French language, for he had stated at London that, if returned to power, he would endeavor to make the teaching of French obligatory in all the provinces."

Mr. Meighen has the Toronto Telegram in Ontario picturing him as the one man to save Canada from Quebec domination, and in Quebec he has Armand Lavergne pointing to him as the one man to "make the teaching of French obligatory in all the provinces." It is the finest Janus-faced exhibition of the whole campaign.

Well Worth Noting.

Judge Ross had a case before him in St. Thomas that was so unusual as to be worthy of notice. A will distributing a large portion of an estate of \$20,000 to a niece and nephew could not be found, although it was known to have been made almost a month prior to the death of the person whose property it dealt with.

The only record is contained in the stenographer's book when dictation was taken in drawing up the will, and this was offered in court in lieu of the regular document. If it is not allowed to stand and the will not found, four brothers of the testators will benefit very materially, and it is here the unusual part comes in. These brothers have waived objection and unite in requesting the court to allow the reconstructed document to stand.

Their action touches a high spot that comes as a welcome change to many of the squabbles that take place over similar situations. It is not often that we see relatives preferring one another in disposing of an estate.

From Father to Son.

The current issue of the Walkerton Telescope announces a change in ownership whereby Lorne Eddy, for the past ten years its publisher, returns to St. Marys to take over the Journal-Argus of that town, so long and so well published by his father, John W. Eddy. The Walkerton Telescope has been purchased by Harry E. Pense, of the Kingston Whig, whose newspaper experience fits him admirably to keep the Telescope up to its high standard.

St. Marys has been fortunate in having John W. Eddy as publisher of its town paper. Mr. Eddy succeeded because he made his paper readable, clean and indispensable to the community. In handing over the Journal-Argus to his son there will be no break in the continuity of ideals or of service to the district. Nothing could be happier than a worthy father calling on an equally worthy son to come in and carry on the work.

Sir John Could Change His Mind.

The giants of other days are always brought out for the people to see during election campaigns. A speaker at an organization meeting near London delved into the past and brought forth the following:

"We need men today of the type of Macdonald and Laurier. It seems strange that these two great leaders should have been born in almost the same year. Of the two I prefer Macdonald, a man who knew enough to make up his mind, decide a question for himself and then fight it through, refusing to be swayed from his purpose."

The only thing wrong with this eulogy is that it is not correct. Sir John A. Macdonald was born in 1815, and Sir Wilfrid in November of 1841. Sir John was in public life representing Kingston in the legislature of Upper Canada while the coming Liberal chieftain was a lad of five in the little village of St. Lin, Quebec. The other error is that Sir John was known to have changed his mind several times, and that is nothing to his discredit. History recalls one

early days of the C. P. R., when Sir John made a right-about face, and the story is one that has a two-fold purpose, for it not only shows that the Conservative chief was open to the advice of his friends, but also recalls the struggle that marked the start of the C. P. R., which has since become one of the most successful railways in the world.

After construction was well under way in the west the builders of the C. P. R. came upon evil days. Work on the prairies had been easy, but when the engineers came to look for a road-bed through the hopeless tangle of mountain peaks in the Rockies, and build a way around the north shore of Lake Superior, they found construction costs mounting at a pace that was ruinous. Homestead entries in the west, which reached 7,500 in 1882, fell to 3,000 in 1883 and 1,500 in 1885. The government had put up a clear gift of 700 miles of road; granted a cash subsidy of \$25,000,000, and a land grant of \$5,000,000 acres in selected territory. In spite of this the company was at the end of its tether in 1882. It was in this desperate strait that it was decided to appeal to Sir John's government for a loan of \$22,500,000, a sum equal to a year's revenue in those early days.

Late in the winter of 1883, George Stephen, afterward Lord Mount Stephen, Richard B. Angus, vice-president of the C. P. R., and Sir William Van Horne arrived in Ottawa to put the case before Sir John, driving at night to Earnscaye before Sir John, driving at night to Earnscaye, where the conference took place. For several hours the C. P. R. leaders presented facts and figures, told of what could be done, what the completion of the road meant to the country and the company. Sir John listened patiently, but gave them no comfort. His answer was:

"Gentlemen, I need not detain you long. You might as well ask for the planet Jupiter. I would not give you the millions you ask, and if I did the cabinet would not agree, and if they did it did not get much sleep last night, and I should like to get to bed. I am sorry, but there is no use discussing the question further."

With that he bowed the deputation out. It may be that it was such an outspoken, clean-cut decision that gave the speaker near London the impression that the verdicts of Sir John were as unalterable as the laws of the Medes and Persians. But the sequel must be told to get the view clear. Leaving Earnscaye, the deputation went to the old Bank of Montreal cottage, where they found John Henry Pope, acting minister of railways during the absence of Sir Charles Tupper in England. Pope heard their story of defeat, put on his old otter cap and shaggy coat, called a carriage and left with the words "Wait till I get back." He returned at half-past two in the morning and his answer to the expectant deputation was "Well, boys, he'll do it. Stay over till tomorrow."

Sir John passed into history as one of Canada's greatest sons, but it is a mistake and no less an injustice to picture him as a man who made unalterable decisions. He was open to persuasion and counsel, the same as people are today, and had he not been he would never have been able to go as far down the road to national greatness as his journey carried him.

Note and Comment.

It's easy to pick out the poor people in London. They shine their own boots.

A thief in Oshawa stole a pair of pants worth \$86. There was \$85 in the pocket.

A western paper on hearing that African girls are clamoring for modern American clothing fears that all the work of the missionaries has been wasted.

A cousin of the late czar of Russia says he hears a call to the Russian throne. If he acts on his hunch he may find himself numbered with the Russian thrown.

Two bandits in Chicago who shot a hotel cashier have been found guilty of murder. Having no friends and no money, they stand a poor chance of being judged raving maniacs.

Two Italian officers jabbed away at each other in a duel at Genoa that lasted for an hour and a half, and there was no decision. That was in Genoa, and not in the parliament buildings at Ottawa.

Woodstock is incensed at the idea of Kitchener terming itself "The Industrial City," that name having belonged to Woodstock since 1901. Kitchener might get over the trouble by a slight change to read "The Industrious City."

The street railway probably found fair week's operations profitable. The company handled the traffic well, and at all times gave quick service to the exhibition grounds. The men who operated the cars and the officials who looked after the traffic problem did a fine piece of work.

The Cleveland Plain Dealer, speaking of the wreck of the Shenandoah, says "It will be replaced with a better ship." The regrettable thing is that it will not be possible to replace the gallant men who crashed to death in the wreck.

An item of news from Winnipeg says that "a party of thirty farmers from Nebraska and North Dakota arrived today, seeking land in Western Canada, being dissatisfied with conditions south of the border." That makes a little study in immigration that is rather pleasing, and particularly so because there will be many more doing the same thing.

Mr. Meighen, in one of his maritime speeches, said the government had no immigration policy. President E. W. Beatty of the C. P. R., addressing Edmonton board of trade, announced a new agreement entered into between the Canadian railroads and the government, by which, he said, it was hoped very materially to stimulate the movement of desirable immigrants to Canada. Mr. Meighen apparently does not know just what

Those Big Pants

Before you criticize the style and name it as a useless fad, just read what good this one pair did in clothin' for a little lad.

I read of where a man had said that styles of clothes the young men wore, they made him mad as he could get and left his temper raw and sore. And from that point he went along to lecture at us through and through, about the garments we should wear, includin' of the women too.

He held the way the ladies dressed was nothing short of flagrant sin, what right have they paradin' out, exposin' both their neck and shin? He'd take them one by one away, accusin' them of wanton shame, he'd carve from sackcloth web a garb and drape it lengthwise on their frame.

He raided youths of nowadays who wear their pants cut big and wide, and said it was a sin to take big swaths of cloth to deck their hide.

For there was folks in winter time, or in the shiverin' days of fall, who hardly had a rag to wear, and some they had no pants at all. So these young men should look around and see as how the pants they buy don't spoil the chances that would make some britches for another guy.

Perhaps he's right, most like he's wrong. I heard about a case today, where one young chap he shed such pants and tossed them needlessly away. His mother cut them square in two and then she started in to sew, she made a suit of clothes for Tim, another one for little Joe.

And then she had so much more stuff she made an overcoat for Jane, to shelter her in winter days and keep the sleet from off her frame. So there's a case that shows to me some virtue in these styles what's new, and illustratin' all the good a pair of brother's pants can do.—ARK.

25 Years Ago Today

(From The Advertiser, Sept. 19, 1900)

F. B. Clarke advertises an excursion from London to Detroit and return via boat from Sarnia for \$2.65.

Woodstock report says terrible bush fire raging in Blandford township. The farm of Amos Carder on the 5th line, Blandford, is entirely surrounded by flames. The fire has crept to within 10 feet of George Roberts' house and is being kept back by heroic work.

The apple crop in the Delaware district has been purchased by shippers at 50 cents a barrel on the trees.

The Union Fair at Strathroy was a great success, 5,000 people being in attendance. The speakers were Premier Ross and J. P. Whitney, leader of the opposition.

County constables have been asked to look out for a dark bay horse belonging to Mr. S. Abbott of Lucan, stolen from the church shed at Centralia on Sunday.

The Pastimes baseball club went to Ailsa Craig this morning. Mayor Watson, Sarnia, gives orders to Sarnia police to obtain names and places of employment of all Port Huron citizens in Sarnia. This action is taken on account of Port Huron customs authorities interfering with the few Sarnians working in Port Huron.

A number of the members of the city council, accompanied by press representatives, visited the Asylum farm yesterday and inspected the sewage disposal system there. After the inspection, the party repaired to Dr. Buckle's office, where they sampled some muskmelons and watermelons grown on the Asylum farm.

The grand jurors summoned for the fall assizes next week are J. S. Cousins, Westminster; George A. Cline, North Dorchester; Nathaniel Carrothers, Westminster; James Dunn, city; John Fox, Lucan; Gilbert Grieve, McGillivray; John S. Gibb, Moss; Ephraim Howlett, Delaware; Andrew Hotson, McGillivray; William H. Johnston and Richard Jolly, North Dorchester; Edward McClurg, Lobo; Thomas Knapp, London township.

Editorial Opinion

HON. V. MASSEY IN THE CABINET.

(From the St. Thomas Times-Journal)

MR. MASSEY is a comparatively young man of parts, with an excellent university record, who has shown that his inclinations are rather towards intellectual and aesthetic pursuits than towards industrial and commercial walks of activity. Whether he will take kindly to the storm and stress of political life remains to be seen, but we quite agree with Sir Joseph Flavelle, who thought it "matter for satisfaction to see young men of Mr. Massey's type entering politics, whether it be with the Liberal or Conservative party." He added that "the more we recruit our political parties from the ranks of thoughtful and able young men, the better for the country."

GENTLEMEN, DON'T CROWD.

(From the Toronto Star)

A MORNING contemporary boasts that the names of no less than nine Conservatives were put up at North York convention to select a candidate to oppose Premier King in that riding. The ambition to be defeated at the polls by a prime minister is one that does not, in this case, reveal itself for the first time.

LEARNS A LESSON.

(From the Ottawa Journal)

THE Maritime Baptist quotes a Truro pastor on the hospitality he received—from one farmer in particular—while on a motor tour in Quebec with his wife; "this in spite of the fact that I had succeeded in letting him know that I was a Protestant clergyman." He adds, "I confess that I learned a lesson in courtesy." Well, one hopes that he also learned that religious animosities in private life are archaic. Travel brings education in many things.

EXPENSIVE UNDERTAKING.

(From London Punch)

THE falling-off in the number of marriages in America is due perhaps to the fear of young men as to whether they can afford to divorce their wives in the manner to which they are accustomed.

AN OPEN CONFESSION.

A clergyman gave out the hymn, "I Love to Steal While Away," and the deacon who led the singing began: "I love to steal—" but found he had pitched the note too high.

Again he began, "I love to steal—" but this time it was too low. Once more he tried, "I love to steal—" and again got the pitch wrong. After the third failure the minister said, "Oh—"



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