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THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's Independent newspapers.
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!
"The Thistle, Shamrock, Rose entwined,
The Maple Leaf forever."

WHO IS RESPONSIBLE?

The explanation of passengers from the I. C. R. station after the arrival of the Boston train at three o'clock yesterday morning raises a question which must be settled before the winter sets in. The train in question, due here at eleven at night, was several hours late. This was no fault of the passengers, many of whom were women and children, and most of whom were bound for points farther east. There is, it appears, a rule that passengers are not allowed to remain in the station after midnight. The passengers were not all expelled, the night watchman taking pity on some of the women and children and permitting them to remain until the early trains were made up. But most of the passengers were told to go, and they obeyed. Those who were permitted to stay did so in violation of the rule. This rule has been enforced on many previous occasions, and frequently it has happened that in cold and disagreeable weather patrons of the railways have been compelled to leave the station at an hour when no coaches were available, even for those who could afford them, and tramp about town seeking hotel accommodation at an hour when most of the hotels are closed. It will easily be understood that most of the people thus affected do not wish to go to a hotel and would not do so if the waiting rooms were open to them until their trains were ready.

The waiting rooms are intended for passengers who are waiting. They are lighted, warmed and maintained for the accommodation of passengers between trains. The practice of declaring these rooms closed to the traveling public after midnight is not justifiable, and in too many cases it has resulted in discomfort, annoyance, financial loss and worry to persons who have paid for fair and courteous treatment and who were entitled to it.

It is said in explanation of the closing of the station that the city hotels have objected to the I. C. R. "giving free lodgings" and so depriving the hotel men of profit which they consider legitimately theirs. If this explanation be accepted as correct it would mean that the railway and the hotels have come to an understanding by which they take advantage of unfortunate travelers. We are not disposed to believe that there is any cold-blooded arrangement. The hotels could make little by any such understanding, and the railway surely would not be a party to any such petty bargain. Yet the effect upon passengers who are denied the accommodation due them is exactly the same as if the hotels really did exert the influence with which report credits them. The waiting room should be kept open to bona fide passengers as they are in other cities. The loafers can be excluded as they are elsewhere. In any case it is absurd to tell women and children who have to wait a few hours for a train that they must leave their natural shelter and hustle about a strange city for hotel room which they do not desire and for which they certainly should not be compelled to pay. We trust that the I. C. R. authorities will look into this situation and apply the only sensible remedy which suggests itself, and that is, frank and immediate recognition of the fact that waiting rooms are for people who have to wait, day or night.

THE OSTRICH, ROCKEFELLER

It was an ill day for Standard Oil and allied interests when John D. Rockefeller began to talk. For many years the Standard Oil people worked in accord with the saying "silence is a friend that never betrays." Then, after Mr. Roosevelt found it good policy to pound the trusts, Mr. Rockefeller abandoned golden

silence for speech which sometimes is not even silver. Just now he has been hiding his head in the sand of foolish generalities intended to proclaim the wrongs and the virtues of Standard Oil, apparently believing the while that the public, which makes the trusts possible, will not see the fallacies in his plea. The country, says pathetic and persecuted Mr. Rockefeller, is about to be ruined by the attacks on Standard Oil.

"The policy of the present administration, toward great business combinations of all kinds will have only one result. It means disaster to the country, financial depression and financial chaos." "The world already has a fair dose of this, since the extreme penalty imposed on one corporation, with a limited number of shareholders, has caused a loss of confidence, reflected in a falling stock market, a tightening of money and a fear of the future. The newspapers are full of this slum and reflect the feeling of unrest. They ascribe it to but one thing. "What will be the effect when similar action is taken against corporations with myriads of stockholders scattered throughout the country, the investors, the widows, the orphans? There can be but one answer. The present situation will be intensified many fold. It does not require an expert to reason this out. The most superficial thinker can do it.

"I will go further and say today that because of the administration with its reports every five minutes of new actions and of heavy fines, the country is already beginning to drift toward the rocks of financial depression. "Confidence is gone, and confidence is the basis of all prosperity. With confidence established there can be no stopping of the wheels of progress. Without it, all is at a standstill.

"The investor, great and small, looks up his money and refuses to venture forth. "I believe they are beginning to see now," he continued, "that there is nothing wrong in us. A vast enterprise has been built up by economy and attention to detail. Systematization has brought success out of chaos." "Sad, is it not? Clearly—if we be guided by the fearful Rockefeller—the only way to restore confidence is to permit the trusts, and more particularly the oil trust, to go their way through the pockets of the people. Let the people be robbed in order that they may be confident, is the Rockefeller argument, call off the trust hunters and the public will become tranquil once more. So, also, incidentally, would the thrifty gentlemen who run the trusts. Of course Mr. Rockefeller knows that a commission which investigated his company's methods very recently characterized them as illegal, oppressive and subversive of justice, fair dealing and public morality. But what of a little thing like that?

MESSRS. FOSTER AND FOWLER

The Montreal Star says editorially: "Mr. R. L. Borden is about to begin a tour of the country, starting, as is particularly fitting in his case, at Halifax. Naturally he will call to his assistance the more prominent of his followers, as is always customary with party leaders engaged on such enterprises. It is to be hoped, however, that he will not forget that the selection rests with himself; and that this is an opportunity for him to show to the country the measure of confidence he places in the men who sit beside and behind him. For the presence of these men in Parliament, the electors are responsible, but for their presence upon Mr. Borden's platform, Mr. Borden will be responsible. There are several gentlemen of the Opposition who might be named who should be conspicuous by their absence; and Mr. Borden's courage in passing them over will augment the confidence felt in him by the people. Thus two members whom Mr. Borden should certainly leave at home are Hon. Mr. Foster, of Toronto, and Mr. Fowler, of New Brunswick. In the former, the people have lost confidence; and the latter has no business to go before a popular audience as the representative of a great party until he makes good his insinuations uttered on the floor of Parliament."

THE BANKS

Tight money and the increasing volume of speculation as to the business future will serve to focus much attention upon the statement of Mr. Robert A. Pringle, M. P., regarding the banks and their relation to the present unusual financial situation. The member for Stormont, it seems, is not impressed by the explanation put forward by some bankers, that the financial institutions are merely guarding against future pressure by placing a great deal of money in call loans where it will be instantly available when, or if, it is needed. One infers from his deliverance, which we print on another page this morning, that he regards the attitude of the banks as selfish rather than merely wisely provident. At all events his view are of peculiar interest in an hour when money is in every mouth if not in every pocket. He proposes to seek at the forthcoming session of Parliament such modification of the Bank Act as will serve to reduce the power of the banks to take advantage of the Canadian business world by exacting what he regards as excessive interest during those periods when easy money, or fair money, is the prime necessity of business life. As the law stands, he asserts for example, "our banks are in a position to create a stringency in the money market and charge borrowers any rate they may deem fit." He says they have been charging from eighteen to twenty-four per cent in the West, and in the East the varying rate has certainly been high enough to produce widespread complaint. Adding the amounts the Canadian banks had in call loans outside Canada in June last to their foreign current loans and their loans to directors, he finds the total to have been about \$90,000,000, or nearly as much as the total paid up capital of the banks. Doubtless the total would be found greater today were the details available.

The government has gradually reduced the savings bank rate until now it pays more for the money it borrows than its depositors receive. The Canadian banks, largely because of this low government rate, secure funds at a very low rate from the provident classes of the country; and

these funds they loan to business men at a rate which must be exceedingly profitable. Mr. Pringle says in many cases it is unwise. We may expect that the wrath of the bankers will fall upon the head of Mr. Pringle, but at least it may be said for him that his contribution to public discussion of this question is not only interesting but distinctly helpful in tendency. The people who create the wealth of the country do not give enough thought to the currents of finance. Too often they regard the banks as somewhat mysterious institutions above even respectful interrogation. The people of Canada, who are building so many fine bank buildings in these days may not long be content to lend money at three per cent and borrow it at seven or ten.

A QUARTER OF A MILLION

Six years ago Canada received less than 30,000 immigrants in twelve months; the number entering Canada for the year ended June 30 last was 232,038. In a word immigration has increased one thousand per cent in less than seven years. As compared with 1905-6 the number of newcomers for the last twelve months showed a gain of more than 62,000. By June 30 next no doubt the figures will exceed 300,000, and there is every reason to expect they will soon swell to half a million. The United States with a population of more than 80,000,000, now receives annually from beyond the seas more than a million people. Its immigration figures have long been without parallel; but if we consider all the circumstances Canada's gain by immigration is even more remarkable. Incidentally it is to be noted that nearly 60,000 Americans came to Canada. One wonders how many of the average foreigners Uncle Sam would exchange for these thrifty native settlers he has lost to his northern neighbor.

While our immigration policy leaves much to be desired the Dominion is acquiring a great proportion of the more desirable seekers after new homes. This is natural, for here more than anywhere under the sun men will find opportunity, equality, freedom, fair reward for honest effort—peace and plenty.

This is our construction period. We are building rapidly, and the tide of our material progress is still flowing. Unless we build wisely the construction period will be followed by a period of reconstruction—a troublesome time when the forces of progress will be halted and diverted to the work of readjustment and repair. If the workers who are making Canada—who have made it what it is—become so busy absorbed by the pursuit of wealth, or too much controlled by the demands of the day's work, if they become too busy, as the phrase goes, to give due and vigilant attention to public affairs, a reconstruction period will be necessary. How serious it will be must depend upon the extent to which the people abandon politics and the machinery of government to the elements who seek selfish profit by nursing the forces and practices which make for national weakness and dishonor. Many good people who shudder at some ordinary felony have fallen into a cynical attitude toward evils much more serious and significant. Canada can assimilate a million foreigners yearly, but the important thing is that she shall maintain for all within her boundaries clean, unselfish, enlightened government, reflecting the desires of a people unspoiled by prosperity.

PUNCH SAYS FAREWELL

Punch can be serious at times to some purpose. One recalls its tribute to Lincoln. Just now Toby, M. P., changes his key from gay to grave to consider the exit of Mr. Edward Blake. He writes: "The announcement that the member for South Longford has resolved to quit the Parliamentary stage was received with genuine regret in all quarters. The present House scarcely knows Edward Blake. As far as I remember he has not risen in it to take part in debate. In earlier times, dating back fifteen years, when he took the bold and perilous step of exchanging a familiar Colonial legislature for a seat at Westminster, he was not inconstant in speech-making. When he did interpose his veto upon the House the fruits of statesmanlike instinct, wide culture, and long experience in public affairs. Nothing less like the typical Irish Nationalist member could be imagined than the grave and reverend seignior, who in slow, well-ordered speech reasoned with the adversary. Loyal in every thought, honest in every fibre, he sat among the Irish Nationalists, but he was not of them. Feeling the weight of years, the burden of accumulated labor, perhaps a little disappointed with life at Westminster, he quietly withdrew, carrying with him the esteem of all who have known him in public or private life."

ST. JOHN AND THE ALL-RED LINE

St. John and the Intercolonial receive interesting mention in the course of a Toronto News leader on the All-Red line. In the course of the article the following is found:

"It is understood that the design of the promoters is that the Pacific service should be undertaken by the Canadian Pacific management, but that for the Atlantic service an independent company should be created. Halifax would be the winter port, and in order to give equal advantage to the railways, the Government would require to double-track the Intercolonial from St. John and Halifax. The Grand Trunk Pacific terminus has been fixed at Moncton, but that is merely a device to evade certain political difficulties until after the next general election. The road must go to St. John, which is bound to become the chief port for freight on the Atlantic seaboard, as Halifax must be the chief port for passengers. If the Pacific line project should be carried through, vessels for the service would be ready at about the time that the Eastern section of the new transcontinental railway will be completed. By double-tracking the Intercolonial from St. John—which is now the chief winter port of the Canadian Pacific—the Halifax, the Grand Trunk, the Intercolonial, and the Canadian Pacific would have equal means of access to the

East Line port, and an equal interest in the success of the service. This is the project as it is outlined in order to command the maximum of support and to preserve the balance between the various railway interests."

The News regards the project as commercial rather than political, and argues that it should be regarded by the press, the government, and Parliament. It indicates a belief that the British government will support the enterprise: "The general feeling of Canadians, however much they would welcome a preference in British markets, is that the mother country has as much right to adhere to free trade as we have to maintain a system of protection. But they cannot see that any particular principle is involved in the academic objections to a steamship subsidy, and they will not be impressed by an after-dinner Imperialism which subsidizes a service between New York and Halifax and hesitates to support an all-British service which must greatly facilitate trade and communication between the mother country and the overseas Dominions." It is clear, the News thinks, that our Parliament will freely vote the required subsidies if the Imperial government supports the scheme, and that Sir Wilfrid will make the project "the chief constructive feature of public policy in the approaching general election."

The News is of opinion that Mr. Borden will pronounce upon this matter in the near future, and it believes he will not oppose the principle of the enterprise, whatever he may say as to some features of it. As for the bearing of this project upon Canadian politics we shall know more as it develops. The matter now practically waits upon London. The News article is of more interest here because of its frank declaration that St. John must become the real terminus of the Grand Trunk Pacific. Certainly the short haul to tide-water must be a dominating factor unless the company finds reasons to ignore the cardinal rules of transportation. For such freight as may come east of Quebec St. John is the natural winter outlet, and the day will undoubtedly come when its value as a summer port will be recognized. The assertion that all the railroads will have an equal interest in the success of the fast line if Halifax were the terminus and the I. C. R. were double-tracked from St. John, is worthy of examination. To double-track this section would be to give the business arising from the new steamship service to the C. P. R. or the Grand Trunk, or both, and to take it away from the longer government road, since quick transportation of mails and passengers to the West would be the principal reason for the I. C. R. might get some sort of equivalent in the way of compensation for the use of its rails, and also for the invasion of its territory if the company roads were permitted to participate in local traffic. As a matter of fact the direct Liverpool-St. John route should be given a thorough test before an Atlantic terminus for the new steamship service is selected. This is the Atlantic winter port nearest the West.

KEEP THE MONEY AT HOME

Examination of the proposal to prohibit the export of Canadian pulpwood shows more and more clearly how far American paper makers are dependent upon Canada for their raw material and to what extent our present policy is building up communities across the boundary line with money which should be kept in the Dominion by turning our woods into the finished product. Mr. W. H. Rowley, President of the famous E. B. Eddy Company at Ottawa, was interviewed by the Toronto Globe in its pulpwood campaign, and makes some of the curious facts expressed in some quarters that to deprive the Americans of pulpwood would mean their invasion of this field with manufacturing plants of their own. And what then, asks Mr. Rowley: "Some people seem to be afraid of doing anything that will bring in more Americans over here to establish lumber mills and pulp and paper making mills. That is a mistake. I cannot understand. We want to live in peace and amity with our neighbors whether they stay on their own side of the line or come to Canada, but why should we be afraid of them, because some people regard them as commercial competitors or foreign foes, and others look upon them as mercantile marauders? The more pulp and paper mills in Canada the better for the people at large and for the general prosperity of the country."

A SCOTCH EXCUSE

A canny Scot was brought before a magistrate on the charge of being drunk and disorderly. "What have you to say for yourself, sir?" demanded the magistrate. "You look like a respectable man, and ought to be ashamed to stand there."

SLIGHTLY OTHERWISE

"So would I," replied the president of the bank, "but he's out of town."

STEAMER MICMAC

STEAMER MICMAC A TOTAL LOSS; CARGO MAY BE SAVED

St. John, Nfld., Aug. 16.—The British steamer Micmac, bound from St. John for Great Britain, which went ashore at Cape St. Marys Wednesday, is a total loss. The vessel struck on a rocky shore and the action of the sea has badly damaged her bottom. The crew and passengers (two women) left the ship today and came to St. John's (Nfld.).

TWO BROTHERS DROWNED

Northampton, Mass., Aug. 18.—While bathing in a pond at Easthampton today, Joseph Remkus, aged eighteen, and his brother, Thomas, aged eight, were drowned. Neither boy could swim.

DEPORT THEM

In discussing persistent turbulence in the local Syrian colony the other day The Telegraph referred to a clause in the immigration law providing for the deportation of immigrants developing criminal tendencies within two years of their arrival in Canada. It is announced in our despatches that the Dominion immigration department has sent to police authorities and coroners throughout Canada a circular requesting notification in case immigrants are arrested for serious offences. The intention is, according to the Ottawa report, vigorously to enforce the act in its bearing upon immigrants whose conduct after admission proves them undesirable. Recipients of this circular should keep its importance in mind, and furnish promptly the information required when they encounter cases falling within its scope. The country should not fall into the habit of supporting foreign undesirable. The trouble and expense may be avoided by recourse to the immigration law, and beyond the saving in this respect the evil influence which this element exerts if it were not removed would be thereby avoided. Repatriation is the Canadian cure for the vagabonds who slip through the nets of the immigration inspectors. Vigorous action along this line will give Europe a needed hint and lead foreigners living in Canada to show respect for the spirit and institutions of the land they have chosen for their home.

NOTE AND COMMENT

General Booth will be warmly welcomed when he comes to St. John next month to begin his tour in America. His great work, carried on with undiminished ability at his great age, makes him one of the striking figures of civilization.

OTHERS INJURED

Overloaded Derrick Fell Mangling the Victims Terribly—Doctors Scene Record Time Getting to the Scene—Inquest to Be Held Today.

Newcastle, N. B., Aug. 6.—(Special.)—While loading at Indiantown quarry this forenoon at ten o'clock, a steam derrick run by Eldridge Holt was lifting stone, and broke, falling upon five workmen. Manager Hood, who is building the Rensselaer bridge, had a very narrow escape.

Chas. William Stewart, aged forty-six, and Herman O'Brien, aged twenty, both of Indiantown, and a Slav named Jos Czorny, were killed. All three are unmarried.

ANOTHER ACCOUNT

Newcastle, N. B., Aug. 10.—At 10:20 o'clock this morning Doctor Pedolin received a telephone message from Indiantown station, eighteen miles from here, calling him to Hood's quarry, about a quarter of a mile from the station, saying three men were killed and several badly injured and his services were needed immediately. He drove his own horse eight and a half miles in thirty-two minutes. He took a fresh horse, reaching Indiantown an hour and a quarter after leaving Newcastle. He found William Jardine, 22 years old, suffering from a compound fracture of the lower left leg and a cut on the back of the head, which is not serious, but the head is badly bruised. He is a married man with one child and lives with his mother, Mrs. Robert Jardine, a widow in Indiantown. His chances seem good for recovery. After dressing Jardine's wounds Dr. Pedolin went to the quarry where Dr. McManus, of Chatham, had just finished dressing the face of Addington Stewart. Stewart is 15 years old. He was cut on the face from the roots of the hair down the forehead and through the nose, down to the angle of the jaw. Eight or nine stitches were required.

THE DEAD

Just as Dr. McManus finished dressing Stewart Dr. Coleman, of Red Bank, arrived, and the three doctors went into the quarry and examined the dead. They were Charles William Stewart, aged 46 of Indiantown; Herman O'Brien, of Indiantown, aged 21, and Joseph Czorny, of Indiantown, aged 17. O'Brien and Czorny were single men.

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Loose Leaf Systems
For Country Stores
We are now prepared to equip all country stores, large or small, with up-to-date Systems of Business
A postcard will bring valuable information by return mail if addressed to
The McGowan Manufacturing Co.
ST. JOHN, N. B.

WIRELESS ATLANTIC SERVICE IN SEPTEMBER

Marconi Company to Transmit Commercial Messages at Five Cents a Word and Press at Half Rate.

(Montreal Star, Aug. 14.)
A London cable this morning announces that the Marconi Wireless Telegraph Company have given out that they will be prepared for a wireless telegraph service to Canada in September. The messages will be received between Clifton, Ireland, and Glace Bay, Nova Scotia. The regular rate will be five cents per word and the government and press rate two and a half cents. The company is expecting a large volume of business.

Inquiries at the offices of the company in this city confirm the London despatch. As is known, the company lately have made great improvements to their station at Glace Bay, which has been moved to a more favorable situation and much enlarged. The station at Clifton has also been improved in order to meet the situation. The first station erected there was found to be too small for the purpose and therefore the improvements.

For some time past, the company has had communication across the Atlantic and exhaustive tests have been satisfactory and Mr. Marconi, when here some months ago, was confident of the fact that the establishment of a wireless telegraph service would soon take place, but at that time no announcement was made as he wished to have the result of the test first.

The company has been transmitting messages from this side to England for some time, but it is only lately that the communication from England to Canada was thoroughly successful, and now that the tests have proved so satisfactory the company intend entering the commercial field at once.

ROYAL CARDS.

(M. A. P.)
The Emperor of Germany believes in being sufficiently represented, even on a visiting card. No ordinary sized piece of pasteboard will suffice for him. His cards are the largest in use in Europe, and can almost vie with those used by the mandarins of China. They measure no less than six inches in length and four in width. On the upper line is the single word "Wilhelm," and below are the words "Deutscher Kaiser" and "König von Preussen." The words are printed in large, fat German script letters. Of course the Emperor does not carry those imposing sheets of pasteboard himself; they are confided to his chamberlain, or body servant, who follows him.

LONG-LIVED PRIME MINISTERS.

(Tit-Bits).
The fact that Sir Henry Campbell-Bannerman, who will celebrate his seventy-first birthday in September, is not only premier, but also father of the house of commons, invites comparison with the ages of other prime ministers of the past. Mr. Balfour will only be 59 on the 24th of the present month, at which age, curiously enough, Mr. Gladstone first succeeded to the premiership. It was not until nearly thirty years later that the "G. O. M." passed away and broke the record which had been held by Lord Sidmouth, who died at the age of more than 80.

Other octogenarian premiers were Earl Russell, who nearly completed his eighty-sixth year, and to the last strenuously advocated popular measures, in spite of the nickname of "Finlay Jack," which was bestowed upon him, and his declaration in favor of "resting and be thankful;" the Iron Duke, who lived to celebrate his eighty-second birthday, and Lord Palmerston and Earl Grey, who both died at 81.

Of the other prime ministers of the queen who are dead, Disraeli's age was 71, the Earl of Aberdeen's 76, the Earl of Derby's 70, Viscount Melbourne's 69, and Sir Robert Peel's 62.

How Dreams Come True

(St. John, Duncan-Clark).
I had a dream, no foolish phantasy such as the playful Morpheus sometimes sends
In midnight hours to entertain his friends,
But a clear vision with a call to me.
It urged me on to live a stronger life,
To be a man, clean-hearted, high of aim,
True to the best within me, and my shame—
My only chance to flinch the needed fight.
Back to my work I hastened from my dream,
His high call still resounding in my ear,
And yet with life's realities so near
The vision seemed a far receding light.

But day by day, in every task I sought
To realize the standard it had set,
And day by day new obstacles I met,
New enemies I faced—but always fought.

Full oft I failed, full oft I lost the fight,
And often I was tempted to desist;
My little effort could not well be missed
From the great conflict waging for the right.

And yet, I did not yield, my will not won,
For every day the goal I clearer see,
My dream at last assumes reality,
The victor's crown descends upon my brow.