

THE SEMI-WEEKLY TELEGRAPH

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THE LATEST WONDER

After thirty years of study and experiment, 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, in a flight of fifty, so long a voyage at so great a speed, such evidence of control, and such carrying capacity undoubtedly mean that Von Zeppelin will accomplish much more wonderful feats in the near future.

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 representation in the Dominion being automatically 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."

A GOOD OUTLOOK

The showers of the last few days, though by no means as heavy as were needed, have somewhat relieved the farmers, and with fair luck from this time forward the New Brunswick crops should be better than the average. In some districts hay and root crops will be better than the province has known for many years.

THE AUDITOR'S REPORT

The report of Mr. Miller, the auditor who investigated the Crown Land department and the accounts of the late deputy-surveyor-general, is printed today. It is an amazing document. In a sense it is incomplete, for there is a chapter on the "suspense account" to come.

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 representation 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 additions to the population of New Scotia, and probably of New Brunswick, but these will only come with the opportunity to take the full advantage of their magnificent positions on the sea, and before that comes there may be a long wait."

WHAT IS TO BE GAINED?

A North Shore contemporary says: "It will be hard to find one who has obtained for his county than Mr. Loggie," 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 government who evidently think any constituency should be content if its representatives are successful in securing government. 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 UNNECESSARY COST

It was agreed by all parties, when the G. T. Pacific project came up, that Canadian, 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 inception, the result being that the country will be made to pay through the nose for what it gets.

LORD ROBERTS

When Lord Dufferin was leaving India, Kipling wrote some verses wherein the resigning viceroy was represented as giving much sage counsel to Lord Lansdowne, his successor. That was long ago. The Russian menace was still at the northern 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 today delights to honor. As the verses run, Lord Dufferin was telling Lord Lansdowne 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:

NOTE AND COMMENT

"It cannot be doubted," says the Toronto News, "that the great independent body of the people dislike the whole patronage business, and would support the 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?"

ness. Several branches have to be provided. 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 assessed, and the subsidy, as we now discover, is \$2,688,000.

"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:

Table with 2 columns: Item, Amount. From Ontario: \$2,688,000. From Dominion: 440,000. Land grant: 1,200,000. Total cash: \$3,128,000. Land grant, acres: 1,200,000.

A CENTRAL TRANSACTION

Before the Central Railway Commission on Saturday Senator Thompson acknowledged that he and Mr. Stirling received \$30,000 for shares in the stock of the Central 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.

ALFALFA IN NEW BRUNSWICK

Successful experiments with alfalfa carried on by Mr. McDougall, provincial dairy inspector, are reported by the Sussex Record. The matter is of the more interest now when the Agricultural Commission is at work and the local government and the farmers are getting together 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 reported. The Record says the experiments were commenced a year ago. Mr. McDougall, it says, last summer secured the use of a piece of ground near the Sussex freight house and sowed a small plot of alfalfa did splendidly. Today, from 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.

Canada is after the fashion of a triumphant entry—not by his wish, for he is the most modest of soldiers, but because he is a Canada remember as if it were yesterday that when the Empire was in a bit of a corner, when the whole world, or nearly that, was looking for a signal reverse 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 plunger 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 enemy's capital. His welcome here is the warmer because Canadians fought under him, but even without that touch of local 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 the honor. He has been great work, and he has done it with the sure hand of a master. Canada may well cheer him.

Mr. Burpee had upwards of \$61,000 in the road which he wished to unload. Dr. de Bertram, who represented 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 on the day as their agent in the matter. The government was in a position in which it could dictate 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 government received any portion of the \$30,000. It must seem, however, that had the government of the province it would never have a party to such a transaction as is outlined in the evidence heard on Saturday. The commissioners should probe this matter further, and see just what the money has done, and see, if any, of this \$30,000 was used to induce the government, or any member thereof, to participate in any such deal as the evidence suggests.

Some days ago Dr. Pugsley made public his letter sent to Judge Landry, in which he asked that the Central Railway Commission postpone its hearings until such time as he could attend. Dr. Pugsley might well have published Judge Landry's reply. This reply is printed on another page this morning. Those who read it will agree that it covers the ground.

CANADA'S TURN

Sir Thomas Shaughnessy's recent Toronto speech, which fired the imagination of Canadians, has set some of the American journals to thinking. The New York Sun, which used to talk about 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."

THE FIGHT OF L'ATLANTA

(Dedicated to the memory of Louis Frechette, one of whose poems L'Atlante 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 possession of Canada and of the brave French Canadians who fought under Montcalm.)

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

Thus hath the tale been told, Of the gallant L'Atlante, Of the French ship L'Atlante - And of her dauntless crew, French they were for France they fought, We are British, proud the name, But their deeds are one in fame, For bravely spoken the battle, Of the French ship L'Atlante, Deeds that as brightly shine, In every age, in every clime, Nobly met or nobly won, As long as hearts are stirred, By the memory of the deed, Be they British, be they French, We are all one by the grave, Should be told the gallant story, Of the L'Atlante's deed of glory, Of the L'Atlante's fight, Long live Canada our land, Long live the name of L'Atlante, Long live the name of Vaughan, And of the noble band, Who faced the British fleet, Boldly braved the British guns, Long live her who bore such sons, Long live France!

The subject of the above, it may be explained, was suggested while the author was reading Louis Frechette's poem "L'Atlante" contained in the issue of the People. The work had been completed and dedicated to Dr. Frechette and it was the author's intention to have submitted it to him but in the meantime he was stricken by the attack which resulted in the loss to the Dominion of one of the most gifted poets that Canada has produced. It is now dedicated to his memory which should be cherished by all Canadians.

It is fitting that at this time especially one of the most able exploits of the struggle between Great Britain and France for the possession of Canada should be remembered. Following the battle of Ste. Foy, in Quebec during the winter, but early in May, to the unbounded joy of the besieged, a British frigate entered the port. "On May 15," to quote Garneau, "two other British war ships entered the port. Then Dr. Levis decided on raising the siege, being apprehensive of magazine stores, for the enemy were stronger on the water than the French, who had only two frigates both ill armed and without proper crews. M. de Vaughan, who commanded them, fell, sword in hand and covered with honor, sword in hand into the enemy's power after an heroic combat of two hours, maintained against several frigates opposite Pointe aux Trembles. Almost all his officers were killed or wounded as well as some of the crew of the L'Atlante, aboard which vessel he had hoisted his flag and would not strike it.

Parikman, in his Montcalm and Wolfe, relates how, on the morning of May 16, the British vessels passed Quebec to attack the French vessels in the river above. "These were six in all," says Parikman, "two frigates, two smaller armed ships and two schooners, the whole under the command of the gallant Vaughan. He did not baffle his reputation, fought his ship with persistent bravery till his ammunition was spent, refused even then to strike his flag, and being made prisoner, was treated by his captors with distinguished honor. The other vessels made little or no resistance."

"Vaughan, after his return to France, was, as the result of an intrigue against him, disgraced and put in prison. After several months' imprisonment, he was set at liberty, but was assassinated by some unknown enemies, his body being found on the street, covered with wounds. Under Louis XVI, his services were remembered to several important missions.

In the probate court on Saturday in the matter of the estate of Michael McKinney, whipawyer, deceased having died intestate in 1888 and it being necessary obtain administration in order to transfer a certain leasehold, administration was granted to his brother, Patrick McKinney, butcher, who was sworn in as administrator; personal estate, \$375. John A. Barry, proctor.

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 Administration, instead of independent officers, 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."

Inflation is described by the Wall Street Journal in the following table: Once upon a time when the rest of the world had gone on holiday, several children strayed into an unoccupied blacksmith shop of the old style with a hand bellows, a fireproof, and an anvil. Neither the blacksmith nor his apprentice were there, and the children in their freedom put their hands to the bellows handle and operated it to their hearts' content. They saw the wind puff up the ashes, and the bellows labored heavily at the bidding of their innocent hands. By-and-by a farmer came that way with a horse to be shod. Holding the rein of his steed in hand he looked in only to hear the response: "We're playin' blacksmith."

The moral of this simple village tale is not hard to find. The working of the bellows to inflate prices is not peculiar to speculative pursuits, but it is characteristic of every line of industry or enterprise in which the effort is made to gloss over the fact that little or nothing is being done to enhance the value of investments. We have no doubt that there is still a considerable list of inflated conceptions of incomes, many of which will have to be re-adjusted before solid ground consistent with actual conditions can be said to be reached. Playing blacksmith shoes no horses.

And still the cannon roared, Shot and shell still were poured On the frigate's sinking shell. All there was of the L'Atlante, While amid the deadly din Stood the dauntless Vaughan. Stood upon the deck alone, Fighting grimly to the last, Like a hero of old Greece. Or the palmy days of Rome, Sword in hand, fighting alone, Fell upon the blood stained deck, Carried captive of the wreck, But the royal fleur de lys, Flag of France, and the name, Floating bravely on the sea, Till the shattered L'Atlante Sinking like a blood red sun, All its course of glory run, Sank from view.

The Fight of L'Atlante

By JOHN BOYD of the Montreal Gazette.

(Dedicated to the memory of Louis Frechette, one of whose poems L'Atlante 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 possession of Canada and of the brave French Canadians who fought under Montcalm.)

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It's really two for one an Ontario pastry flour and a Manitoba bread flour. Beaver flour is a blend of Ontario and Manitoba wheats—make the whitest, most nutritious Bread and the lightest, tastiest Cake, Pies and Pastry.

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 you've had, Nobly spoken Vaughan, In the very face of death, Hail to France!

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