POOR DOCUMENT

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ST. JOHN, N. B., JULY 25, 1908

ELECTION SUBSIDIES.

After a session including 145 working days, the House of Commons in four hours on July 16, voted railroad subsidies and guarantees which in cash and credit may amount to $35,000,000. The votes rushed through in these four costly hours must have convinced everybody that the elections will be brought on in the coming autumn. The supplementary estimates favored that idea. The railroad votes make it appear a settled thing. The public must assume that the government is going to the country when it sees how much of the country's money it is spending in an attempt to pave the way for a renewal of power. In forty per cent. of the constituencies of the Dominion during the campaign that is coming, the result of these prodigal railroad votes will be felt. In forty per cent. of the constituencies there will be railroad schemes of one kind or another based upon the four hours work of the government majority in the House of Commons on July 16. Not counting city constituencies such as St. John, Halifax, Montreal, Quebec, Ottawa and London, the number of constituencies affected by the railroad subsidies and bond guarantees are distributed as follows:

Nova Scotia	10
New Brunswick	8
Prince Edward Island	0
Quebec	30
Ontario	22
Manitoba	1
Saskatchewan	8
Alberta	4
British Columbia	5
Total	88

In vain Mr. Borden pointed out that these resolutions had been laid before the House seven months and seventeen days after the session had commenced, and were moved within forty-eight hours of prorogation. Even as it was, they had not been introduced until the opposition had repeatedly asked for them. The Liberal press and Liberal members had complained of the length of the session, and had stated that five months was an ample length. Thus, he said, the government must face the following dilemma:

1. Either the government had been concealing these guarantees and subsidies for two and a half months;

2. Or else the government had not prepared this legislation at the end of the five months which it described as the normal length of the session, and all its talk about the opposition delaying things was empty.

The opposition leader keenly examined the nature of the proposals. The bond guarantee was for $11,000,000; the lines to be subsidized aggregated nearly 4,000 miles. The combined length of these lines exceeded the distance from the Atlantic to the Pacific. It was a proposal to subsidize railway lines equal in length to a new transcontinental railway. Yet Parliament was asked to discuss this in the last hours of the session; the government obviously did not desire serious discussion or consideration of these proposals. The financial responsibility ranged from $12,500,000 to $22,500,000; adding the guarantees, the liability was $33,500,000. No correspondence had been brought down. No documents of any value had been produced. The House was without sufficient information.

Of course the government deliberately brought down this batch of subsidies and guarantees at the eleventh hour, so that it would be impossible for the House to give them anything like adequate consideration. And, of course, the government majority followed orders and jammed the whole thing through. The Toronto News (Ind.) says of this method of providing election arguments, and perhaps election funds:

> This year's subsidies and guarantees constitute electioneering legislation and little else. Consider their bulk. These subsidies cover nearly 4,000 miles; the distance from Halifax to Vancouver is about 3,000 miles; the main line of the Canadian Pacific from Montreal to Vancover is rather less than 3,000. Thus we find Parliament in four hours voting to subsidize an aggregate of railway enterprises one-third longer than the mighty Canadian Pacific. The average railway line subsidized at present costs $20,000 a mile, and gets between $5,000 and $6,000 a mile in Dominion subsidy; so here we have Parliament pledging itself to a possible liability of $22,500,000. Again, the bond guarantees cover about 750 miles and involve a liability for the interest on $11,000,000 of bonds. Perhaps it is right to do all this. Perhaps all of these lines are justifiable enterprises; perhaps they merit backing. But surely each case should be examined and scrutinized. To decide upon the worth of about eighty separate enterprises—to vote aid of one sort or another for 4,750 miles—to pledge the public money or the public credit up to $33,500,000—all in four hours is a mere travesty upon government by Parliament.

Here then are signs of the elections, and signs also that the government will have a well-filled war chest when it goes to the country.

A FEARFUL PROSPECT

The Russian Douma has proved to be a somewhat tame body of popular representatives. The government took care that the number of radicals elected should be small. The period of repression has been long and hard. To the outside world Russia has begun to appear quiet. The truth is that the revolution is going on and that observers believe a period of violence is coming. Count Tolstoi, according to a keen reviewer, is now a most formidable ally of the revolutionists.

Count Tolstoi's pen, says the reviewer, will do more than a thousand bombs to shake the Russian autocracy. His attack on the administration required on the part of the aged prophet as much nerve as is required to throw a murderous grenade, while it is free from any ignoble appeal to terror such as he denounces in both parties to the dispute between the autocracy and the revolution. Some say that it will put a stop to the preparations now being made by his admirers to celebrate his coming eightieth birthday anniversary, on the 28th of August. As to that, we presume that Tolstoi for his own sake cares nothing. In denouncing the mistaken method of meeting savagery with savagery he has freely offered his old neck to the halter, knowing well that his death would go far to precipitating the redemption of Russia. After the promulgation of the Czar's Constitutional manifesto in October, 1905, and the partial amnesty granted to political offenders, the numerous periodical and other Russian publications, printed in various countries and secretly smuggled into Russia, had practically ceased to exist. Their editors and publishers had mostly returned to Russia, where they could continue their literary activities openly, as the press censorship was for the time abolished. The result was that these writers exercised discretion and did not allow themselves these unrestrained attacks upon the authorities, to which they naturally gave vent when compelled to write outside Russia. There was no advocacy of terrorism in any of the opposition papers then published openly in the empire. From this it was thought that the government would appreciate the fact that the violent political elements had voluntarily put constraint upon themselves and become more moderate. But with the dissolution of the second Douma the press censorship was restored and entered again upon its system of terrorism. All opposition organs, even the most moderate, were suppressed, their editors and publishers being either heavily fined, imprisoned, or exiled. Now, as a consequence, the Russian revolutionary press in other countries is again in full blast, preaching a violent campaign of terrorism and showing that, while the writers could be moderate and reasonable if fairly treated, they could be implacable when tyrannically repressed. They confirm what Count Tolstoi writes of executions publicly and secretly carried out every day by sentence of courts-martial and other tribunals, with names and dates. These, they say, exceed the horrors of the French Revolution, the Reign of Terror established by the government being more extensive, sanguinary and long persistent than that of France. No class, age, or sex is exempt. Women, and even children, are sent with men to the gallows in batches. The horror of these reports is stupefying and would exceed belief if not vouched for by witnesses like Count Tolstoi, who from his position of comparative immunity, should be able to know whereof he speaks.

PROOF OF SANITY

When Hobson told the Democratic convention at Denver that Roosevelt had said war with Japan was probable, everybody felt sure that the fiery Hobson would be made a member of the "Ananias Club" by the President as soon as he read the Denver story. Sure enough, Mr. Roosevelt lost no time in saying that Hobson was a liar and that the truth was not in him. Hobson yelling for a bigger navy because of a coming war struck the Democrats as a wild man. They laughed at him. The New York World thinks the incident killed the hero of the Merrimac. It says:

"The Denver Convention gave no better proof of sanity than in the treatment it accorded Representative Hobson. It was a severe test. The occasion was one where sensationalism would naturally make a strong appeal in the excitement of the moment. Spreadeagleism is always attractive to political manipulators. Hobson's deliberate purpose was to play with fire in the magazine. He had planned to touch off an explosion of jingoism of which the harmful effects would have been far-reaching at home and abroad.

"Fortunately the average American is gifted with both common sense and a sense of humor. The spectacle of the quondam 'hero' of the Merrimac boosting himself into prominence as the bearer of a solemn message of salvation to the nation and as the confidential mouthpiece of President Roosevelt in spreading a war scare brought down the house. Hobson left the platform the butt of the gallery and the laughing stock of the delegates, and within a few hours President Roosevelt had publicly branded him as a falsifier.

"After the ridicule showered upon him at Denver, if the man were not consumed with self-conceit he would pack up his bundle of false war rumors and expert opinions and seek deserved obscurity. A sharper rebuke to the professional inciters of worldwide strife in the Pacific could not have been administered by a representative gathering of American citizenship."

SPECIMEN TRANSACTIONS

The government majority at Ottawa during the long session obediently voted to choke off inquiry into many questionable transactions, but many were exposed and those that are known suffice to give the people a clear idea of the methods recently pursued by the party in power. For example, there is the sale of Indian lands to American lumbermen, a deal exposed during the last days of the session. Three politicians who had friends at court bought the land in question from the government for $9,017. They sold it to the American lumbermen for $101,830. The figures show how profitable a pull may be:—

Paid by purchasers to the politicians	$101,830
Received by government	9,017
Profit for politicians	$91,813

The three politicians pocketed $30,600 each.

The Toronto Mail and Empire has condensed an account of several other of the more notorious transactions. One of these was the Saskatchewan land deal. The Mail and Empire says:—

"In that case a politician now in Parliament, with a few other speculators, got 250,000 acres of land in the West for $1 an acre. Within a year these men had sold out for from $8 to $12 an acre. The figures are these:—

Received from the settlers	$2,000,000
Paid to the government, at $1 an acre	250,000
Profit for politicians	$1,750,000

"But the politicians do not always deal directly with the settlers. Thus, in the Robbins' irrigation case, the land, which was bought for $1 and acre, instead of being sold to settlers, was put on the London market and was disposed of to a company for $800,000. The same policy seems to have been followed with the great timber grants made to the Burrows, Fraser group. This coterie has secured the best part of the timber of the West. Burrows sold one of his concessions for $80,000, and he and his friends have put up other grants for sale for sums running as high as $500,000.

"In these cases it is obvious that the government sells cheaply to its friends, who resell at a profit. When the government is buying land the process is reversed. The friends buy cheaply from the actual vendors of the property, and the government purchases from them at an enhanced price. Two or three sample cases have been enquired into during the session just closing. Land was wanted for the railway yards at Moncton, and the government bought it, not from the owner, but from a politician who had secured an option upon the property. The result was as follows:—

Paid by the government	$13,880
Paid by middleman	5,075
Profit for politician	$8,805

"A similar case has been discovered at Halifax, but the figures are larger:—

Paid by government	$45,400
Paid by middleman	18,588
Profit for politician	$26,812

"A more interesting illustration of the system is afforded in the case of the purchase of terminals for the Grand Trunk Pacific at Winnipeg. A politician first got the land, and then the government bought from him. The balance sheet stands thus:—

Paid by government	$222,000
Cost to politician	99,000
Profit for politician	$123,000

"In the land deals the politician makes his profit in the shape of a 'rake-off.'"

Another reviewer reminds the public that, if the government goes to the country two or three months hence, the elections will come before there has been any thorough investigation of the public departments indicted by the Civil Service Commission. He says:—

"A bomb shell was thrown into the government ranks when the civil service commission, appointed by the Laurier government, reported on its enquiry. Two departments were investigated. In the marine department, there was, the report said, 'no visible head,' and among other things 'a lack of conscience,' and an apparent desire 'to spend as much money as possible.' The government appointed Judge Cassels a commissioner to probe deeply into this department, but he got only well started when he began to make disclosures. The enquiry was then indefinitely postponed."

The government majority in Parliament was unable to prevent the exposure of many evils. But that majority condemned no transaction, however bad. It virtually approved of every evil, every abuse, every deal that was brought to light. The taxpayers can expect nothing from such a majority. The voters must take the matter into their own hands and choose better representatives.

BANKS AND THEIR DIRECTORS

Who runs a bank, anyway? Should the directors direct? Do they direct? These questions and others are raised by developments in connection with the Sovereign Bank. At a meeting of shareholders of this institution the other day, Senator Baird, who was a large holder of the stock, presented a report in which he severely arraigned the directors. Senator Campbell, in replying to Senator Baird's criticism, made a statement on behalf of the directors which will be read with interest by many. Among other things he said:

"We are resigning now, but I do not think we deserve the censure and blame which Senator Baird has given in his report. You must remember that all these things, now being talked about happened within a few months' time. The bank was all right, and in a first class position until it received $2,000,000 as new capital from the Dresdner Bank. Then we had two or three millions to invest and the trouble happened in the next few months. We trusted our general manager entirely. We had to trust him just a you are trusting Mr. Jemmett now. All we could do was to accept our general manager's statement as presented to us. When he gave us no information on any particular subject, we naturally knew nothing about it. What else could we do? We could not go around auditing all the books of the bank trying to get informatiion behing the back of the general manager. We had a good board of directors with good business men such as Senator McLaren, Mr. R. MacDonald, and Mr. Dyment, men who have made a success of their own particular business. If we had known of such things we should not have permitted them to occur. I do not think the directors deserve the censure they have received in Senator Baird's report."

But Senator Baird returned to the charge. He said that while he gave the directors credit for acting in good faith, they had been careless and negligent. "They have no right," he said, "to expect to escape the responsibility therefor. The trouble was that they allowed their general manager to direct them, instead of them directing the general manager. There is too much of that kind of thing going on in the country. The directors have no right to simply walk into the bank, stay a few minutes and walk out again. If information was withheld from you by the management, it was your duty to have insisted upon the facts being placed before you."

Directors, Senator Baird kept insisting, should direct. "But how can they?" Senator Campbell asked, in effect. He said in reply to Senator Baird: "But what could we do? We could not go around prying into the books!" Senator Baird said: "I would have got the information if I had to stay a month each time." Senator Baird's, the Montreal Witness says emphatically, is at least the right spirit. Without presuming to enter into the merit of this particular dispute, it can be averred on general grounds that Canadian as well as British financial concerns have suffered from having directors who have not directed, 'figure heads,' or 'guinea pigs.' British institutions, however, have always to aid the directors and others interested, an independent audit, which we have not, except in very few instances."

STEEL SHIPBUILDING

Nova Scotia's attempt to revive its shipbuilding industry has received much attention recently because of the launching of a steel schooner at New Glasgow, the first steel sailing vessel ever built in the Maritime Provinces. Except the masts of Oregon pine, the materials for the vessel were products of Nova Scotia. The Boston Transcript suggests that Nova Scotia will not build many steel ships until the government assists the industry. It says:

"The memory of ancient glories that Nova Scotia has had and lost, in the shipbuilding line, has in later years been rather a haunting one. Her position was a proud one when the sails of wooden vessels covered the sea. In proportion to her population, she at one time claimed to be and doubtless was one of the largest ship-owning countries in the world. A little over thirty years ago it was estimated that as many as five hundred square-rigged vessels were owned in the province, representing an investment of over twelve million dollars. In 1866 it was stated that the people of Nova Scotia had more than a ton of registered shipping per head of population. In 1878, Canada stood fourth among the ship-owning countries of the world. Now she is tenth, for while the number of her vessels has increased, her registered tonnage has fallen off more than forty per cent. Shipbuilding is confined to small craft, and the provincial merchant flag is seldom seen in other parts of the world.

"Local conditions are no doubt favorable to the revival of this industry. The Nova Scotians are on intimate terms with the sea. They have had training of great value in both the building and the handling of ships. They possess a natural and hereditary adaptation to the business. The raw materials are close at hand, but there are serious handicaps there, as also in this country. This new venture is doubtless intended as an object lesson for the government as much as a definite commercial enterprise. The Chronicle admits that Nova Scotia cannot compete successfully with a free-trade country like England or with the government-bonused yards of Germany, but adds that it only remains for the government to take such action as will remove the handicap now imposed upon the Canadian builder in comparison with his competitors in other lands. This is more than a hint; it is an appeal, and unless it is answered in the way desired, it is probable that this pioneer vessel will be very rapidly or widely multiplied in the near future."

WELCOMING THE PRINCE

When the guns roared a deep-toned welcome to H. R. H. the Prince of Wales, at Quebec Wednesday, it was no mere idle and formal burning of powder. The heart of the country was in the salute. Canada honors the man and the high station he fills. Canada knows the Prince as a charming and admirable king-in-training, skilled in the tact, and courtesy, and knowledge, and moved by the high purpose, that made his royal grandmother revered throughout the Empire, and that have made his royal father, Edward the Peacemaker, the popular and beloved sovereign he is. It is said often that the British Empire is fortunate in its royal family. Certainly many events of recent years have been calculated to impress upon all the truth of the saying.

His Royal Highness comes, fittingly enough, aboard the most wonderful warship the builders of the world have yet produced. Now, as in the days gone by, Britain keeps a long lead in sea power. It was that sea power which enabled her to maintain her outposts the world around. The Prince of Wales participates in the celebration of the birth of Canada 300 years ago. That is not a great period in nation-building, yet he, and the representatives of the nations who have also come to Quebec, find themselves in the gateway of a young nation holding half a continent and making the vast holding everywhere alive with useful progress. Everywhere there is evidence that the development of the years to come will be very swift as compared with the growth of the years that are gone. The seven millions of people will become twenty in less time than the three became seven.

The people who greet the Prince are united, sanguine, contented, and loyal to the Crown. When they cheer the royal guest they cheer from the heart.

PUSHING THE INQUIRY

Defective memories are common among witnesses testifying concerning large transactions before the Central Railway Commission. Gentlemen who were conspicuously identified with the enterprise at various stages of its progress, and who in one way or another had to do with the distribution or application of large sums of public money, retain but vague ideas as to the transactions in which they must have taken the liveliest interest.

The road was to be pushed through to Gibson. The coal areas of Queens were to be developed. Hundreds of tons of coal were to be raised every day, thousands every month. Royalties were to flow into the provincial treasury. Freight was to be forthcoming in remunerative quantities. And, in due season, the road was to become a part of a transcontinental system. The whistle of the Hong Kong train was to cheer the taxpayers who lived along the line, and who wondered from time to time what feature of the enterprise it was that devoured so much public money.

The road was not pushed on to Gibson. The coal areas were not developed. The royalties did not materialize. And, unfortunately, the money as it passed from hand to hand, as it circulated around the somewhat limited circle of those who controlled the enterprise, left no permanent impression upon the mind of anyone. Of course the public has some idea as to how the volume of currency diminished as it passed along, but the Commissioners may yet find someone who not only knows what became of the money, but who can remember under oath.

Some books are missing. Some men are dead. But the whole story must come out. The public will be quick to judge the motives of those who seek to obstruct the inquiry or to limit its scope. Gentlemen who have nothing to conceal will make no attempt at concealment. The commissioners, therefore, should be able to depend upon frank assistance from several prospective witnesses of importance, whose only anxiety, one must suppose, will be to make everything clear.

AN HONEST LIBERAL VIEW

Candid friends of the Laurier administration are speaking out in condemnation of the worst features of the recent session. The Montreal Witness, Liberal, is one of the honest supporters of the government which cannot bring itself tamely to apply whitewash to the record where it shows black. In its editorial review of the session the Witness guardedly praises the Civil Service Bill and the measures against cigarettes and opium. Then it deals with certain features of the session of which much must be heard until after the Federal elections. Coming from an honest friend of the administration its opinion is valuable and significant. It says:

"The session, however, has been more than ordinarily disfigured by scandals and charges of extravagance. The civil service was declared by a commission appointed by the government to show a lack of conscience, and further investigation proved, as acknowledged by some of the officials themselves, that by the unbusinesslike methods (to put it most charitably) of some of the departments the country has been losing vast sums. This state of things, it seems, has been going on indefinitely as to time, and it was all to the credit of the government to order the investigation by a commission of three, and a further inquiry by a judge; as it was all to the credit of Mr. Brodeur to have the books of the Department of Marine independently audited, and a more efficient system of bookkeeping initiated. It is to be expected that both these inquiries will result in making the way more difficult for wrongdoing and wasteful carelessness in the future.

"On one of the charges against the Department of the Interior, that political friends of ministers were favored bidders for timber and other desirable lands, the Opposition on the face of it has seemed to score, as also in the case of the private purchase of land at St. Boniface and the immediate sale of it afterwards to the government for Intercolonial terminals at more than double the price that should have been paid. Other matters out of which the government does not come very well, at any rate for business acumen, is the Quebec bridge fiasco and the connection of Sir Frederick Borden with a business transaction in the Maritime Provinces. But a government majority, whether in the House or committee, was always ready with the inevitable coat of whitewash. Financially, the session has been marked by big figures for current and prospective expenditures. The total estimates amount to $129,902,000, and that does not include the various bonuses to industries and subsidies to railways. These may amount during the present fiscal year to thirteen or fourteen millions, and there is also to be added the Quebec bridge liability and other odd and ends. This, of course, will be spread over other years, as it is physically impossible to spend in one year all that parliament has provided. However far all these heavy liabilities may be justified, there is no doubt about their being a heavy tax upon the community now and for some years to come."

The whole country is well informed concerning the scandals of which the Witness speaks, and it knows of others also. What effect have these things produced upon the men who are open to conviction? In seeking an answer to this question we must remember what effect they have produced upon the Witness. In most matters the Witness is an out-and-out supporter of the government, but, as is to be seen from the language quoted, it feels bound to condemn much for which the government is responsible. No doubt there are thousands of voters who supported the government in 1904 who now feel that they can no longer give it their confidence and assistance. They know that, as the Witness says, the government has always been able to get a coat of whitewash from a subservient majority, but they know also that the whitewash has not changed, or even concealed, the real nature of the transactions in question.

The present government at Ottawa gained power on pledges of reform and economy. There is no sign of reform. There is every proof of extravagance, of recklessness in taxing the people and mortgaging the future. The Toronto News charges that the government is trying to bribe the whole country and so gain another lease of power. Fortunately the country is on its guard. As the News shows, there is need for vigilance. It says:—

"There would be less ground for uneasiness if the government seemed to realize the gravity of the situation, and was dealing with a strong hand with its general expenditures. But of this we have no sign in the bearing or action of ministers. Mr. Fielding seems to be incapable of enforcing economy in the departments, or of resisting the professional raiders of the treasury. It is still advisable to assist railway enterprises in the unoccupied spaces of the country where under modern conditions railways are as necessary as roads and bridges. But in the older communities public subsidies are seldom needed. The great private railway systems may be trusted to provide any addition accommodation that may be necessary. They are not likely to neglect profitable connections. We have, however, total appropriations and guarantees for railways of over $30,000,000, and these cover projects which touch one-third of the constituencies of Canada. This is sheer public bribery, is in pitiful contrast to the professions of the Liberal leaders when they were out of office, and is doubly objectionable in face of a falling revenue.

"Indeed, the government lacks all the essential characteristics of a Liberal and reforming administration. It is the creature of its partisans. It concedes reforms sullenly when outside pressure becomes too formidable to resist. It blocks inquiry and protects evil doing in the departments. It permits the expenditures to mount year after year apparently in sheer indifference to the ultimate results, and entirely careless of the burden which falls upon the farmers and the workmen, the mercantile and trading classes. Its constructive capacity is diminished. Its power of resistance becomes more feeble from session to session. It was expected that this session would witness a revival of public spirit, of reforming energy, of zeal for economy, in the administration. But apparently it has determined to adhere to its partisans, to trust to its expenditures, and to defy the sounder public opinion of the country which only a few weeks ago found such overwhelming expression in the provincial contest in Ontario."

NOTE AND COMMENT

Dr. Daniel and Senator King agree in thinking the elections will come in October or November.

* * *

The Central Railway Commission is to resume work today. The anxious seat is becoming crowded.

* * *

Rojestvensky has gone the long voyage. He was the greatest of modern Russia's admirals. Among the blind, runs the proverb, a one-eyed man is king.

* * *

The school vacation is slipping away, but the work of making the schools safe, which should be finished before the pupils reassemble, is not yet done or nearly done.

* * *

There is talk to the effect that ex-Premier C. W. Robinson will be the Liberal candidate in Kings-Albert. If this report is well founded it means that the Liberals can find no resident of either Kings or Albert formidable enough to match against Mr. Fowler and therefore have to borrow from Westmorland.

* * *

"The country's needs are no greater in election year than in another year," says a contemporary. "Brought down to the last analysis a big expenditure all over the country just before an election is nothing more or less than an attempt to buy the favor of the people with their own money." True, the country's needs are no greater election year than any other year—but the government's are, and that is what counts. But the before-election estimates, big as they are, are not big enough to obscure the before-election scandals.

For four years the people have been paying enormous bills. This year they vote.

* * *

In its review of the session just closed the Toronto World devotes a little space to the Minister of Public Works. It says:—

"The session was not without its fireworks. Hon. William Pugsley signalized his entry into federal politics by making sensational charges about a $500,000 campaign fund for the Conservatives in the 1904 campaign. When he came up from St. John to the capital he was twice challenged by the opposition to make in his place in parliament the same statement he had made outside, and he was silent. Mr. Kemp, of East Toronto, gave the minister an uncomfortable hour, but the best that could be got from him was a retort that he was prepared to go before a committee of enquiry and make good. This fall-down of the minister weakened his prestige considerably. Later on he was the object of an attack by George W. Fowler, who described in biting terms his many turnings and twistings in politics. Mr. Pugsley had nothing to say to this."

Directions for Making Iced Tea

Warm the teapot. Put in a heaping teaspoonful of "Salada" Tea for every two cups. Pour on freshly boiled water and allow to infuse from 6 to 8 minutes. Pour the liquor off the leaves and let cool. "Salada" Tea iced is a most delicious and refreshing beverage. A small piece of lemon will add to its flavor.

Eureka Fly Killer

The best known preparation for protecting horses and cattle from flies Easily applied. Harmless to the animals. Something no farmer should be without. If your dealer cannot supply you write us.

W. H. Thorne & Co., Ltd.
Market Square, St. John, N. B.

Tercentenary in Canada.

(Champlain, Founder of Quebec, 1608.)

New dawns the year. Three hundred years are hence
From rise to set since broke the year in morn,
When Canada—a few rude huts, a fence—
In Old Quebec was born.

Father of Canada, the scant seed sown
Beneath that frowning cliff took steadfast root;
Its branching sway today three Oceans own,
A nation is the fruit.

Pilot, whose hands first swayed the plunging helm,
Frail venturer on perilous seas of state,
Not all Time's running waves can overwhelm
Our barque undominate.

Sleep on. Today the lily and the rose
Blow in one garden; many a votive shrine
Honors thy Queen of Heaven, and thy foes
Are one with thee and thine.

Anigh thy tomb old Time stands hushed at gaze,
And in that silence Man, the dreamer hears
Fame's bugle call—On toward the sunset haze
The pageant of the years.

Brave voyager, gay knight and dainty maid,
Red coat and crimson doublet, swords a-gleam;
Men schooled in council, sea-craft, camp and trade,
Or lore of wood and stream.

From the live past move up the sundering foam,
High-hearted in the vision of thy rest,
Building from thy design a nation's home,
Peopling the unknown West.

Blazing a trail where Solitude was Fear;
Unwept, unburied in their chosen land,
Weaving the web of Empire—many a tear
Mixed with the scarlet strand.

Till of bright woof or shadowed warp of gloom
'Spite threads untimely shorn or tangled skein,
One glorious fabric issued from their loom,
Who labored not in vain.

Still we remember, dauntless Pioneer,
Treading with light where thou has darkling trod,
Though prizing Empire thou didst hold more dear
One soul secured to God.

Still we remember—this our birthday near
May consecrate our battlefields of old,
Fanes of high effort, and another year
The Angel, Peace, behold.

O'ershadowing thy sleep; long since her hand
Checked the wild cannon, thundering down the shore,
The grappled legions broke at her command
Hers, who hath conquered war.

By those whom Death assigned a deathless crown,
Twin heroes wending to their glorious graves,
By Wolfe and Montcalm she may smile adown
Upon the cumbered waves;

Seeing in earnest of her victories
The dawn upon a thousand sails unfurled,
Trailed smoke of vessels bearing to the seas
The commerce of a world.

Freight of our forests, maple, fir and pine,
Spoil of our orchards, wealth of many a mine,
Live treasure of the plain;

Watching our kin, fair women, stalwart men
Win toward Perfection as each schooling age
Shall furnish increase, knowledge to maintain
Their goodly heritage.

Science, their handmaid shall before them go
Subduing Nature to their utmost call,
Shall bind the power of wind and fire and flow,
Each element in thrall.

Religion lead them, as the pillared fire
Led Israel's bloom from dark Mizraim's pale,
To ultimate Fulfilment of Desire
Beyond the blurring veil.

While Art shall guide them on the quest sublime
Of magic Beauty—her divinest fee
Scorning all turmoil of our tyrant Time
Child of Eternity.

ENVOI.

Father of Canada, the glistening pane
Flowered with the Frost-King's fa' cery,
Show not so fair as unto us remains
The Dream we learnt of Thee.

—W. P. O., in Montreal Witness.

ADMIRAL ROJESTVENSKY ALIVE

Death Reported from Germany Not His.

Berlin, July 21.—The announcement made yesterday from Bad Nauheim, Germany, that Vice Admiral Rojestvensky, who commanded the ill-fated Russian fleet that was annihilated by the Japanese in the battle of the Sea of Japan, in May, 1905, had died there the night of July 19, from heart trouble is incorrect. A Russian named Rojestvensky did die at Bad Nauheim, but he was not the admiral.

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