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ST. JOHN, N. B., JULY 22, 1908

THE LATEST WONDER

After thirty years of study and experi-
ment, Count Von Zeppelin has built a
dirigible balloon which sailed across half
of Switzerland at a speed of thirty-four
miles an hour, remained in the air for
twelve consecutive hours, carried fifteen
passengers, and alighted in safety. So
long a voyage at so great a speed, such
evidence of control, and such carrying ca-
pacity undoubtedly mean that Von Zepp-
lin will accomplish much more wonder-
ful feats in the near future. Already
German strategists and politicians are
mentally re-arranging the map of Europe
as they calculate the military uses for
which this air vessel may be employed.
Von Zeppelin was a soldier in the United
States Civil War, and a balloon ascen-
sion at Fredericksburg first turned his
attention to aerial navigation. He served
as general of cavalry. As a soldier he
saw the tremendous importance of a ma-
chine which could be used to observe the
enemy or explore hostile territory safely
and secretly. In 1882, after some experi-
ments with airships he made himself an
object of ridicule by this announcement:
"I intend to build a vessel which will
be able to travel to places which cannot
be approached, or can be approached
only with great difficulty, by other means
of transport. To a straight line across land
and water, where ships are to be sought
for, from one fleet station or army to
another, carrying persons and dispatches;
for observations of the movements of
hostile fleets or armies, not for active
participation in actual warfare. My bal-
loon must be able to travel several days
without renewing provisions, fuel or
gas."

Sixteen years later he had kept his
word. It cost him a fortune of \$750,000
to keep up the work, but after he had
reduced himself to poverty his progress
caused a syndicate to raise \$250,000 to
support his plans, and of late the Ger-
man government has appropriated \$650,-
000 to enable him to perfect his plans.
German writers and military men are
already talking about a fleet of airships
which would be able to land an army
in England, talk which will serve to re-
call the remark of a greater German
than any now alive that he knew several
plans for landing an army in England
but none for getting it out again. The
British will build airships quite as rap-
idly as they may be needed for any useful
purpose. Not long ago the British war
department was found to have been
quietly experimenting with dirigible bal-
loons and the Nulli Secundus was proof
that the inventors had kept abreast of
the times. The military men undoubtedly
attach much importance to the air-
ship for scouting purposes and expect
ultimately to employ it for actual fighting
purposes. There is, however, no likeli-
hood that any one nation will hold com-
mand of the upper air. As to what is
termed in the slang of the day "hot air,"
Berlin appears to have more of it than
any other capital at present.

The British hold the sea. They dis-
played more than 300 first class fighting
ships the other day, a force five times
greater than that recently shown by Ger-
many in the same neighborhood. The
ship that is bringing the Prince of Wales
to Canada is one of several powerful
any which foreign nations have built or
will be able to build for some years to
come. Von Zeppelin deserves well of his
country. He has turned a dream into a
reality. His government is prepared to
spend millions to develop his invention
to the highest possible point of military
value. But there will be similar progress
in other countries and relatively things
will remain as they were before so far as
military advantage goes. For a long
time to come no country will begin to
rain dynamite upon its neighbors, be-
cause no country could enjoy a monopoly
of that sort of warfare and the people
of all countries have a prejudice in favor
of sleeping peacefully and safely at
night.

THE AUDITOR'S REPORT

The report of Mr. Miller, the auditor
who investigated the Crown Land depart-
ment and the accounts of the late deputy-
surveyor-general, is printed today. It is
an amazing document. In a sense it is
"complete account" to come. Enough is
given, however, to show that under the old
regime the methods permitted or en-
croached—were a constant invitation to
crookedness and afforded opportunities
which were not always ignored. The
people of this province knew what they
were doing when they went to the polls
in March last, but some of the evidence
which now is being disclosed must con-
vince them that they did not suspect half

that was going on. The auditor's report
should elicit explanations from several
members of the old government, though
explanations are not likely to give the
matter a healthful complexion by any
means. Unfortunately there is more of
this sort of thing to come.

OUR REPRESENTATION

Canadian newspapers which have been
discussing the additions of territory to
some of the provinces are generally agreed
that the Maritime Provinces should not
suffer any further diminution of representa-
tion at Ottawa. The Montreal Herald
suggests that these provinces rather than
Quebec should be the standard whereby
the size of Parliament should be measured.
The Herald says:

"No doubt there will yet be large ad-
ditions to the population of Nova Scotia,
and probably of New Brunswick, but
these will only come with the opportu-
nity to take the full advantage of their
magnificent positions on the sea, and be-
fore that comes there may be a long wait.
For the present the population of the three
provinces by the sea comes the nearest
to being a fixed quantity of anything we
have in Canada, and it might be well to
fix the representation of the three at a
figure which would satisfy them, and then
adjust the representation of the other pro-
vinces to that standard. There is no good
reason why Quebec any more than another
division, should be chosen to set the
limit of representation. In fact the growth
of population in Quebec has been such
and is distributed over so wide a field that
the original restriction to sixty-five seats
will not longer be susceptible of adapta-
tion to the changed situation. Having
regard for the greater fixity of their num-
bers, it might be better to allot the Mar-
itime provinces a permanent representa-
tion of thirty-five or thirty-six, and to
adjust the representation of the other pro-
vinces to that. At all events, it is the
sincere desire of Canadians in the other
provinces that those down by the sea
should not suffer any humiliation as the
consequence of the advance in population
and strength which is general throughout
the Dominion, and if a way can be found
to meet their case and save their dignity
against the not too distant time when
their ship will come home, it will give
satisfaction all round."

The Montreal Star speaks stoutly on
behalf of the people here by the sea. It
says in part:

"The position of the Maritime Provinces
introduces another element. The fullest
consideration should be paid the feelings
of a pioneer people who find their repre-
sentation in the Dominion being auto-
matically cut down by the growth of a
sister Province. This is a role which
Quebec plays with much distaste—a role
not sought by Quebec, but imposed upon
her by the Fathers of Confederation.
There is much, however, in the Maritime
Province contention that what was agreed
upon was that the Province of Quebec as
before Confederation, was to be the pivot
—not a greater Quebec—of the system.
—Of course no one contemplates any
system by which the unit of representa-
tion will be smaller east of Quebec than
west of the boundary which separates it
from New Brunswick. A Canadian living
in Quebec or Ontario or the West should
have his vote count for as much as a
Canadian living in the Maritime Provinces.
Thus, to keep the Maritime Provinces as
they are, would not increase their power
in Parliament but would only provide
more places for a few—a very few—poli-
ticians. Now this means increasing the
size of the House of Commons very seri-
ously; and for this increase the tax-payers
of the Maritime Provinces must pay their
share. No so potent are the Maritime
Provinces in the affairs of the Dominion
that they can probably get their way in
this matter, whatever course they may
choose; but it might be as well for the
non-political tax-payers of these Provinces
to think the matter over before paying
the price of a swollen Commons for the
sake of two or three more births for
local politicians."

A GOOD OUTLOOK

The showers of the last few days,
though by no means as heavy as were
needed, have somewhat relieved the farm-
ers, and with fair luck from this time
forward the New Brunswick crops should
be better than the average. In some dis-
tricts hay and root crops will be better
than the province has known for many
years. What is true of this province is
true of Eastern Canada generally. The
West talks confidently of a wheat crop
of 120,000,000 bushels. Generally speak-
ing, before November, Canada should feel
the effects of a general increase of busi-
ness activity and the buoyancy due to
a confidence based on a good harvest and
a comforting outlook. The Montreal Vite
in surveying business conditions, points
out that there are many reasons for
confidence.

In no other department of business
life in Canada has the general optimism
been so marked during the past week as
in railway circles, says the Witness. It
is generally conceded that the critical
period for the crops in the west has
been passed, and men who have given a
continuous study to western conditions
declare that nothing short of a miracle
can now affect the wheat crop adversely.
The grain is already heading out, and
the farmers are beginning to make prepa-
rations for starting upon the work of har-
vesting, which will begin early next
month, long before there is any danger
of damage from frost. Never in the his-
tory of the Dominion have the general
conditions for the growth of the crop
been so continuously favorable as in this
season, and the result is that in every
district the local record for abun-
dant and quality. The Canadian Pacific
this week received notification from its
western representatives that the extra
help required to harvest the crop would
amount to between 25,000 and 30,000
men.

ness conditions throughout the country is
reflected through the railways, in their
decision to engage many more thousands
of skilled mechanics and laborers, as a
result of renewed activities in the loco-
motive and car shops requiring the con-
struction of large consignments of en-
gines and cars of all descriptions. Many
of the railway shops at different places
have been either shut down or running
on short time during the past six
months, and the reopening, bringing
with it the employment of so many idle
men, will cause widespread satisfaction.
Not only are the railways preparing for
better times, but we are told that nu-
merous mills and factories are making
ready to turn out a greater quantity of
manufactured goods, as the demand for
all kinds of staple wares is increasing.
The steamship companies, it is pleas-
ing to note, are enjoying increased traffic,
according to statistics just issued by the
harbor authorities, and indications point
to a record year for the St. Lawrence.
Inland navigation companies report sat-
isfaction from port to port, while the
favorable trade from the sea to the
interior of the country is an early move-
ment of the crop to the seaboard are
responsible for considerable enthusiasm
among vessel owners. Bankers are be-
coming a little more lenient in their dis-
tribution of funds, with the result that
private and public corporations and in-
dividual firms are now able to complete
re-organization with a view to meeting
the better trade conditions which are
now appearing on the horizon."

WHAT IS TO BE GAINED?

A North Shore contemporary says: "It
will be hard to find one who has obtained
more for his country than has Mr. Log-
gie," and asks: "What is to be gained
by making a change in Northumberland's
representation at Ottawa?" Similar
questions are asked from time to time by
other newspaper supporters of the gov-
ernment who evidently think any consti-
tutional change should be content if its rep-
resentatives are successful in securing govern-
ment grants. If this principle were to be
accepted we never would have a change
of government, and the government could
go on forever, no matter how corrupt it
might be.

The people of Northumberland will be
likely to prefer Mr. Morrison to Mr. Log-
gie for many reasons, but perhaps the
heaviest load Mr. Loggie will have to
carry will be the record of the govern-
ment in Canada. Judging by the inde-
pendent shown by the voters of North-
umberland in the provincial election, and
remembering how much the conduct at
Ottawa resembles the conduct at Freder-
icton previous to March last, a much
stronger man than Mr. Loggie would be
swept to defeat if fighting under the Lib-
eral standard in the next contest. Gen-
erally speaking, the scandals exposed
in Canada have influenced every constitu-
ency in the Dominion. The recent provin-
cial campaign here and the defeat of the Ross
government in Ontario, show what the
people will do when they become con-
vinced that a party has abused its trust.
Mr. Loggie is an ardent defender of the
government. That alone is enough to
cause Northumberland to reject him when
the elections come.

THE UNNECESSARY COST

It was agreed by all parties, when the
G. T. P. project came up, that Can-
ada, particularly Western Canada, needed
more railroads. And the West will still
need more after the Grand Trunk Pacific
is in operation. But as the scheme is
worked out it appears more and more
clearly that very serious blunders marred
every step of the enterprise since its in-
ception, the result being that the country
will be made to pay through the nose for
what it gets. Indeed, even if it gets all
that it needs, the cost of it is likely to
remain that of a fraction of the cost which
will fall upon the taxpayers of the coun-
try. The late Mr. Blair well knew that
defects of the plan when he thundered
against it. Every week that passes now
develops something to confirm his opinion
of it. The plan spelled politics, not trans-
portation. The Mail and Empire con-
trasted the country's liability with what it
would have been had the government
acted wisely. It says:

"The list of railway subsidies brought
down at the eleventh hour by the Otta-
wa politicians pledges us to the following
among other grand traits:

"For a line from Montreal to a point
on the National Transcontinental Rail-
way, not exceeding 200 miles, the govern-
ment will pay the cost of the line, and
the Grand Trunk Pacific Railway
Company, for branch lines of railway
from the line of the National Transcon-
tinental Railway to Port Arthur and Port
William, not exceeding 200 miles."

"These propositions mean that we are
to pay for two of the branch lines re-
quired to make the full railway designed
by Sir Wilfrid Laurier useful to the com-
pany that is to lease it \$8,400 a mile.
As the mileage thus added is 420 miles,
the cost will be \$2,856,000.

"Now let us look at the situation. In
1903 the Government for the right to
continue its line from North Bay to the
Pacific coast. It also asked for the usual
subsidy, \$8,400 a mile, which would have
made the cost to the country \$15,380,000.
The government refused this reasonable
request and insisted that the line, instead
of starting from North Bay, should begin
at Moncton, in New Brunswick, and skirt
the entire northern shore of the Gulf of
St. Lawrence.

"None of the centres of trade and industry
in Quebec or Ontario. The railway com-
pany refused to build any such road,
whereupon the government undertook to
construct it with the money of the people.
Today the Ottawa Ministers are spending
upon this idiosyncrasy, according to their
own confession, no less a sum than \$192,000,000.
Some of the money is being taken from
us in taxes. A great deal of it is being
borrowed at 3 3/4, to 4, and even 4 1/2
per cent. When all this money has been
spent the line will not touch the com-
mercial centres. For this reason the
company has to build branches to draw
traffic into the regular channels of busi-

ness. Several branches have to be pro-
vided. The first in the West is that
which carries the road into Fort William
and enables it to reach the lakes. The
next will be a branch to North Bay, so
as to give the company what it originally
asked for, namely, connection with its
own lines in Ontario and Quebec. The
third will be a line to Montreal. For the
first and the last we are now being asked
to, and the subsidy, as we now discover,
is \$2,856,000.

"But the Dominion grant is not the
only bonus that is given. The province of
Ontario has voted \$440,000 and 1,200,000
acres of land to the Fort William branch.
Thus after spending \$192,000,000 to build
this railway in the Far North, we have
to give the following grants to reduce the
loss which the blunder threatens:

From Ottawa	\$2,856,000
From Ontario	440,000
Total cash	\$3,296,000
Land grant, acres	1,200,000

That there can be anything more idiotic
than this Laurier scheme it is impossible
to suppose. As the outset we were to
have paid \$19,380,000 for the new Trans-
continental. The wisecracks at Ottawa re-
fused to do that, and launched us into a
scheme which will cost us an almost in-
calculable sum, and will, in the end, be
not so good for the country as the cheap-
er enterprise would have been."

ALFALFA IN NEW BRUNSWICK

Successful experiments with alfalfa car-
ried on by Mr. McDougall, provincial
dairy inspector, are reported by the Sus-
sex Record. The matter is of the more
interest now when the Agricultural Com-
mission is at work and the local govern-
ment and the farmers are getting to-
gether for the purpose of advancing New
Brunswick agriculture to the place it
should occupy. The Commission would
well to look into the questions raised by
Mr. McDougall's experiments as now re-
ported. The Record says the experiments
were commenced a year ago. Mr. Mc-
Dougall, it says, last summer secured the
use of a piece of ground near the Sussex
freight house and sowed a small plot of
alfalfa, side by side with red clover. The
alfalfa did splendidly, the experiment
was not regarded as satisfactory until the
effect of the winter on it was determined.
This spring an examination showed that
the majority of the plants had lived and
that the raising of alfalfa in this climate
was not an impossibility. Where the
alfalfa had taken root on ground with a
very slight slope, just enough to prevent
water from standing and the ice from
forming, the growth was excellent but
where there was a slight depression and
ice had made, the plants winter killed.
This tended to show that the alfalfa would
not flourish on wet ground, although the
lot on which the experiment had been
tried is far from being what might be
considered even normally dry.

"A few days ago the crop of alfalfa was
cut and it gave splendid returns for the
trouble taken with it," the Record says.
"At the same time the clover was removed
and it too was in splendid shape but the
difference between the two growths is
now painfully apparent. The alfalfa at
once commenced to grow again and dur-
ing the excessive wet weather came up
bright and green, whereas the clover
showed the effects of the heat at once
and commenced to wither. The alfalfa
which was sown three weeks ago, and
which there was some doubt as to whether
it would be ready to be removed again. This
means that a third crop may be secured
this season but what is more important
it would indicate that this fodder, the
finest known, can be grown successfully
in the county and on land where other
grasses will not give sufficient return for
handing them. In the parish of Hove-
land, too, experiments have been carried
on to two or three times have been good, so
that the outlook is encouraging."

"If the success that has attended Mr.
McDougall's efforts can be attained gen-
erally, it will mean fortunes for the farm-
ers of the province. Alfalfa is the richest
fodder known, being equal to bran in
sustaining life and its ability to grow
where it is impossible to raise other
crops with success, make it an invaluable
asset. Its growth and greenness is noted
and it makes splendid feed. Mr. McDougall
has another crop in this year and it is
doing splendidly. He has taken a deep
interest in the question of its culture and
his efforts in this direction are being
carefully followed. The alfalfa patch has
been visited by hundreds during the past
year and Dairy Superintendent McDougall
will have the good wishes of all dairymen
in his experiments."

LORD ROBERTS

When Lord Dufferin was leaving India,
Kipling wrote some verse wherein the
resigning viceroy was represented as giv-
ing much sage counsel to Lord Lans-
downe, his successor. That was long ago.
The Russian menace was still at the
north gate. Many men who have
since attained world-wide reputations
were then unknown. But even in those
days there was in the foreground of the
picture a figure that the British world to-
day delights to honor. As the verses
run, Lord Dufferin was telling Lord Lan-
downe about the members of the Council,
indicating their peculiarities, their value,
or their lack of it. Upon one he dwelt
with a touch of affection:

"Look to one—
The smallest of them all—
White-haired, red-faced, who sat the plun-
ging horse.
Out of the garden. He's your right-hand
man.
And as long as you're sitting W-l-y from the
throne,
But he dreams gives work we cannot
buy.
He has his reputation—wants the Lords
By way of Frontier Roads. Meantime, I
think,
He saves very much the hand that falls
Upon his shoulder at the Council table.
Hate rates, and knows his business: which
is yours.
Your business! Twice a hundred million
men."

There was appreciation in that, and a
touch of prophecy. Lord Roberts has
gone far since those days. His coming to

Canada is after the fashion of a triumph-
ant entry—not by his wish, for he is the
most modest of soldiers, but because we
in Canada remember as if it were yester-
day, a day when the Empire was in a bit
of a corner, when the whole world, and
nearly that, was looking for a signal re-
verse which would indicate that Britain
has passed her zenith. That day brought
to the front once more the little white-
haired, red-faced man, who sat the plun-
ging horse. He was late in the field, but
once there all the world soon knew he
was the man needed. Safe, thorough,
competent, he was presently in the en-
emy's capital. Welcome here is the
warrior because Canadians fought under
him, but even without that touch of lo-
cal interest, Canada's knowledge of his
sterling service throughout half a century
would have ensured for him a ringing
welcome here. Britain has bred many
mighty captains. Roberts may stand in
their company and confidently share com-
parison. His has been great work, and
he has done it with the sure hand of a
master. Canada may well cheer him.

A CENTRAL TRANSACTION

Before the Central Railway Commission
on Saturday Senator Thompson acknowl-
edged that he and Mr. Stirling received
\$30,000 for shares in the stock of the Cen-
tral Railway Company on which they had
paid in all \$2,000 or less. Altogether there
were one hundred shares of stock, of
which Messrs. Thompson and Stirling held
forty-two, or considerably less than a
controlling interest.

If the Central Railway undertaking had
been a bona fide business, and its pro-
moters could have fairly looked forward
to very large returns from the railway,
there might have been some good business
reason why a shrewd man like the late
Mr. E. R. Burpee would give such an
enormous premium for a block of stock
—the premium in this case being no less
than 700 per cent.

In order to obtain a controlling interest
in the railway, Mr. Burpee might have
been willing to pay Messrs. Thompson
and Stirling this enormous price for forty-
two shares. The sale by these gentlemen,
however, was the sale of a share in an
undertaking which, to say the least, was
very unprofitable as a financial venture,
and the purchase was not made to secure
a controlling interest.

The situation apparently was this:
Mr. Burpee had upwards of \$61,000 in
the road which he wished to un-
load. Dr. de Bertram, who repre-
sented large capitalists in the United
States, but who seems to have shown no
business shrewdness, was induced to take
the contract for the construction of the
railway off Mr. Burpee's hands. Messrs.
Thompson and Stirling had a member of
the local government of the day as their
agent in the matter. The government
was in a position in which it could dic-
tate to Mr. Burpee and Dr. de Bertram,
and could force them to agree to anything
by holding up the subsidies. The evidence
heard thus far does not show whether or
not any member or members of the gov-
ernment received any portion of the \$61,000.
It must seem, however, that had the
government been safeguarding the inter-
ests of the province it would never have
made a party to such a transaction as is
outlined in the evidence heard on Sat-
urday. The commissioners should probe
this matter further, and see just what
the British government, and see just what
the United States need not be jealous of
its own interests. In contemplation
of the economic greatness of their own
land the people of this country lose sight
of what is going on elsewhere.

"With short-sighted complacency, they
look at the array of figures represent-
ing the products of American
fields and farms, and give little or
no heed to the fact that the grain
grown in the Canadian Northwest have in-
creased enormously with the certainty
of quadrupling the output within a few
years. New railway lines are being run
through the grain country, opening new
areas for settlement. New outlets are
being made by which Canadian crops and
Canadian beef and cattle can be sent to
Canadian markets and growing richly.
Canada is awake and is growing richly.
The United States need not be jealous of
its own interests. In contemplation
of the economic greatness of their own
land the people of this country lose sight
of what is going on elsewhere."

CANADA'S TURN

Sir Thomas Shaughnessy's recent Tor-
onto speech, which fired the imagination
of Canadians, has set some of the Ameri-
can journalists to thinking. The New
York Sun, which used to talk about an
annexation year in and year out, says:

"In its attitude towards Canada, the
United States is increasingly indifferent
to its own interests. In contemplation
of the economic greatness of their own
land the people of this country lose sight
of what is going on elsewhere."

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NOTE AND COMMENT

"It cannot be doubted," says the To-
ronto News, "that the great independent
body of the people dislike the whole pa-
tronage business, and would support
government in a far more radical measure
of reform than is now proposed. Why
then does the Government hesitate to
consult the sounder and more progressive
opinion of the country? Why does it
content itself with a half-way measure?"

Why is the outside service left at the
mercy of the patronage element? Why
are the Commissioners vested only with
the authority of Deputy Ministers, and
made substantially servants of the Ad-
ministration, instead of independent offi-
cers, subject only to the authority of
Parliament, and competent to guarantee
the absolute independence of the civil
service?"

"The publishers of one paper in St.
John, N. B., which supports Sir Wilfrid
Laurier, gets 25 per cent. on printing
work done for the Government, which
work they give to another establishment
to execute," says the Montreal Gazette.
"It pays to praise the men in power."

THE FIGHT OF L'ATLANTA

By JOHN BOYD of the Montreal
Gazette.

(Dedicated to the memory of Louis
Frechette, one of whose poems L'Atlan-
tae suggested the following tribute to
an English speaking Canadian to the
memory of those heroes who so gloriously
upheld the honor of France in the
closing days of the struggle between
Great Britain and France for the pos-
session of Canada and the brave French
Canadians who fought under Montcalm.)

Now let the tale be told,
Of the gallant Vauquelin,
Who fought a glorious fight,
Gave the honors of the day,
To a woman brave and true,
Cared for him and set him free,
Gave him passage over the sea,
Sent him homeward on his way,
Back to France.

Presented by the author to the Union
Nationaliste Francaise of Montreal at the
celebration held under its auspices at
Boulevard de l'Isle near Montreal, July 14,
1908.

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'Twas the last days of the war,
Glorious war for British arms,
Victory both on land and sea,
Mid the din of strife's alarms,
Battle of the Plains was o'er,
Wolfe and Montcalm were no more,
Murray hemmed up in Quebec
By brave Lewis kept in check.

Through the cruel winter months
While the weary days did drag,
But with spring had come the ships,
Ships of war from over seas,
Flying proudly in the breeze
Britain's flag.

On the mighty river's deep
Where the current swiftly flows
Past Pointe aux Trembles' shores
Six small ships of France's fleet
On the mighty river lay
In the early days of May,
Six they were but only one
Counted in the fight to come.

The L'Atlante, a sixteen gun,
Admiral of the sorry fleet,
Jean Vauquelin, mark the name,
Worthy of undying fame,
Nearby proudly rode the stream
Three ships of the British fleet,
Mighty monarchs of the deep,
With a hundred or more guns,
And their decks all cleared and trim,
Thus did the fight begin
With such odds.

Never seen was such a fight
On the land or on the sea,
As was seen that day of May
In the early morning light,
Where the mighty river flows
Past Pointe aux Trembles' shores,
One ship boldly fighting three,
Sixteen to a hundred guns,
Manned by Britain's stalwart sons,
Two long hours the conflict raged,
Mortal duel there was waged,
Till the storm of shot and shell
Stood a wreck.

Gone were all her masts and sails,
As if swept by mighty gales,
Shattered was each spar and mast,
Flames enwrapped her as of hell,
Circling France's gallant ship,
Spent were all her shot and shell,
And dismantled were her guns,
But amid the storm and wreck,
From a blackened riddled staff
Rising from the battered craft
Flew the fleur de lys of France,
While the heroes still fought on,
Around their leader Vauquelin,
Fought till all but he had fallen,
Fallen on the blood stained deck,
Fallen for France.

Then a voice came from the deck
Of the foremost British ship,
Words addressed to Vauquelin,
Standing on the battered wreck,
"You have fought a glorious fight,
You have proven France's might,
You and all your gallant crew,
We are British, we are men,
And we gladly own your might,
But to you is lost the fight,
Strike your flag then, yield your ship,
Yield to us and save your life,
Ours the odds of war and ours
Britain's might."

Swiftly back the answer came
By the voice of Vauquelin
"You have shot and you have shelled
You have guns and gunners too,
I have none or need I tell

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Spent all my shot and shell,
Not one left of all my crew,
Still I shall not yield to you,
Do your worst, I fear not death,
I shall fight to my last breath,
Die I may but never shall
Haul down the flag of France,
Noble spoken Vauquelin,
Stood upon the deck last night,
Fighting grimly to the last,
Like a hero of old Greece
Or the palmy days of Rome
Sword in hand, fighting till
Fell upon the blood stained deck,
Carried captive of the wreck,
But the royal fleur de lys,
Flag of France, still flew free,
Floating from the riddled staff
Till it shattered L'Atlante
Sinking like a blood red sun
All its course of glory run
Sank