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JUNE 11, 1904

EVENTS

PUBLISHED
WEEKLY

**Canadian
Tariff Policy**
(with portrait)

**Politics and
Aldermen**

**The Dominion
Exhibition**

**Conservatives
on Govern-
ment Owner-
ship**



F. B. WADE, K.C., M.P.
Member of Parliament for Annapolis, N.S.

**The West to
East Traffic
His Majesty
Called Down,**

**A Protest of
"Old Liberals"**

**Lord Dundon-
ald's Pre-
sumption**

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EVENTS

Published Weekly.

12
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OTTAWA, JUNE 11, 1904.

Whole No. 273.

The Canadian Budget.

MR. FIELDING, minister of finance in the Laurier Administration, brought down the Budget on Tuesday, June 7. He announced a surplus for the last year of \$16,000,000. This represented the excess of revenue over ordinary expenditure. There was a further expenditure on capital account of \$7,000,000. In consequence of this buoyant revenue the government was able to reduce the net public debt by \$7,500,000 leaving it on May 30, \$257,000,000. Applied to population this figured out \$46.69 per head, contrasted with \$49.08 in 1891. This showing was gratifying, and proved that the tariff of 1897 for revenue was working well.

Then Mr. Fielding proceeded to punch holes in his 1897 tariff. He declared that revenue was not the chief purpose of a tariff. Free trade theories could not serve to guide us. No general principle could govern a tariff. Each item must be treated by itself, and in that treatment we should apply the highest duties to goods imported from countries charging high duties on Canadian goods. The British preference Mr. Fielding "damned with faint praise" and subsequently handed it

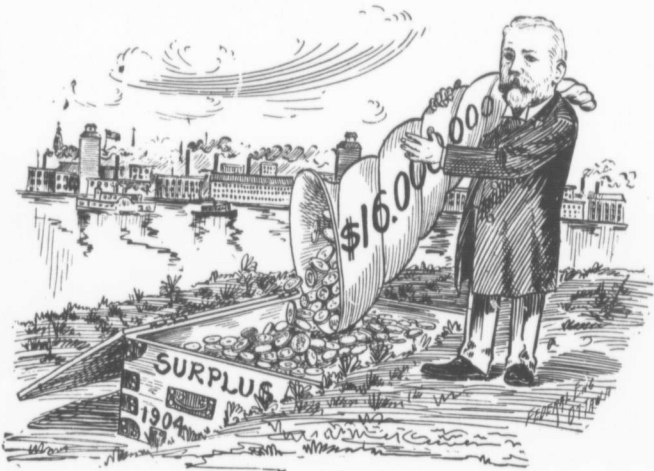
without gloves by making several exceptions to it and in two cases substituted foreign preference for it. Canada, the minister of finance said, was "practically a unit in favor of preferential trade". This statement, which is not warranted, was cheered by ten Liberal members, including two expectant office-holders. However, we will treat elsewhere of the minister's references to the Chamberlain movement in which, he declared, Canada could at present take no part.

The tariff changes are of two kinds, increases and decreases. Woollens are increased from 23 per cent to 30 per cent when imported from Great Britain. Twine and cordage are increased from 16 2-3 to 20 per cent when imported from Great Britain. Table ware, porcelain, china and clay ware are reduced from 20 per cent to 15 when imported from Great Britain. Window glass is reduced from 13 per cent to 7½ when imported from Great Britain. Wooden pails and tubs are made dutiable at 25 per cent instead of 20 as at present. Plate glass is placed at 10 per cent in the general tariff so that manufacturers of mirrors may import from Germany and the

United States or other foreign country, as the British manufacturer refuses to sell to Canada except in a finished state. Coal oil was dutiable under the Foster tariff at six cents a gallon. This was reduced by the Laurier government to five cents. It is now further reduced to two and a half cents. The higher grades of crude petroleum are reduced from five cents a gallon to one and a half cents, and the lower grades placed on the free list. A bounty of one and one half cents is to be paid to

list, chiefly when imported for use in factories. Silk fabrics for use in the manufacture of neckwear are placed in a class by themselves at a duty of only 10 percent, another commendable blow at the British preference.

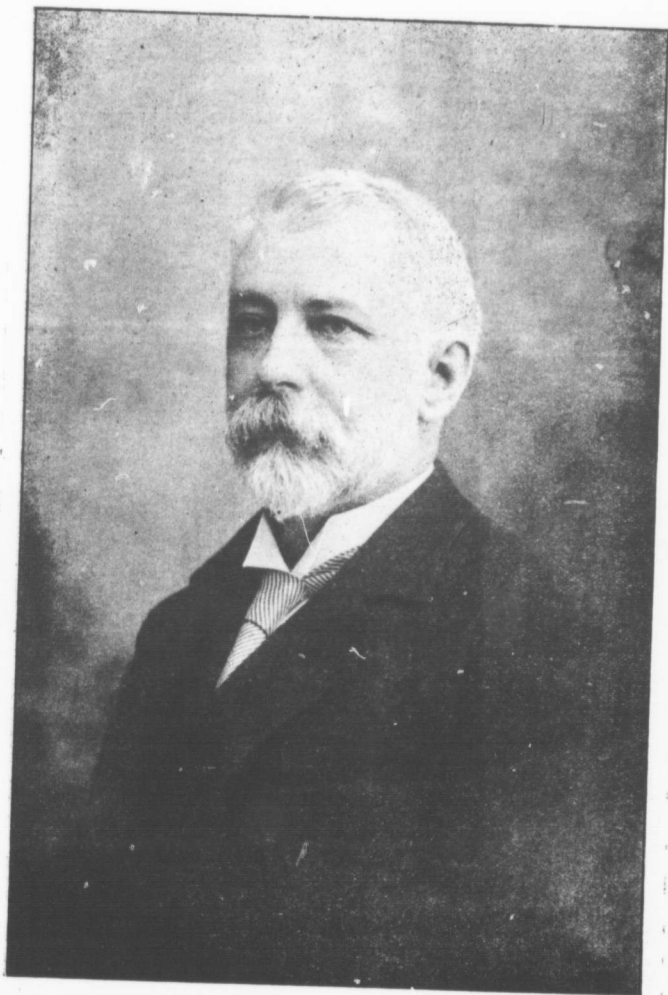
The feature of the budget which will undoubtedly make it popular has yet to be described. Mr. Fielding referred to certain conditions in high tariff countries of which we were obliged to take notice without reference to academic



the producer of crude petroleum. Mr. Fielding calculated that the reduction of the duty on coal oil would save to the people of Canada \$643,000 and of this they would have to pay back \$252,000 for the bounty on the crude. This he said would mean a net saving of \$391,000. Wax candles are reduced from 30 to 25 per cent, illuminating oils from 25 to 20 and fuel oil made free. The duties on molasses and on machinery of various kinds, including printing presses are abolished.

A number of articles are added to the free

discussion of free trade and protection. After taking a few shots at what he termed the theories of free trade the minister of finance asserted that goods manufactured in the United States were sometimes dumped into Canada at sacrifice prices in the hope of crushing out Canadian industries, and then the prices would be raised. Ninety per cent of the complaints made by Canadian manufacturers were directed against the marketing in Canada at slaughter prices of goods made in the United States. The government, therefore, decid-

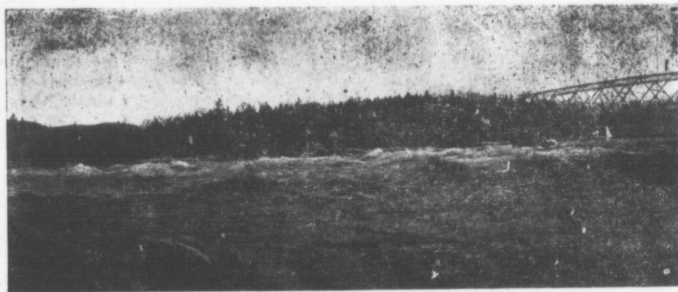


HON. W. S. FIELDING.
Who delivered h's ninth bu get T'ie day.

ed to put a new and special duty on dumped goods. Goods which are sent into Canada at a less price than their fair market value in the United States will be assessed by the customs authorities, not at the price at which they are sold but at the fair market price, and then as a fine for this attempted dumping an extra duty of 50 per cent on the value of the goods will be levied. That is, if \$100 worth of goods are received in Canada invoiced at \$75 on which the duty is 25 per cent, instead of these goods getting in on the payment of \$19, they will be valued at \$100, and a duty of \$25 collected, and then, in addition, 50 per cent will be levied for the purpose of discouraging that sort of thing and the goods will be altogether taxed \$37.50. That is the way it will work out as we understand it. The customs department had power to assess goods at fair market value but they had not the power until now to impose anything in the nature of a fine except in cases of fraud. In reality the government's decision is that an attempt to sell goods in Canada in competition with Canadian manufacturers at slaughter prices for the purpose of injuring those Canadian industries is in the nature of a fraud, and the 50 per cent duty is in the nature of a fine.

The protection to iron is greatly increased by the application of this same rule under which, however, the special duty is limited to 15 per cent. This is applicable to that class of iron, chiefly structural, which has at present a low duty and on which we pay a bounty. The 15 per cent is calculated to be the equivalent of the existing duty and bounty put together, in which case the protection is just about doubled.

We have not space this week to notice some of the other interesting features of the budget and can only add that it will be probably well received throughout the country. The government has left itself open to some criticism. For example they have apparently abandoned convictions and publicly proclaim themselves to be opportunists, but still they have apparently decided that it is preferable to leave themselves open to this charge than to obstinately cling to convictions as did the Mackenzie government and brought about its own downfall. This government means to stay in power and from that point of view the budget of 1904 is a pretty clever article and presented cleverly by the very clever minister of finance.



Rapids at Des Joachims.

Politics and Aldermen.

IT is a common cry in Ontario municipal affairs and elections that there should be no party politics and on the surface three-fourths or more of the municipal elections in Ontario are conducted on this line. Beneath the surface at least one-half of the candidates canvass privately on party grounds and bespeak the support of the party press. In two or three of the towns, Brockville for example, municipal elections have for many years been run on straight party lines. In these places the evil results prophesied by the Goo-Goo press of Ontario have not been visible. Those cities and towns which have run their elections openly on party lines are apparently as well governed as any of the other municipalities. In the city of Ottawa for example there are ostensibly no party lines in municipal affairs and a worse governed municipality it would be difficult to discover. And the fact is that it is governed and run on party lines. But the Ottawa Citizen hits the nail on the head when it makes the following observation:—

The alleged non-political municipal representatives constantly endeavor to make the political parties father them and their sins, without the party having any control of them during the year or any say as to the responsibility thus thrust upon them.

We have no hesitation in saying that the municipal government of the province of Ontario would be conducted on a higher

plane and with less hoodling and corruption if it was conducted on straight party lines. In that case there would be responsibility. The name and reputation of a great political party would be at stake in every important issue. A seven-by-nine alderman would not be permitted to land his party in a hole. The municipal elections in England are conducted on party lines and so are most of the municipal elections in the maritime provinces of Canada. In the good—almost too good—province of Ontario the doctrine is preached that politics are corrupt and that municipal affairs are pure, or at all events pure without the politics. Everybody knows that the moment a city council in Ontario is elected caballing begins, cliques are formed, wire pulling is set in motion, and elections of chairmen of committees and the carrying through or the defeat of various measures throughout the year are conducted along party lines whether the party lines are political or peculiar to the city hall. We do not imagine that the city hall politics are any better than the provincial or federal politics and it would simplify matters and we believe lead to a much better administration if our municipal elections were conducted openly and frankly on political lines and for this we would have the great patriotic empire building example of the mother country and the flag upon which the sun never sets.

EVENTS

Published Weekly.

ARNOTT J. MAGURN, Editor.

VOL. 5. JUNE 11, 1904. No. 24

THAT Budget proves that there are some shrewd men in the Laurier government.

MR. R. L. BORDEN is in hard luck. Mr. Gamey has been publicly endorsing his policy.

IF the Opposition want to go the government one better let them now move to abolish that other 2½ cents of duty on coal oil.

LORD DUNDONALD, the general officer commanding the militia of Canada, has publicly reproved one of his employers and has made public what he was bound to treat as confidential. One of the ministers of the Crown recommended to his colleagues the striking out of a certain name from a list of officers prepared by the militia department and sent to Council. In the view of Lord Dundonald this was a piece of presumptuous interference but my lord will probably find out before he is many weeks older that this country is being run by its own government, and that where they find an employee who violates confidence and publicly defies his employers his usefulness is gone.

AS a Canadian and a life-long Liberal Mr. John Nicolls of Grenfell, Assa., writes a column letter to the Toronto News based on Mr. Blair's memorandum and attempting to read a lesson to intelligent Canadians. He is a man somewhat advanced in years who emigrated from England to this country at a time of life when he was too old to learn. Not making a success of farming he got hold of a newspaper, which has been for sale prior to each general election. He spent his time chiefly in abusing the C. P. R. until they gave him an excursion on the line

one day and he began to see that it must have cost some money to build. It seems that he can put words together and as a consequence have them inflicted upon a suffering public in the columns of a daily paper. We hope that at some early day Canadians will resent as impertinence the attempted dictation of ignorant immigrants with regard to Canadian public affairs. It is some satisfaction in this instance that the editor of the News, while wasting a column of type on the letter, informs Mr. John Nicolls that he does not know the first thing of the subject upon which he dogmatizes. Possibly a question might be raised, whether an editor is justified in giving to his readers a column of misleading and ignorant argument.

THE press of the maritime provinces are discussing a method of settlement for the apportioning of the Halifax Award. At the same time members of the New Brunswick government are discussing the various outstanding considerations relating to the fisheries, between the provincial and Dominion authorities. The government at Ottawa has passed an order-in-council agreeing upon the questions to be submitted to the Supreme Court, and it is possible that an arbitration may be determined on.

MR. GANONG, a New Brunswick member of the Canadian parliament, expressed the opinion last week on the floor of the House that the purchase by the Canadian commissioner at the Wolverhampton, Eng., Exhibition of two cases of Canadian whiskey was an outrage. This was after the minister responsible for the expenditure had stated to the committee that the liquor was purchased as part of a supply of refreshments provided for the entertainment of press representatives at the opening of the exhibition. As a business man Mr. Ganong knows very well that the Canadian commissioner and the immigration officials being in duty bound to advertise Canada, and making a special effort to attract British settlers to our western lands, were quite right in trying to please their visitors and especially shrewd in trying to

secure as much free advertising as possible from write-ups which the reception at the Canadian pavilion would draw from the press representatives. Twenty or twenty-five dollars worth of liquor at a gathering of probably fifty persons would simply be an investment chargeable by any business man to the advertising account. No capital can be made against the government by the kind of criticism in which Mr. Ganong and some others engaged.

TORONTO is still hunting for a site for the Carnegie library. Ottawa has secured a site but whether the building when completed will be a sight is still a matter of conjecture. At all events it has produced a sight of law suits and has not gone as yet beyond the first storey. An Ottawa alderman said the other day that if he had his way he would turn the Carnegie building in Ottawa into a fire hall. If this was done it would certainly serve a more useful purpose. We fully agree with Mr. Goldwin Smith who recently wrote Mr. Carnegie advising him to spend his too numerous millions on housing the poor rather than on public libraries, in most of which current fiction is almost the only diet.

SOME persons say that there is a sentiment in favor of government ownership of railways in the West. If this is so it is singular indeed that the Conservative convention which met at Moose Jaw lately and formulated an elaborate platform said not a word in the railway plank about government ownership. The West wants all the railway facilities it can get no matter where they come from provided no public lands are given with them.

HON. JOHN HAGGART, who has always consistently and strongly opposed the idea of government ownership of railways and who said that it was impossible to make the Intercolonial pay, said the other night in the House of Commons that he was willing to try the experiment. Mr. Haggart was at the head of the railway department for several years and had the experiment of the government owned and

operated railway on his hands, and he gave it as the result of that experience that the thing was a financial failure. Mr. Haggart might as well say that he is willing to try the experiment of running water down hill.

THE Prime Minister of England at the annual meeting of the Primrose League dealt with the Chinese question, and, with what he termed relations with the colonies. In that generic term the great colonial nations of Canada and Australia are technically included, but Mr. Balfour knew, as all observers know, that the only colonies requiring the attention of the British government are the crown colonies and such as the Transvaal or the Orange River Colony, which were the two to which Mr. Balfour alluded. Our colonial relations, he told them, were endangered by the reckless course which the Opposition party in Great Britain had taken, particularly on the question of Chinese labor in the South African mines. As the reckless course of any Opposition in England would not affect Canada, for example, one is again forced to conclude that "our colonies" and "our colonial relations" as presented to the public mind in England and as existing in the mind of the Prime Minister of that country exclude the great self-governing nations such as Canada and Australia.

IN the speech delivered by Premier Balfour at the annual meeting of the Primrose League last month the Unionist leader referred to the home rule spectre, as he termed it, in the following manner:—

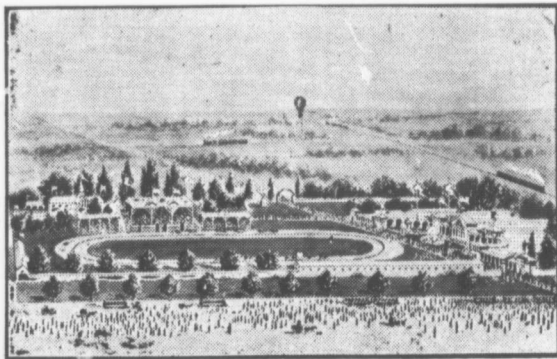
There are those, even in our own ranks, who deceive themselves into thinking that the home rule spectre has been laid. I have never been of that opinion. (Cheers.) I think it is only fair to Sir Henry Campbell-Bannerman to say that he has never lost a convenient opportunity of stating the contrary, and I think he deserves credit for his honesty as a politician. (Cheers.) He is a home ruler, his followers are home rulers, and the fact that there is a section of his party who would fain forget that they have ever been home rulers, in no way mitigates, in my judgment, the danger in which we still are from home rule. (Loud Cheers.)

SOME weeks ago when a British Columbia seat in the Senate became vacant by the death of the late member we ventured to recommend Mr. Hewitt Bostock as a suitable appointment. It is understood that the government have nominated Mr. Bostock and it will, we presume, be some time before Mr. Bostock's decision in the matter can be learned.

The Dominion Exhibition.

THE approaching Dominion of Canada Exhibition at Winnipeg promises to be the most representative Dominion exposition ever held in Canada. It opens July 25 and closes Aug. 6 of the present summer. Winnipeg has been the seat of an annual industrial exhibition for many years and under an active board of directors and a competent general manager has always been a great success. This exhibition has been enlarged this year into a Dominion fair by virtue of a parliamentary appropriation of

entrance, transportation and stabling free. In prizes for all classes of live stock the sum of \$40,000 has been set aside. The national feature of the fair is the affording of an opportunity to the people of Canada and parts of the United States to obtain some idea of the natural resources of the country. The exhibits in the departments of agriculture, horticulture, livestock, minerals, and manufactures will be large and representative. British Columbia will be there as well as the Northwest Terri-



Bird's Eye View of Exhibition Grounds.

\$50,000 and by an agreement on the part of manufacturers and others throughout the country to take space for the showing of their products. Expenditures have been undertaken to provide ample accommodation for live stock and exhibits. There has been provided in prizes and attractions \$100,000 and for eleven days racing \$20,000 with added money and purses. As the advertisement in another part of this paper states every event is open to everybody and

teries and Manitoba while the manufacturing industries of Ontario and Quebec and some of the sources of wealth in the Maritime provinces will all be shown and a personal letter from the manager assures us that the opening day will see the fair grounds and everything pertaining to them absolutely in readiness. In this respect the management will demonstrate to a wondering public that there is at least one fair in the world with all departments ready for inspection on the opening day.

Conservatives on Government Ownership.

WHILE some of the Dominion Opposition press are reprinting portions of what they term Mr. R. L. Borden's great railway speech, and are declaring that government ownership is now the policy of the Conservative party, the Montreal Gazette is devoting its leading articles to such subjects as "Broiled Live Lobster", a subject which is, in the opinion of the Gazette, of vastly more importance than Mr. Borden's opinions on railway policy. It is well known that the Gazette, a leading Conservative paper whose opinions count for something in the business world of Canada, is opposed to government ownership and in this respect it reflects the opinions of the leading members of the Conservative party. Mr. R. L. Borden, a maritime man, proposes to extend a maritime railway, built as a political and not a commercial proposition, clean across the continent and claims as a peculiar credit for this policy that the people will pay for it. The Gazette in its issue of June 6 proceeds to show in a leading article that the cost to the country of the government road at present operated by the Department of Railways has been for the last seven years no less than \$2,000,000 per year. The article undertakes to prove that the deficit under the Blair management was greater than the deficit under the Haggart management and upon this they base the assertion that "the Intercolonial is an ever deeper political sink hole." Is it to be understood that the further we extend the Intercolonial the deeper we get in the hole, and if so should it be extended for thousands of miles more across the continent without any feeders in the shape of steamship lines on the ocean, without the aids of hotels and other branches of the

modern railway management. Would the country be able to stand the multiplying deficit? If the Gazette is right that the road now costs the country over two millions a year, to treble its length might impose on the taxpayers a burden of over six million dollars a year. Now that the Intercolonial statement is to be brought down to parliament by a new minister let us hope that Mr. Emmerson, who is a straight upright man will give to the House an honest statement of the real cost of that road and include in that the payment of the interest on the cost of construction, an item which every railway in the world includes in its annual statement except the Intercolonial and consequently we have had the untruthful statement made by a minister of the Crown on the floor of parliament that there was a surplus during the preceding year from the operations of the Intercolonial. There is another government railway in Canada, the Prince Edward Island road, which in proportion to its size has about ten times the deficit of the Intercolonial. It is proposed to build a tunnel to connect these two deficits and then Mr. Borden proposes to carry the road clean across the continent. So late as 1897, speaking in the House on the decision of the government not to build the Crow's Nest Pass Railway as a government work, Sir Charles Tupper as premier and then leader of the Opposition spoke as follows:—

"I learned with infinite pleasure that the government had abandoned the idea or intention of building this railway (the Crow's Nest Pass Railway) as a Government work. I am quite aware that a portion of the press giving a considerable support to the Opposition has put forward

this policy of the construction of the road through the Crow's Nest Pass as a Government work I confess that I was astounded to find that, with the evidence that we had before us on the result of the construction and operation of Government railways in Canada, a single intelligent man could be found in the House or out of it, who was prepared to advocate such a policy in this case. Why, Sir, all we have to do is to look at the facts that we have before us. We have already solved, we have set at rest forever, in my judgment, in the mind of any reasonable or intelligent man the question "whether it is better for Canada to construct a railway and operate it as a Government work, or by the aid of a private company. Sir, this country, from the necessity of the case—for it was made part of the compact of confederation, and necessarily so—was obliged to undertake the construction of the Intercolonial Railway as a Government work. It was not a matter of choice at that time but a matter of necessity. And what is the result? Any person who will take the trouble to look at pages 650 and 651 of the Statistical Year-Book of Canada will find the whole story told. We constructed a railway from the city of Halifax, a large, enterprising city with a great trade, offering the finest harbor on the continent of America, as a means of communication for the ocean trade. We carried that railway to St. John, another fine harbor, another large town, and, I may be permitted to say, of still greater energy and enterprise than Halifax, and there were reasons for that. But, Sir, we have then run this line of railway through an open, cultivated country, with all the towns bordering upon the St. Lawrence up to Quebec, and with what result? With the result that today we stand face to face with a debt of no less than fifty millions of capital expenditure, and year after year a large deficit to be taken out of the treasury of Canada for the purpose of paying the expenditure over and above all that we can make out of the road. * * * *

"Whether Liberals or Conservatives were in power I would deplore in the strongest manner any attempt in this country by

any government, I care not who they are, or who they are composed of, to construct another Government railway. That is the position I take. * * *

"I confess that when I learned that the Minister of Railways had come back from British Columbia with his mind made up to take this great work up and construct it as a Government work, I confess that I was startled, and I felt that it would be the greatest calamity that could happen to Canada for her to undertake to construct that road from Lettbridge to Nelson, or to the Columbia River as a Government work. Because, as I said before, Governments cannot construct railways in an economical manner, they are under pressure, they are under influence, they are under embarrassments that do not apply to companies. Suppose a Government undertakes the construction of a railway, what is the position? They ask for tenders, tenders come in. Hon. Gentlemen know the howl that is raised by the Opposition, whoever they may be, if the lowest tender is not taken; and yet it is a tender that a company who have got to find the money out of their pockets would not look at in their own interest and would set it aside, and they would be consulting their own financial position by taking a much higher tender.

"So I say that the Government have not the latitude, they have not the means of saving public money, as a private company can save theirs. Then, when it comes to the operation of the railway, where are you? Why, Sir, every gentleman sitting behind the Minister of Railways wants to get a friend, or a relative of a friend, or some active supporter put upon the road. He says: "You have got a thousand employees, and one more cannot make much difference." He puts the screws upon him, and succeeds in crowding someone onto the railway.

"But there is a worse thing than that with reference to a Government railway, and nobody has experienced it more than I have myself. When you have built the road, and when you have over-manned the road, as you are almost compelled to do by the pressure that is put upon you,

unless you are more than a man, there is a worse thing still, and that is that every man that has got a ton of freight to carry over the road, brings all the political influence he can upon the Government and the department, to carry that for nothing. Therefore, the Government is not in a position to preserve the interests of the public, nor to manage a railway in the same manner that a private company can manage it."

The astonishment of Sir Charles Tupper, with the evidence we have before us, that a single intelligent man could be found in the House of Commons or out of it prepared to advocate such a policy, is echoed apparently by the Montreal Gazette and by such prominent Conservatives as Mr. H. A. Powell, ex-M.P., one of the Conservative leaders in New Brunswick who is the author of a very powerful treatise showing the inutility of government owned and operated railways.



DIRECTING HIM.

Farmer Maclean: (of the Public Ownership line:) Yes, Mr. Cannuck's on this line. Keep right on.—Toronto World.

The West to East Traffic.

IN his brilliant speech towards the conclusion of the railway debate in the House of Commons dealing with that part of the line running from Quebec to Moncton Mr. Fielding, the Minister of Finance, spoke of the policy of acquiring the Canada Atlantic and extending the Intercolonial by means of it to the Georgian Bay and he said: "While I do not undervalue that, even when you get to Georgian Bay you do not command a pound of Western traffic. If you want command of traffic you must connect with the roads running out into the West where the traffic originates, and unless you could get another great railway which is running across those prairies and get that road interested in the maritime provinces and interested in bringing traffic down there, I have little hope that you can get export trade by any connections you could make at Parry Harbor. By the acquisition of the Canada Atlantic Railway running to Parry Sound you do not get Western traffic." In this reference Mr. Fielding has stated what was expressed in these columns in the issue of April 23 when we said:—

"If the Intercolonial is to participate in Western traffic it must be fed from the West by one of the large controlling lines and 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 at Georgian Bay. Put the Canadian Northern over the Canada Atlantic rails into Montreal and Quebec and in that way throw its traffic into the lap of the Intercolonial."

Mr. Fielding has evidently adopted the view set forth by Mr. Blair when he said:—

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 Cana-

dian 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.

Here we have Mr. Blair, Mr. Fielding, and there are others, of the opinion that the solution of the question of traffic for the Intercolonial and the carriage of it over Canadian territory to Canadian ports in the maritime provinces is to be found by connecting it with a line running across the prairies. Mr. Blair frankly mentions the Canadian Northern system now operating 1,600 miles west of Lake Superior as the one road which can be effectively used in the solution of this question. Bring the Canadian Northern down to Montreal and there will be at once created almost as if by a touch of Aladdin's lamp a great through transcontinental railway under government control, liable in law to give running rights to others, and relieving immediately the growing congestion in the West. It would also accomplish another thing. It would reduce the rates on grain and other products up to as late as January in each year by means of utilizing the Great Lakes as far as Parry Harbor. There are other considerations of weight and consequence in favor of the government taking up this aspect of the transportation question, and there is now in addition a strong political reason, for if what is proposed was accomplished it would place the Intercolonial in such a position that any proposal emanating from any political party to extend it a foot further westward than Montreal would be scouted by the whole country.

Protest of "Old Liberals."

A LETTER signed by twenty-one so called Liberals in Winnipeg who have been seeking for several years to bring, first Sir Charles Tupper and now R. L. Borden, into power, is referred to by the Stratford Beacon as Mr. Richardson's following. We are not quite sure that Mr. R. L. Richardson's name is available for publication at the present time as he is not in public life. So far as we know he is not even a candidate, although he is said to have aspirations. He certainly is not a leader of anybody and could not muster the half of twenty men in Winnipeg who would publicly declare themselves to be his followers. The names of some very respectable men are attached to the letter, but as an example the Winnipeg politicians know that one of the signers, an individual named Josh Calloway, was out on the stump against the Laurier government at the last general election and was publicly described in the columns of the Manitoba Free Press as a liar and a slanderer. He has not yet taken the Free Press into court. He is the kind of a Liberal who used to leave a meeting of the Liberal Association of the city of Winnipeg and sneak into the nearest bar room and meet the reporter of the Opposition paper and give him for publication a distorted, and untrue version of the proceedings at the meeting. No cause is

strengthened by the adhesion of an individual of this character and the presence of his name attached to the letter protesting against the government policy shows that the twenty-one signatures constituted all who could by any pretence claim to have been Liberals at any period in the last ten years. Out of a population of seventy thousand persons in the city of Winnipeg if not more than twenty-one who were Liberals prior to 1896 can be found to sign such a letter the government is stronger than some of us thought it to be.

On the other hand the government press are parading letters from Mr. Haslam, who was a Conservative candidate at the last general election, and Mr. Mullins, who was a Conservative member of the Manitoba legislature a year or two ago. Both of them are approving the railway policy of the government for reasons which are no doubt satisfactory to themselves. Converts on both sides of politics are not unknown just previous to a general election. Converts are even more numerous just after a general election, but these latter are all converts to the government side. The Opposition is usually friendless and if you want a true test of a true, earnest and faithful party man it is furnished by his adherence to that party when it is in the cold shades of opposition.

His Majesty Called Down.

THE London Times has read the King a very pretty little lecture reminding him that he is a limited monarchy and that he must not speak without the advice of his responsible ministers lest wrong inferences might be taken by the people. The Times says:—

Whether the policy of any government is disappointing or not in its legislative and administrative results it is the policy of a constitutional ministry, supported by a parliamentary majority. The sovereign may sympathize with it or not, but, whether it leads to success or failure the responsibility is not his, and no juggling

with words should be allowed to lay it upon him.

Dwelling on the risk which the King ran in speaking freely in Ireland on questions which involved public policy the Times made the following observations:—

We cannot doubt that the King's good sense and his long experience of the peculiar limitations of constitutional monarchy have made him fully alive to this danger. It is obviously expedient—not to use a stronger word—to minimize the opportunities for its occurrence in a serious form, or at all events, not to multiply unnecessarily occasions of touching upon difficult prob-

lems of controversy, which have a double aspect.

Some of the cable correspondents have asked us to believe that the King overbore his ministers, disregarded their advice, and imposed his own will on the cabinet, for example, in the case of a question from Australia; but it will be observed, judging by the utterances of a representative paper like the Times, that the people of England will not tolerate even public utterances by the King upon questions which have a controversial side when such utter-

ances may prejudice the public mind for or against public policy. The King has evidently been making speeches which were not written out and put in shape for him by his advisers. The English people have not had a King for a very long time and they are liable for a few years to exaggerate the public utterances of His Majesty, but the good sense which Edward is known to possess and the tact and experience which he has always displayed throughout his public career will not, we believe, desert him now.

The Nightingale and the Rose.

The Nightingale and the Rose. The Story of Valeh and Hadijeh. Translated from the Persian by Mirza Mahomed and C. Spring Rice. London: Duckworth and Co.

IT is a Persian poem written in India some two centuries ago. It is like a mixture of Omar with "A Digit of the Moon" As in Omar the nightingale sings to the rose, the hand of Moses is white upon the cherry trees in Spring, we see the kingdoms of the world reflected in Jemshid's cup, the bird of life flutters a little way and many a garden by the water blows. But just as Mr. Bain found the manuscript of "A Digit of the Moon" in India, so Mr. Spring Rice has found a manuscript by a poet Fakrir, who lived in India, though he wrote in Persian, and the treatment of the whole subject, its language, and narrative form come very close to the most beautiful Indian tales. They are like the Arabian, too; in fact when we have said that the whole poem is full of the East, we have said almost all. Only that in the Persian there is an extra refinement of thought, a more careful avoidance of the monstrous and grotesque, a superessential delicacy, as of roses, sweet-scented and transitory.

Seated in a garden at Teheran, or on a hill that looked towards snowy Elburz over a plain haunted with the ghosts of great

kings, the author and his Persian friend appear to have composed this very beautiful translation between them. Though the lover in the story had employed a poet to tell the tale of his love, his own hand had decorated the manuscript and even added a few verses of his own. Scraps of his beloved's own letters, too, were still adhering to the pages where they had been stuck in, and everything shows that the poem was written when the lovers were parted forever by hundreds of miles, deep torrents and all the barriers of Beluchistan. Yet it bears as its motto the words "Save my beloved let me have no friend: save her let me know no refuge", and in that one sentence we see how immeasurably removed we are from the British ideal of love as expounded by the marriage service, Mr. Wells and Mr. Bernard Shaw. Equally removed from the methods of Western novelists is the opening chapter on the praise of God, and the great invocation which begins:

"Oh life, oh life, glory to him that gave thee! My heart bows before his loving kindness. Thou art the stranger and

thou art the friend; and thou art thou.
Thou art the lover; thou the beloved; and
thou art thou."

With which conception of the unity of life
it is natural to compare the myth of Her-
tha, wherein Eastern thought seems for a
moment to have touched the West:

"I, the mark that is missed

And the arrows that miss,

I the mouth that is kissed

And the breath in the kiss,

The search and the sought, and the seeker,
the soul and the body that is."

After a solemn prayer and an ode in
praise of love, the novel begins, as all
Eastern tales ought to begin, with the
birth of the hero:

"A child so beautiful that every finger
pointed to it—a child? say rather a full
moon shining from the tower of excel-
lence, a pearl from the casket of perfec-
tion; if love went a-trading, surely this
were his merchandise! The father rejoiced
in his countenance, and when he saw him
he opened his treasury to the poor."

So Valeh grew from childhood to youth,
and his playmate in the gardens of Isfa-
han was his cousin Hadijeh. "I saw the
white ear below the curtain of her locks,
and I saw that morning had come and
kissed the night." But in those days came
Mahmond of the Afghans and conquered
Isfahan, and Hadijeh was given in mar-
riage to a loathly courtier: "the fair rose
was laid on the thistle: the nightingale in
vain lamented the rose: a hideous gin laid
hands on a houri: and light held con-
verse with darkness." The fiery sword
hissed in Valeh's heart.

Days went on and from time to time the
lovers met, in her mother's house or in a
beautiful garden, and they thought little
of Paradise if they were together. Yet, in
answer to her lover's appeal she said:

"Oh, tulip from the garden of love, we
are not strangers, though lovers we may
not be; stretch not out thy hand for the
cup of meeting, enough for thee is the
wine of friendship; for he that drinks that
pure wine shall thirst no more; seek not
a guide to that forbidden road; forget it,
sweet friend, for friendship is here."

Once he came to her disguised as a beg-
gar dervish, and once he scaled her roof
and came to her chamber-door and stole

her shoes—"two little shoes, like bodies
empty of their souls"—and once he took
away her dog—a creature that love thus
transfigured:

"From head to foot his shape was per-
fection, in every hair there were a thou-
sand graces; small was he but his heart
was great, and his teeth were the bane
of wolves. His tail was raised aloft like
the banner of the host of Faithfulness; in
the army of Truth he was standard-bear-
er. . . . And ever Valeh attended on the
dog—he was as the dog's dog."

At sight of passion so innocent and fran-
tic, the people of the city began to talk.
To save her good name Valeh departed,
and Hadijeh, after the most piteous suppli-
cations against his going, "made sweet to
her lips the poison of endurance." Then
Valeh wandered in desert places, and at
last made his way to Delhi, which "the
true lover loves as the salamander loves
the fire." A few letters crossed the
enormous mountain ranges that now lay be-
tween them. In one he complains that he
is robbed of love's dearest servitude, which
another lovelessly performs:

"Who hands you the silken napkin? Who
spreads the carpets? Who scatters flowers
upon your bed? Who toys with your curls?
Who tells stories to make you sleep? Who
rubs the perfume into your hair? Who puts
cinnamon upon your eyelashes? Who pre-
pares the collyrium for your magic eyes?
Who bakes the indigo for your eyebrows?
Who puts your shoes together? And your
lips, with whom do they converse? Who
listens to your sweet voice? Who is made
drunk with that sweet wine? Who brings
you the wine at table? When you are
thirsty, who brings you spring water?
Who brings the ewer and basin? Who un-
curls your hair and unweaves the noose of
your locks? Who puts henna on your feet
and makes the henna with rose-water?
Who tears the lamp before you? Who
lights you to your chamber?"

At length in a vision the higher truth of
mystical passion was revealed to him, and
he became one of love's true scholars, who
demand no reward, but have learnt that
unless knowledge makes them other than
they were, knowledge is worse than ignor-
ance. So Valeh rose to be "the drunken-
ness of his own wine," and was admitted
to the truth of God which is written in
flame upon the vaults of heaven. Whether
it was possible for Hadijeh also to reach

this knowledge we are not told, for the book, when it was finished, was sent to her over the mountains. But the guide can go as far as the traveller; and "the Garden of Truth has many gates, but the gate is not the garden."

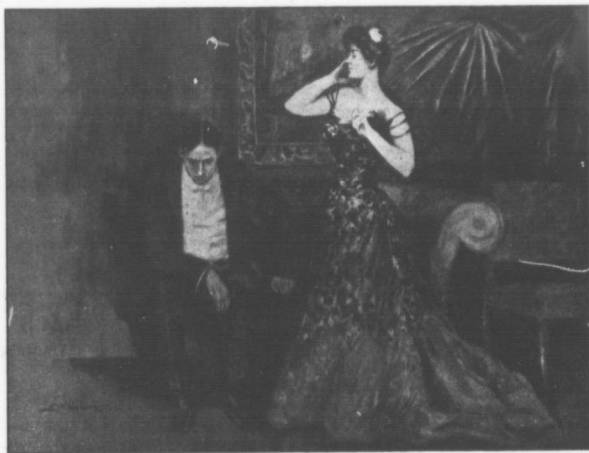
Thus little by little, the Eastern poet leads us very far from the solid ideal of affection that peoples the nurseries of Balham. We have glided into a world where the British mind moves awkwardly. We seem to hear its British boots stamping along the silent corridors and tripping at the edges of the magic carpets that are ready to float into space with all their interwoven splendour. That we may realize how far we have come, let us listen again to a sentence from the latest, frankest, and most clear-sighted expounder of the rational, British theory of love and its

purpose. Speaking of his first passion, Mr. Bernard Shaw's Don Juan exclaims.

"I had been prepared for intonation, for intoxication, for all the illusions of love's young dream; and lo! never was my perception clearer, nor my criticism more ruthless. The most jealous rival of my mistress never saw every blemish in her more keenly than I. I was not duped; I took her without chloroform."

"On, eye and sight of living things, the garden of life rejoices in thee; without thee the joy of life is gone. Except my love let me have no friend; save her let me seek no refuge. Certainly the sun must be a good deal puzzled at what he hears upon his daily course, and one cannot be quite sure that the things he hears become more gracious as he rolls westward.

HENRY W. NEVINSON.



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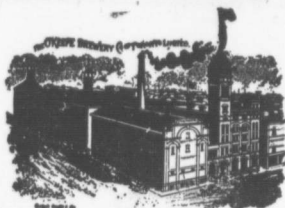
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