

PRICE FIVE CENTS

APRIL 23, 1904

# EVENTS

PUBLISHED  
WEEKLY

The Real  
Thing in  
Railway  
Policy

The Debate  
and the  
Division



GENERAL DRAGOMIROFF

A hero of the last Russian war who has been ordered to the front.

Must We Pay  
for Dirt  
From Abroad?

The I. G. N. W.  
Telegraph  
Strike

The RIDEAU PRESS, Ottawa, Can.



"Just think of it, I didn't have my



## "Royal Seal" Oats

for breakfast!"

There is only one food to make growing children strong and contented; and that is

## "Royal Seal" Rolled Oats

It contains all the elements necessary for the building up of a good, sound, strong constitution.



Wise parents will always make sure that this health giving food is provided for their children.

A trial will convince any one that there's no other food just as good.

"Royal Seal" Rolled Oats are without a peer.

Made by

# The Dowd Milling Co. LIMITED.

Ottawa - Canada.

OTTAWA AND PAKENHAM, ONT. — QUYNAND WATERLOO, QUE.

**TRAVEL**

TO

Canada's

Winter

Ports

St. John and

Halifax

VIA

**INTERCOLONIAL  
RAILWAY**

BY

Canada's

Famous

Train

*The* **Maritime  
Express**

Leaving Montreal 12,00 noon daily except  
Saturday

Write **General Passenger  
Department**

For Time Tables, Etc. **MONCTON, N. B**

# The Ontario School of Practical Science

## TORONTO

This School Constitutes the Faculty of Applied Science and Engineering of the University of Toronto. Full Courses of Instruction are given in the following Departments:

1. CIVIL ENGINEERING
2. MINING ENGINEERING
3. MECHANICAL and ELECTRICAL ENGINEERING
4. ARCHITECTURE
5. ANALYTICAL and APPLIED CHEMISTRY

The Laboratories in all Departments are fully equipped with the most modern apparatus. The Calendar, which contains list showing the positions held by graduates, will be mailed on application.

**A. T. LAING, Secretary.**

## KEEP POSTED ABOUT U. S. STEEL CORPORATION.

\*The White & Kemble Atlas Map and Volume of Statistics should be in the hands of every stockholder. Nowhere else is the same amount of information accessible to the public. This volume shows by a five-color-map the location of plants, ore lands, railroad and steamship lines, and gives official statements of earnings, distribution of capital, division of securities, incorporation certificate, full text of bylaws, complete legal digest of mortgages, etc., etc., corrected to October, 1908.

Price \$5 net, to accompany each order.

For sale only by

**DOW, JONES & CO.**

44 BROAD ST., NEW YORK.

The oldest News Agency of Wall Street, and Publishers of The Wall Street Journal.

Investors read the  
**WALL STREET JOURNAL.**

# EVENTS

The National Weekly  
PUBLISHED AT  
The National Capital

Should be read by every  
intelligent family in  
the Dominion 28 28

Subscription Price, \$2 a year in advance; \$1 for six months.

Three months on trial for 50 cts.

**The RIDEAU PRESS**  
ELGIN STREET, OTTAWA, CANADA.

# EVENTS

*Published Weekly.*

120  
Vol. 6, No. 17.

OTTAWA, APRIL 23, 1904.

Whole No. 266.



**T**WO weeks ago we anticipated that Mr. Borden, the leader of the Opposition in the House of Commons, would be called on to explain how he obtained possession of a confidential report to the Privy Council. Attention was called to it on the floor of the House by Mr. Cowan last week and the following day Mr. Borden attempted an explanation. He stated:—"I got it from a gentleman not in the confidence or employ of the government who gave it to me without solicitation and placed it in my hands without restriction as to the use that should be made of it." The leader of the Opposition added that so far as he was aware the document was not a stolen one. Sir Wilfrid stated that the document was a private and confidential one, that there was not room for any doubt that it was stolen, and the leader of the Opposition had placed himself in the position of having made use of a document in the House as to the origin of which he could not answer in any satisfactory manner." Mr. Borden again spoke and took

the ground that as the document was one written by a public man, dealing with public questions, it was not amiss to make use of it, especially as it contained a reply to a taunt which had been thrown across the House at him by the Prime Minister. Mr. Fielding made the atmosphere a little warm by declaring with some heat and considerable vehemence that a man who is in possession of stolen goods has upon him the onus of explaining how he came by them. Mr. Casgrain replied that no person could prove that the document was stolen from Mr. Blair. The trouble with Mr. Casgrain in this case is that no person said it was stolen from Mr. Blair. The presumption is that it was stolen from the Privy Council, unless Mr. Blair gave a copy to a friend in confidence and that friend has betrayed his confidence. Mr. Blair states that he did not give a copy to any person. At all events the document is now spread upon the pages of Hansard of April 14.

In it Mr. Blair, who was at the time

Minister of Railways, makes an argument in favor of government ownership of railways which comes quite naturally to the manager of a government-owned and operative railway. At the time Mr. Blair represented the owner of a large system of Government railway and he supervised its operation. He was, therefore, deeply interested in vindicating government ownership and operation because he personified that government ownership and operation. In fact to quote from the document: "The object of this memorandum may be frankly avowed. It is to remove if possible any prejudices which may exist against Intercolonial administration and ensure a fair and open-minded consideration of the policy of further government railway extension." Being a lawyer he could make an excellent brief on the subject except that he could not buttress himself up with many admitted facts. He admitted that company railways made money and that the government railway in Canada lost money but he refused to allow that financial failure to be attributed to government ownership.

Mr. Blair had, however, hold of a right idea which he expressed in the following paragraph:—

The undersigned has long held the opinion that a port on the Georgian Bay should be reached by the Intercolonial and thus a connection had with the Canadian Northern by water transport, open and practicable for from four to six weeks longer than canal navigation. The Canadian Northern would gladly co-operate with the government railway, as it has no other railway connection nor any interest antagonistic to the government system. Duluth and Chicago would be in touch with the Intercolonial and direct through rates could be arranged to Montreal or Lewis during the summer season, and to St. John and Halifax during the winter. By the construction of storage elevators on a sufficient scale to hold grain in quantities not going forward until navigation closed, a large and ever-increased traffic would find its way over Canadian territory and by government railway to the ocean through the gateways of Halifax and St. John.

The advantage of such extension to the Intercolonial can hardly be over-estimated if the Canada Atlantic system were acquired, a traffic producing section of the country, with a growing local business already created, would be found on the west-

ern portion of the line; while St. John Halifax and Sydney at the other end would equalize the existing conditions and carry the intermediate section—a section which, it is only fair to say, has within the last few years shown signs of considerable progress and before the lapse of many years may be expected to be self-sustaining.

There is no doubt in the world that Mr. Blair is accurate in apprehending that if the Intercolonial is to participate in western traffic it must be fed from the west by one of the large controlling lines and as he says, the natural feeder is the Canadian Northern which comes, at the present time during the whole of the season of navigation, to the terminus of the Canada Atlantic system on Georgian Bay. The policy of uniting these two systems is so obvious that it is bound to be adopted, and the assistance of the government given to its consummation at no distant day. There is, however, no necessity of extending the Intercolonial to Georgian Bay for the purpose of accomplishing the object aimed at. Put the Canadian Northern over the Canada Atlantic rails into Montreal and Quebec and in that way throw it into the lap of the Intercolonial. This is a better railway scheme, especially as Mr. Blair realizes that most of the people in this country are opposed to a government owned railway, and, therefore, the extension of the one railway in this country owned by government would not be a popular thing.

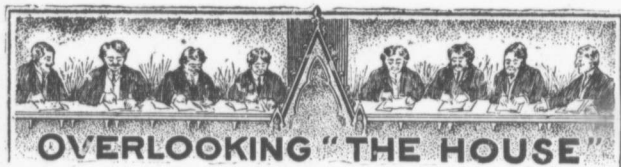
The extension of the Intercolonial to Montreal was popular simply for the reason that it was necessary and inevitable. The extension to Montreal was advocated and defended on the ground that at Montreal it would meet with other railway systems and be able to receive traffic from the west. According to Mr. Blair this it has failed to do. To our mind the most significant thing about the document with which we are dealing is the confession by the then Minister of Railways that the extension of the Intercolonial to Montreal has failed to accomplish its object. The remedy according to Mr. Blair is in a further extension of the Intercolonial but if the extension to Montreal did not result in the anticipated traffic how in the name of

goodness will the extension of the road to Georgian Bay increase its traffic. According to the suggestion we can imagine an Intercolonial train of freight going west and falling into Georgian Bay at Parry Harbor. The freight, it is true, could be placed on a steamer during seven months of the year and taken to Port Arthur or Fort William but it could get no further than Parry Harbor without the most friendly arrangements with one of the great western systems, the C. P. R. or the Canadian Northern. The Canadian Northern system, consisting of between sixteen and seventeen hundred miles of railway with a great trunk line and branches all over Manitoba and the West is the natural ally and working partner of the Intercolonial, for if the Canada Atlantic system was combined with it that arrangement at once places the Canadian Northern in the position of a great transcontinental line running from Edmonton to the Atlantic ocean because the Canadian Northern runs off the Canada Atlantic system at Hawkesbury to a line which they control and which takes them to the city of Quebec, the Canada Atlantic system taking them into Montreal by the existing rails.

This would place the Canadian Northern at once in the position of gathering traffic on its 1,600 miles of railway and carrying it immediately during the season of navi-

gation to the sea port and during the whole of the year have some all rail arrangement which could easily be made between Port Arthur and the eastern end of the system. The great point about this is that the needs of the country are intensely pressing for increased railway accommodation especially in regard to the growing trade going into the west and the growing crops coming out. This traffic is increasing every month and every year and the Grand Trunk Pacific project does not provide any relief until at least the year 1911 and in regard to the whole scheme probably the year 1915. We may as well tell the settlers in Western Canada and the commercial houses and manufacturers in the east to wait until the Greek kalends.

The transportation problem may be assisted in the solution by the Grand Trunk Pacific project in the distant future but its immediate solution depends, we believe, entirely on the government deciding to assist the Canadian Northern down to our great summer seaports of Montreal and Quebec. The government will have to come to it. There is no question at all about that but the point we are making is that if they come immediately it will save a great deal of discontent and preserve the reputation of the government for statesmanship and sagacity.



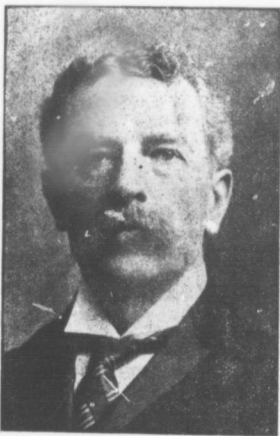
**T**HE first important division of the present session took place Wednesday night. The vote was on Sir Wilfrid Laurier's motion to go into committee of the whole to consider a resolution ratifying a supplemental agreement between the government and the Grand Trunk Pacific Railway Co. dated March 8, 1904, and the amendment of the leader of the Opposition, Mr. R. L. Borden, which read as follows:—

That all the words after the word "That" be left out, and the following substituted therefor:—"this House regrets that the Government has committed itself to the granting of further concessions to the promoters of the Grand Trunk Pacific Railway; and that such concessions remove many of the supposed safeguards upon which the Government placed reliance in submitting to Parliament the measure as originally proposed.

This House regrets that in attempting to determine the all-important problems of transportation the Government did not first seek the aid and advice of competent and independent experts, whose opinion might have been procured and laid before Parliament, at the present Session if the Government had acted with reasonable vigour and with due regard to the magnitude of the interests involved and to the urgency alleged by the Prime Minister.

This House is of opinion that in considering these problems and in initiating and developing any great national system of transportation it should be our aim to provide the best and cheapest carriage for our products and importations; to secure their transportation through Canadian channels

and Canadian seaports and for that purpose to make the Canadian routes the most economical and serviceable; to open up valuable territory for colonization and development, to stimulate interprovincial



DR. DANIEL.

One of the new members of the House who took part last week in the debate.

trade; and to bind more closely together the scattered communities of our country.

That in order to accomplish these results



the following "objects" and "considerations" should be kept constantly in view:—

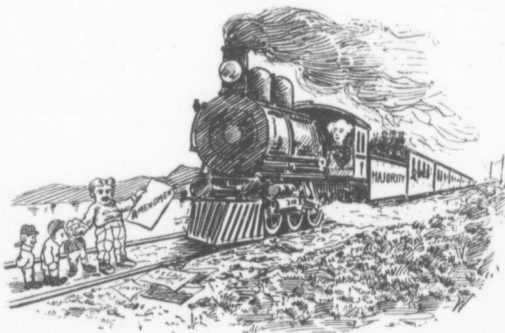
(a) To develop and extend the Government system of railways and to free the management thereof from party political control or interference.

(b) To secure absolute and thorough control of rates and traffic facilities in return for reasonable public aid to railway construction or improvement.

(c) To improve and extend our canal system, to develop our lake and river routes, and to equip thoroughly our national ports on the Great Lakes, the St. Lawrence and the seaboard.

That under the proposed contract the Government has, in effect, committed the country to a partnership with two railway corporations upon terms by which the people virtually supply the capital and assume the risk, while the two corporations receive enormous benefits and concessions without compensating advantages to the country.

The proposed contract does not ensure transportation over Canadian routes and through Canadian seaports, but entrusts control thereof to a corporation whose policy and interests must favor diversion to United States ports.



Sir Wilfrid—"Look out, Borden, I have 55 tons of stuff behind me." (The vote on the railway question on the morning of the 21st gave a government majority of 55.)

(d) To perfect a system of elevator warehousing and terminal facilities.

(e) To secure under Government control and direction, or where expedient under Government ownership, common haulage or running facilities where "one railway can usefully accommodate several systems and thus to ensure to the public more economical carriage and efficient service.

That the proposed contract does not subserve these objects, but, on the contrary, seriously endangers their realization.

It involves the country in a liability practically sufficient to construct the whole of the proposed railway, while the more profitable portion of that railway is to become the property of the corporations.

It enables one of the corporations to acquire from the other without payment twenty-five million dollars of stock entitled to dividends which must be paid by the public.

While permitting dividends to be declared on the stock thus acquired, it has not safe-

guarded the public against the higher rates which such dividends shall involve.

It not only fails to provide for the extension of the Intercolonial Railway, but it commits the country to a project which is calculated to postpone for fifty years and probably for a century any attempt to establish and develop in Canada a national system of railways owned and controlled by the people.

It overlooks the economic advantage of transportation by water and ignores Canada's possession of the most magnificent inland navigation in the world, the splendid possibilities of which if neglected by us will be fully utilized by our neighbours to divert our products to their ports and our trade to their commercial centres.

It absolutely commits the country to the construction of many hundreds of miles of railway through a practically unexplored territory, although the results of exploration and survey may demonstrate the imprudence of the undertaking.

It imposes on the country a rashly undertaken project involving obligations so enormous as to seriously imperil the possibility of improving and developing other lines of transportation more suited to the requirements of the whole Dominion.

It hands over to the promoters of the undertaking, without check or safeguard of any kind whatsoever, power to manipulate dispose of, and deal in enormous issues of bonds and stocks, although the extent of the country's obligations will depend upon such dealings, and the public interest in regard to traffic charges, will be prejudiced by any resulting increase of capital.

The House is of opinion that instead of ratifying the proposed amended contract, it would be more in the public interest to initiate forthwith, and develop with all speed, a system of national transportation, which should include—

1. The immediate construction and control by the Dominion of such lines of railway in the West to the Pacific as the enormous importance and increasing development of the great western country require.

2. The extension of the Intercolonial Railway to the Georgian Bay, and thence to Winnipeg, and the extension and im-

provement in the Province of Quebec, and in the Maritime Provinces, of the Government system of railways.

3. The development and improvement of our canals and inland waterways, and the thorough and efficient equipment of our national ports and terminals on the Atlantic and Pacific, as well as on the St. Lawrence and on the Great Lakes.

4. The thorough examination, exploration and survey of the country between Quebec and Winnipeg, with a view to the future construction of such lines of railway as may be found in the public interest.

That for the purpose of accomplishing these results, the Government, in accordance with the policy laid down in the Order in Council of 19th May, 1903, should immediately avail itself of the best expert advice and assistance."

Some criticism is made of Mr. Emmerson, the Minister of Railways on the ground that he had not introduced the Grand Trunk Pacific Railway Bill. Mr. Clancy of Bothwell made it a charge against Mr. Emmerson in the course of his speech last week, the charge being shirking of responsibility as Mr. Emmerson was the Minister whose name was attached to the amended contract. The contract is between certain persons and the King and Mr. Emmerson's name was placed there simply as representing the Crown. When the Crow's Nest Pass contract was made it was signed by the Minister of Inland Revenue. Mr. Emmerson, as a matter of fact, signed on behalf of the government. The Bill was not a departmental measure making it incumbent on the head of the Railway Department to introduce it. Important measures such as this are usually introduced by the leader of the House. Mr. Dickie introduced the Manitoba School Bill but at its second reading Sir Charles Tupper, who was then leader of the House, took it upon himself to move the second reading and make the principal speech. Sir Wilfrid Laurier introduced the Grand Trunk Pacific Bill last session and as this is an amending Bill he naturally took charge of it. No argument directed

against Mr. Emmerson can be founded on this simple fact.

—A line of attack on the opposition to the Grand Trunk Pacific scheme was indicated in the very popular speech of Mr. Cowan, the member for South Essex. He used the name of Mr. Osler, who is a director of the C.P.R., and by identifying the Opposition with that corporation sought to show that the new enterprise was the only mode of relief. Mr. Cowan, however, being an astute and well-informed public man, knew that he couldn't eliminate from the railway proposition the large system known as the Canadian Northern. He, therefore, said that the C. P. R. and the Canadian Northern were practically one because the Canadian Northern were arranging to run over the rails of the C.P.R. from Port Arthur to Sudbury. He further stated that there was no railway competition in the Northwest and, particularly, "not a single particle of competition in Manitoba." He alleged that "the C. P. R. and the Canadian Northern had made an amalgamation to use each others lines with the result that the rancher and farmer will pay combine rates of freight until the Grand Trunk Pacific gets in with relief." We haven't looked at the revised version of Mr. Cowan's speech. According to some members of the House of Commons it is a proper thing to strike out words which they have uttered and which are reported in the daily edition of Hansard. Perhaps Mr. Cowan does not revise his speeches at all. One finds it hard to understand how a member of parliament spends his time reading over a long speech made two or three days before for the purpose of seeing whether the i's are dotted and the t's crossed. He is prohibited by the rules from doing anything else, but we suppose rules are made to be broken. It is therefore, possible that the revised version

of Mr. Cowan's speech will not contain an argument so manifestly absurd, so ludicrous, so unfair, so far fetched, and so unjust. Mr. Cowan knows, as every other member of the House knows, that the Canadian Pacific Railway Co. was never defeated in the railway committee of the House of Commons until they went up against the Canadian Northern and were downed by that corporation. It was the first blow to the prestige of that great company and the honors fell to the Canadian Northern which Mr. Cowan would have others believe has entered into an "amalgamation". That was a very deft use of the word. An amalgamation to use each others lines. The government which Mr. Cowan supports is in an amalgamation with the C.P.R. along the same line of argument, because the C.P.R. and the Intercolonial use the same pair of rails upon a certain section of the government road. The member for Essex must know when he states that there is no competition in freight rates in Manitoba that the Canadian Northern has reduced the rates of freight in that province materially, and that it has compelled the C.P.R. to follow suit and pull down its rates in order to try and compete with the Canadian Northern in picking up business. The consequence of the important reductions made on the system of the Canadian Northern Railway in Manitoba is a saving to the farmers of that province in the output of a single crop of over \$1,000,000. That will strike most members of the House as a curious kind of amalgamation. In his zeal to discredit the scheme of the leader of the Opposition, which included the purchase of a section of the C.P.R. line, Mr. Cowan felt compelled to amalgamate the Canadian Northern, but it is to be regretted that a speech so admirable from the point of view of his friends should have been marred by so grotesque an argument as that to which Mr. Cowan committed himself.

## EVENTS

*Published Weekly.*

ARNOTT J. MAGURN, Editor.

VOL. 5. APRIL 23, 1904. No. 17

**B**Y direction of the Minister of the Interior a geography of the Dominion of Canada and Atlas of Western Canada, contained in a handsome illustrated cover has been issued, for use in schools and for the guidance of intending settlers. There are maps of all the provinces and territories. There is a sketch history of Canada, information regarding population, physical features, climate, agriculture, fisheries, mining, manufactures, water powers, and so forth. There are also numerous diagrams and halftone pictures.

**T**HE Canadian cable service has a most extraordinary idea of what the Canadian people desire to hear from Great Britain. One despatch tells what a person named Beckles Wilson has to say and part of the statement attributed to him refers to the lukewarm loyalty of the "Quebec faction." The importance of what Mr. Wilson thinks or says is a rather negligible quantity but there can be no question at all about the bad taste displayed in sending by cable mostly at the expense of the taxpayers of Canada an unwarranted sneer at Canadians who are at least as good as Mr. Beckles Wilson or the correspondent of the Canadian cable service. The opinion of another gentleman, Mr. Gowers, is also cabled out which refers to the "ingratitude and perverted over-sensitiveness of Canadians." Must we pay to hear nobodies calling us names?

**A** LONDON weekly paper has the following:—Next Saturday the last entertainment of Moore and Burgess's Minstrels will be given at the St. James's Hall. Nigger minstrels, with their curious conventions of humor and patnos have been pop-

ular for a long time—the first great nigger minstrel appeared in 1847 and it is natural, perhaps, that the public enjoyment of them should be exhausted. But it is rather strange that this should happen at a time when coon songs, and cake walks, and other diversions supposed to be of "coloured" origin have an immense popularity. The artificially blacked man, with his straw hat, his blazer and his banjo, has seemed for long to be a conventional comic figure as firmly established as Punch himself. But he is going the way of harlequin and pantaloon, and the other outworn joys of the old and light kind of pantomime. Perhaps the clown will follow, and perhaps in time Punch himself. The thought must make the middle-aged, who remember their own childhood tenderly, a little sad. If all the old comic conventions are to disappear, how will the child of the future be amused? What new conventions are appearing to take their place? Some sort of convention is necessary for all lasting kinds of fun. You cannot go on making jokes out of nothing; and the circle of niggers ready to sing songs together and ask riddles of each other are as good a convention as any other. It is to be hoped that it will long endure at the seaside and other places where people are ready to be easily amused.

**M**R. BLAIR is represented in the memorandum which appeared on Hansard last week as advocating the extension of the Intercolonial Railway to Georgian Bay by expropriating the Canada Atlantic system. Mr. Blair thought that this would give the Intercolonial a certain amount of traffic but he forgot for the moment one important factor. At the present time the Canada Atlantic secures most of its western traffic from Chicago. A company can go into Chicago and arrange for its traffic but it must not be forgotten that a government compelled to do its business in the name of the King could not go into Chicago a city in a foreign state, and transact the business of the Crown.

**T**HE readiness with which the city of Buffalo responded to the call for aid from Toronto on the night of the great fire

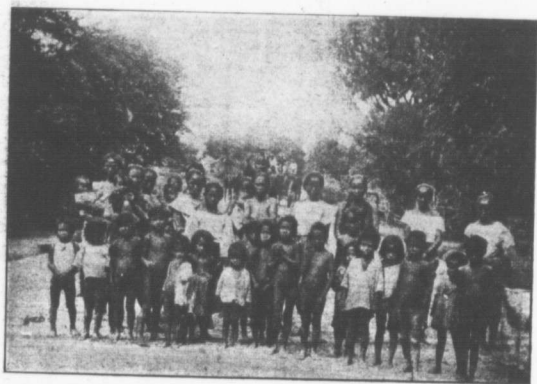
this week is one of those things which go a long way to convince us that misguided public policy and the utterances of public men with small minds are not sufficient to remove the good will and friendship which exist between the people of the United States and the people of Canada.

**W**HEN the Chancellor of the Exchequer at Ottawa, Hon. W. S. Fielding, announces a surplus of twelve or fifteen million dollars he will be pretty sure to contrast it with the poor showing made by the Chancellor of the Exchequer in England who had to announce a deficit for 1904-5 of over nineteen million dollars. To "think imperially" leaves little time for attention to business.

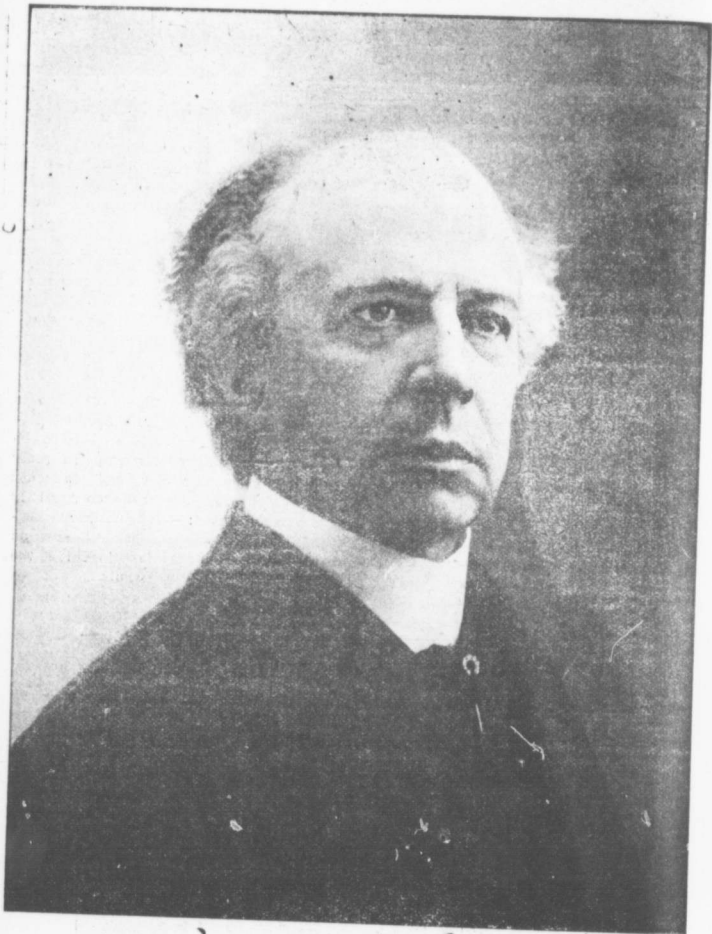
**B**Y an amendment to the law the government of the province of Ontario will in future be compelled to hold a bye-election on some date within the period of three months after the vacancy has occurred. It wouldn't be a bad idea to copy this legislation at Ottawa and apply it to federal elections.

**M**R DUNLOP'S agent certifies that the expenses of the member for North Renfrew in the Ontario Legislature, during the recent election amounted to \$7,278. As a rule the financial agent of a candidate certifies to expenses amounting to a couple of hundred dollars and occasionally as high as \$800 so that it will be seen that there was spent in North Renfrew to elect Mr. Dunlop ten times as much as is usually spent in an election. The expense which are not brought to the attention of the financial agent always amount to a very much larger sum than the amount which he certifies to and it is quite probable that the Conservatives spent \$70,000 to elect Mr. Dunlop. Yet some people say that Mr. Gamey did most to elect him.

**T**HE official announcement at Toronto that there would be no temperance legislation follows in natural sequence to the letter which Premier Ross wrote in reply to a deputation. Premier Ross' statement to the legislature was made on April 19 and was as follows:—"It is not our intention to bring in any legislation this session in regard to the license law." This is the course recommended by Events.



The Future Civil Authorities in the Philippines.



SIR WILFRID LAURIER.

Who made a final appeal for the support of Parliament in his railway proposition at midnight on Wednesday and did not lose a single supporter.

# The G. N. W. Strike.

**T**HE operators of the Great Northern Telegraph Co. who are on strike have caused a statement of their case to be published. By that statement it is seen that they resent the bringing into Canada as General Superintendent of the system a gentleman whom the operators describe as an American from St. Paul, Minn. They allege that the Great Northern is now a strictly and thoroughly American institution with a Canadian name and they lay at the door of the change in manager the cause of the trouble.

It does seem a little strange that while the operators were publicly resenting the bringing in of an American manager they themselves were bringing in from St. Louis an American organizer. It is somewhat inconsistent for the operators to claim the right to import United States leaders into Canada to deal with a Canadian trouble, while they resent the Western Union picking a man from the Unit-

ed States to manage the Canadian end of their system. The G. N. W. leases its lines to the Western Union.

According to the published statement of the operators on strike, the cause of the strike was the action of the General Superintendent in dismissing three operators in Montreal and five in Toronto. Out of perhaps a thousand operators the General Superintendent had the tenacity to dismiss three in one city and five in another at different times and presumably, for cause. The operators state that these men were members of the Union. Well, possibly, but surely members of a union are liable to be dismissed from their employment by their employers. It does not seem to us a reasonable thing that the operators, for instance, at Ottawa should go out on strike because the company chose to dismiss half-a-dozen men at different points in the country.



86

Tagalog Family—Philippine Islands.

## Opening the World's Fair.

**A**S the date of opening the World's Fair approaches, May 1, the public desire to know something about how to get there and where to stay. In another part of this issue will be found an offer by the Canadian Pacific Railway Co. to supply information as to where to stay in St. Louis the authorities announce that all the hotels, lodging houses, and boarding houses have been listed and the rates and kind of accommodation placed on record. A pamphlet with this list is supplied to all those who ask.

St. Louis now contains 133 hotels and over 1,000 rooming houses. Ten public halls have been reconstructed into hotels. There are now under construction in St. Louis permanent hotels with a capacity of over 5,000 guests and temporary hotels with a capacity of 50,000 guests. The largest of the permanent hotels is the Hotel Jefferson a \$2,000,000 fire proof structure with a capacity of nearly 100,000 guests, to be ready at the end of this month. The Inside Inn constructed within the ground's is a monster affair with 2,000 rooms. This hotel is three stories high, built on the gridiron

plan so that each room has daylight and fresh air. The hotel is surrounded by a roomy veranda. Guests are given the option of American or European plan. Prices of rooms range from \$1 a day up and meals are 50 cents and 75 cents, the latter rate applying only to evening dinner. This hotel is operated under a contract with the Exposition management and will be quite a small and complete city in itself. As the Exposition will be closed on Sunday a fence has been provided which can be thrown about the hotel to shut it out from the grounds on Sunday. Twenty-seven railroads from all parts of the continent have terminals at St. Louis. The regular fare from Buffalo to St. Louis is \$18.25 which will give Canadians in the east some idea of the cost of travel, as the rates from Montreal and Toronto will not vary greatly from Buffalo. It is said that the scheme of illumination at night on the grounds promises results never before realized in spectacular magnificence. In the landscape decorations water features are used liberally. We expect shortly to reproduce a photograph of the Canadian building.

**F**  
wit  
mer  
Sav  
C  
triv  
W  
ban  
roof  
pret  
C  
der  
W  
the  
Co  
it.  
W  
orig  
year  
Co  
how  
now  
W  
O, s  
Jov  
ripp  
Co  
Com  
ever  
ries  
W  
was  
Co  
maki  
shou  
Bnt  
I am  
litica  
W  
? Co  
maid  
becau  
hideo



## According to Cocker

**F**EELING the need of a little fresh air F.W. pulls himself together and drives with Wisbech to the Thames Embankment. He dismisses the cab opposite the Savoy Hotel.

Cocker (after snuffing the air like a retriever): London's lung, Wissey, what?

Wisbech: Yes, jolly old spot, the Embankment. Looks ripping from the dining room of the Savoy, when there's a regular pretty girl opposite.

Cocker: Why drag in the feminine gender?

Wisbech: Why not? The hand that rocks the cradle. . .

Cocker: Plunges a man into debt. Drop it. Let's get on to a pleasanter topic.

Wisbech (with a startling endeavor to be original): Nice weather for the time of year F.W.

Cocker (keeping it up gravely): And how does your dear mother find herself now?

Wisbech (failing to catch the sarcasm): O, she's alright, dear old boy, thanks. By Jove, doesn't the House of Commons look ripping in this light?

Cocker: The outside of the House of Commons looks extremely decorative in every light. It's the inside of it that worries one.

Wisbech: Does it? Why, I thought it was alright. Nice oak, and all that.

Cocker: I've always been on the verge of makin' a resolution to keep off politics as I should keep off a bank of stinging nettles. But the moment has arrived when I think I am called upon to sum up the present political situation.

Wisbech (naively): Is there a situation?

Cocker: Politics, like a pretty housemaid, is never without a situation. Not because it's pretty, because it isn't. It's hideous. Not because it performs its ap-

pointed office of keeping the country tidy and in order, because it doesn't. It only gets it into trouble and sends Consols down two. Heaven only knows why. But it steps from one situation into another. Some are futile. Others merely Irish. Others farcical. The present one, I am fain to confess—if you know what that purely telegraphese expression means, it's more than I do—is serious.

Wisbech: It's never struck me to read about that kind of thing. Do you feel well enough to open out about it?

Cocker: No, but I will risk everything to bring you up to the intellectual level of a flea. Give me your arm. This situation my good-natured, not bad-lookin', but pappy-brained Wissey, is one of the most peculiar that has ever rolled over the political horizon since that tinned idiot, Cromwell, interfered with the right of kings.

Wisbech: O.

Cocker: We are on the verge of a General Election. That is to say, that the Government, owing to the boredom or the hunger for advertisement of many of the members of its own party—and the party political tactics of the Opposition, may be obliged at any moment to make an appeal to the country.

Wisbech: What does appeal to the country exactly mean? What's the country got to do with it?

Cocker: That's my point. It ought to have nothing to do with it. But under the existin' order of things it's got a jolly lot. But, strangely enough, the country don't want to be bothered with a General Election. The football season isn't over yet, the racing has only just begun, cricket looms in the distance.

Wisbech: Then why go to the country?

Cocker: Because Ministerialists won't come up to the bit.

Wisbech: Does anybody know why? "

Cocker: Everybody knows why. They are slackin' off. The novelty of thinkin' that they are puttin' their spoke into the destiny of the country has worn off. They are sick of the toy, and they want to play another game for a change. Sixty of 'em ain't goin' up for re-election, and, of course, they don't care a little hang how soon the Government's defeated. My lord, what a chance for me!

Wisbech: To go into Parliament do you mean?

Cocker (with disgust): I can't think why I herd with you, since my pet aversion is a fool. No., certainly not. I was referring to my Grand Scheme, my Pet Plan for re-constructing the Government of the country.

Wisbech: Go it, F.W. Fire it off.

Cocker: First of all, I'd put "To Let" boards on the two Houses of Parliament, and make arrangements to hire 'em out for Temperance meetings, for poets to read their rhymin' prose in, and those kind of harmless events. I'd then take over the offices of one of the numerous liquidated gold mines in the city, and paint upon the door "Offices of 'The Board'".

Wisbech: What Board?

Cocker: I've told you. The Board. Parliament and the House of Lords cleared out of the road, I should then proceed to appoint thirty of the longest-headed business men I could lay hands on in the country.

Wisbech: Find 'em first.

Cocker: I've done that. To give it an air of respectability, Balfour, Chamberlain, Brodrick, Devonshire, Arnold-Forster, Morley, Dilke and Wyndham should have seats round the table; and to them I would add Lipton, Tree, General Booth, Dr. Barnardo, Sievier, Bottomley, the managers of

Harrod's and the Army and Navy Stores the chairmen of big railways and banks, C. Arthur Pearson, Lord George Sanger, Barroughs and Wellcome, and so on. Only men who had got to the top of their own particular trees could qualify.

Wisbech: And what would they do?

Cocker: That they were put there to do my lamb. Govern the country. Cater for the Army and Navy, and make the Civil Service earn its living. There would be no foolish opposition always blocking the way. There would be no parties. There would be no picturesque journalists on the mat to make copy out of them. They would just run the country as any other business concern is run, for all they were worth.

Wisbech: Ther'd be a revolution! The people who yell all over the place about "free country" and "the rights of the people," would go raving mad.

Cocker: That wouldn't matter. On the contrary, it'd be a very useful thing of them to do. They could then find their proper place. You may think, Wissy, that I'am coddin', talkin' rot, when I say these things. On my solemn word as a getlemanly looking young man, who gives a good address and states that he has no occupation, it is the outcome of long and anxious consideration of patriotic pain, stated in all sincerity. You don't understand the worth of it, the world wouldn't understand the worth of it, and when in the future the things that I have talked over here to you take shape, Cocker will be under the little d-daisies, Cocker will be lyin' in an elm box six by three . . . (His voice breaks. He calls a hansom, leaves Wisbech abruptly and jumps in.)

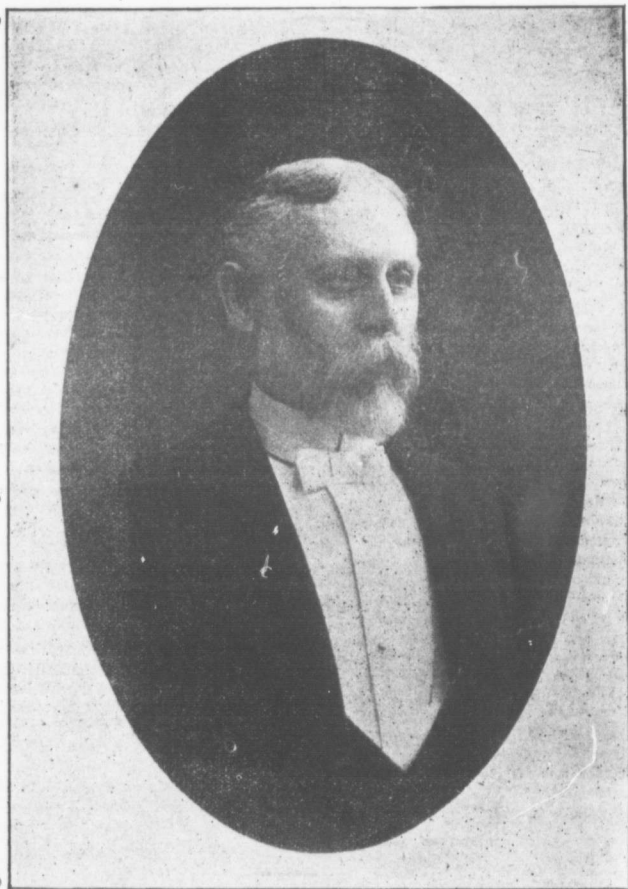
COSMOS HAMILTON.

## The British Budget.

THE Chancellor of the Exchequer in England finds himself staggering under a considerable load of financial embarrassment. Notwithstanding that the national revenue was large it fell below Mr. Ritchie's estimate by over \$13,000,000, and the national expenditure rose above the estimate by the sum of nearly \$15,000,000. He has a deficit of no less than \$27,000,000. The result of war is a hurried untying of the purse strings and there is inevitably a subsequent contraction when the nation has to shorten the belt an extra hole or two. The taxpayer in England feels that want a buoyancy in the revenue because new taxes are always clapped on when there's a deficit and it is said that the incoming financial year will see a reduction in revenue equal to \$22,000,000. Instead of one hundred and forty-one and a half million pounds of revenue only one hundred and thirty-seven are expected. As the estimates already amount to one hundred and forty-two and a half millions this leaves a prospective deficit of five and a half million pounds sterling. The country is at present running several expensive military expeditions such as the mission to Thibet, which is for the purpose of putting down the exclusive policy of that country, and there is the costly business in Somaliland.

The common refuge of a Chancellor of the Exchequer is the income tax. They are discussing in England at present how he is to raise his supplies. To increase the income tax to a shilling would be very unpopular. To increase the sugar duty would lead to an outcry among the working classes, the manufacturers of sweet goods and others. After speaking of a match tax they have reverted to the idea of restoring the duties on corn, which produced \$12,000,000 of revenue at the rate of a shilling. It is estimated that a rate of two shillings would produce a revenue of about \$25,000,000. The Liberals are already anticipating this by saying that it would be a sarcastic celebration of the centenary of Richard Cobden.

Since the above was written, and on April 10, the budget was brought down and we now know how the Chancellor of the Exchequer, Mr. Austin Chamberlain, proposes to meet the deficit which he set down at a little over \$19,000,000. He adds a penny to the income tax, increases the duty on tea and on tobacco. He declines to suspend the sinking fund. We fancy that Mr. Balfour will not care to go to the country so long as this budget is fresh in the public mind.



CYRUS A. BIRGE.

One of the most prominent of Ontario's business men whose Toronto branch was destroyed in the big fire on Tuesday night.

# The ROYAL MILITARY COLLEGE.

**T**HERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The college is a Government institution, designed primarily for the purpose of giving the highest technical instruction in all branches of military science to cadets and officers of the Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects which form such a large proportion of the College course.

Whilst the college is organized on a strictly military basis the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough-grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The object of the College course is thus to give the cadets a training which shall thoroughly equip them for either a military or civil career.

The strict discipline maintained at the College is one of the most valuable features of the system. As a result of it young men acquire habits of obedience and self-control and consequently of self-reliance and command, as well as experience in controlling and handling their fellows.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

An experienced medical officer is in attendance at the College daily.

Five commissions in the Imperial regular army are annually awarded as prizes to the dets.

The length of course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information application should be made as soon as possible, to the Adjutant General of Militia, at Ottawa, Ont.

# The International School of Telegraphy

## TORONTO

*"The Greatest Railroad School in the World"*

The School is equipped with all the different Canadian and American Systems making it practical. The Rapid System used for teaching **Telegraphy** enables a man to learn it in three months. There is a great demand for Operators and the wages are high. For Catalogue and full information apply to

**LORNE A. SULLIVAN, Principal.**

23 & 24 Richmond Chambers, Toronto.

# WEBER

## ...PIANOS

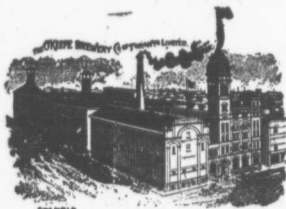
852 **T**HE history of the Weber Piano vividly illustrates the value of persistence and fidelity to an idea. As a musician, Albert Weber, senior, recognized early in his career that the development of the piano had hitherto been almost wholly in the direction of mechanism. To improve the tone and give to it the sympathetic quality found in the violin became the central motive of his life. The result more than justified his conception, and the Weber Pianoforte to-day stands as the embodiment of the musicians' idea of tone. 1892

**WEBER WAREROOMS**

108 FIFTH AVE., NEW YORK

266 Wabash Ave Chicago      181 Tremont St., Boston

And Canadian Agents.



## Specialties

English and Bavarian  
hopped Ale in wood and  
bottle

Gold Label in bottle only.

XXX Stout and Porter.

Pilsiner and Imperial Lager.

The

**O'Keefe Brewery Co.,**

Limited, Toronto.

**JOHN KENNEDY & SONS**

Agents for Ottawa  
and Vicinity

427 NEPEAN ST.

## CANADIAN PACIFIC

WORLD'S FAIR, ST. LOUIS, MO.

Apr. 30 to Dec. 1st, '04

The largest exhibit place ever erected for a single department of an exposition is the Palace of Agriculture at St. Louis. The first exposition building ever set apart for education is the Palace of Education at St. Louis. To the classes of exhibits which were shown in the great Liberal Arts Building at Chicago, this Exposition devotes four of its main exhibit places, containing over twice the floor space of the Chicago building. A single building at St. Louis contains more exhibit space than there was in the entire Pan-American Exposition.

For time tables, tickets, literature, and further information apply to

**Geo. Duncan,**

City Passenger Agent, 42 Sparks St.

General Steamship Agency.

# Independent Order of Foresters.

## RECORD FOR 1903.

Paid to Widows and Orphans and disabled members	....	\$1,658,108.92
" Sick and Funeral Benefits	....	\$192,163.71
Increase in membership	....	14,123
Membership December 31st, 1903	....	219,492
Increase in accumulated funds during the year	....	\$1,234,236.97
Total accumulated fund, December 31st, 1903	....	\$7,453,308.14
Total benefits paid to December 31st, 1903	....	\$16,290,991.78
Total accumulated funds February 1st, 1904	....	\$7,518,852.09

**JOHN A. MCGILLIVRAY,**

Supreme Secretary.

**DR. ORONHYATEKHA,**

Supreme Chief Ranger.

Home Office, Temple Building, Toronto.

**THE**  
**CANADIAN FARMER**

**A**  
**New**

Special Articles  
for the farmers  
and good

**ILLUSTRATIONS**

will mark this  
paper out from  
all others by its  
excellence. Sub-  
scription

**50 CENTS**  
**A YEAR**

Special Offer--In  
order to swell the  
large circulation al-  
ready guaranteed we  
will send The Can-  
adian Farmer for  
12 months for the  
small subscription  
price of 50 cts, Join  
in at the start and  
enjoy the full advan-  
tage

**Agricultural**  
and  
**Home Paper**

Issued Weekly by

**THE RIDEAU PRESS**

11 ELGIN ST.

OTTAWA - CANADA