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APRIL 30, 1904

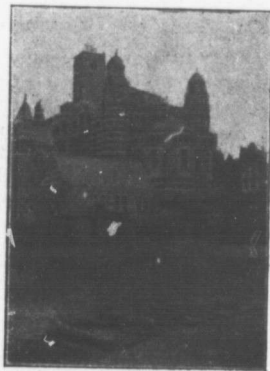
EVENTS

PUBLISHED
WEEKLY

How the Im-
mediate Trans-
continental
Railway
Would Work

Civil Servants
and Politics

An Ottawa
Orator



One of London's New Cathedrals

New Relations
Between
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A Few Plain
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General

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EVENTS

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EVENTS

Published Weekly.

17
Vol. 6, No. 18.

OTTAWA, APRIL 30, 1904.

Whole No. 257.

How It Would Work.

THE extension of the Intercolonial to Georgian Bay is described by the Winnipeg Telegram as of "the greatest public importance." The Intercolonial Railway is now at the Georgian Bay by means of an extension of that road over the rails of the Grand Trunk, Canada Atlantic and Parry Sound railways. There is a continuous line of rails joined to the Intercolonial at Montreal running from that harbor to Parry Harbor on the Georgian Bay. If the freight train which runs from Montreal to Parry Harbor or from Parry Harbor to Montreal had painted on it the letters I. C. R., it would not carry a single pound of freight more than it is carrying now and, therefore, as a feeder for the Intercolonial the value of the Canada Atlantic system alone would not be enhanced.

With the Canada Atlantic system in the hands of the government it would do a great deal less business than it does now. It would carry less traffic from the Georgian Bay to Montreal and the I. C. R. would have less to carry on to St. John. Why? Because the bulk of the Canada Atlantic east bound freight is received from Chicago and it would be very more difficult,

if not impossible, for the King to do business in Chicago. It must be remembered that the government does everything, including its railway business, in the name of the Crown, and it can do nothing except in the name of the Crown. If the King of England was trying to take business in Chicago away from rival systems owned and controlled in the United States does anyone imagine that these rival systems would not immediately twist the lion's tail to such an extent that the government road to Parry Harbor would be practically put out of business?

What is needed is a practical railway proposition, and the Intercolonial would benefit, to connect the Canada Atlantic system at Parry Harbor with some system in Western Canada that will make it independent of Chicago, and bring traffic to the Georgian Bay that will be sent to Montreal over the line now known as the Canada Atlantic. It does not matter what name you give a pair of rails running from Parry Harbor to Montreal. The railway question is not answered by a name. A line has to get business and to get business it must have satisfactory connections.

What would happen, for example, if a system like the Canadian Northern, operating in Canada 1,600 miles of railway, today was connected with and brought its immense and growing traffic from the West to the Canada Atlantic system and delivered it into Montreal or Quebec? The Intercolonial would immediately benefit, but if the Intercolonial painted out the name of the Canada Atlantic on the cars now travelling from Parry Harbor to Montreal how would it, indeed how could it benefit the Intercolonial? To quote Mr. Blair chairman of the Railway Commission of Canada:—

"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 Levis 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."

What other advantage would accrue to this country if the Canadian Northern system of the great West of Canada was connected with the ports of Montreal and Quebec. At the present moment the Canadian Northern is building a line from Toronto to Sudbury, known as the James' Bay Railway, connecting the great railway centre of Toronto with transcontinental lines running west and east. That important line of railway, nearly 300 miles in length, connects at Parry Harbor with the western terminus of the Canada Atlantic system. At a point on the Canada Atlantic system an hour's ride, or so, east of Ottawa, called Glen Robertson, there is a short piece of line running to Hawkesbury.

Now, let us take freight originating at Edmonton and on all the free farms of the fertile West carried by the Canadian Northern to Winnipeg and from there to Port Arthur. During the season of navigation it would have the option of lake transport-

ation. From Port Arthur to Sudbury the country is already provided with a pair of rails and if necessary this traffic can get at once to Sudbury all the year round, over those rails. From Sudbury the freight drops down to Parry Harbor over the James' Bay road, and if it is taken up at Parry Harbor and carried to Hawkesbury it is met there by a road called the Great Northern running to the magnificent port of Quebec. This road is now a part of the Canadian Northern system and, therefore, the freight train which we are imagining as starting at Edmonton reaches Hawkesbury. It is from there carried to Quebec by its own power and over its own rails.

What further? There is an alternative route provided by this system by which this train would reach the great port of Montreal and discharge its traffic there either into ocean steamers or into the cars of the Intercolonial. The system to which we refer controls the Chateaugay and Northern Railway and over its rails this western traffic could be taken into Montreal.

More than this, there is a third route to a Canadian ocean port if the Canadian Northern was enabled to reach Glen Robertson, and that would be to continue straight down along the line of the Canada Atlantic system to Montreal. It will be seen that these alternative routes would make it utterly impossible for such a thing as a congestion of traffic to occur, and while the Grand Trunk was taking western traffic eastward along the river St. Lawrence and the C.P.R. taking its western traffic along the Ottawa river we would have a third transcontinental system relieving the growing congestion in the West and affording to the people of Canada precisely the relief which the situation calls for. As we said in a previous issue there should be no question as to the duty of the hour at Ottawa. The government has the power to afford this immediate relief by means of the route we have indicated. By the adoption of a policy that would enable the Canadian Northern to reach immediately the ports of Montreal and Quebec the government would free itself from the reproach of inaugurating a

transcontinental scheme which holds out no promise of any relief whatever to the people of the West for years and years to come.

The Board of Trade of Regina has, it would appear from an article in the Standard of that city, been expressing themselves on the railway question. The article points out that Regina cannot afford to wait any slow development and that it is within the power of the Canadian Northern to afford immediate relief. The Standard of the 13th inst. says:—

No time should be lost in interviewing the management of the Canadian Northern. The Standard, while opposed to the municipal bonusing of railways would favor the granting of some special inducement to the C. N. K. to come quickly. Fifty thousand dollars or even one hundred thousand would be but a partial offset to the advantages that would accrue to the city if the Canadian Northern should build their extension during the coming season and be prepared next fall to take part in the hauling of our farm products. Let us look at it from a strictly business point of view. The city's assessment roll for 1904 will not be far short of two million dollars. There is not in the entire area of the city a piece of property so poor that its value would not be advanced twenty five per cent. by the advent of this road. That means a direct advantage of a half million advance in real estate, of which a large share is now owned by the city itself. It may be that the Canadian Northern is not looking for an inducement in cash. Let it be distinctly understood that we would offer it only as a "time bonus" as already stated. The C. N. K. will doubtless come here of its own accord

some time; but we need it now and it is our duty as twentieth century people laying some claim to enterprise, to press for that which will meet our present need. We have been living in the future long enough; let us begin now to live in the active present. Procrastination is, the thief of time. Do it now.

We think this is a fair expression of the desire of the progressive people of the West to secure better railway facilities immediately. The willingness of the Standard, although opposed to municipal bonusing, to offer a cash inducement to the Canadian Northern to make things happen right away proves that the people of the West are not going to be content with promises of a transcontinental railway to be completed ten or fifteen years from now.

In its issue of the 20th the Regina Leader, which is controlled by Mr. Walter Scott, M. P. for West Assin'joia, welcomes the announcement that the Canadian Northern proposes to extend its lines from Hartney to Regina at once. It remarks that many settlers in the fertile district will be served by the railway. The Board of Trade has passed a resolution expressing pleasure at the announcement that the Canadian Northern will build to Regina and pledging generous and practical support to the company. It is expected that the railway will be brought into the city before next winter. By the way Regina now boasts of a population of 10,000 people.



EVENTS

Published Weekly.

ARNOTT J. MAGURN, Editor.

VOL. 5. APRIL 30, 1904. No. 18

THE Russian navy has been defeated. Mr. R. L. Borden has been defeated by the rejection of his railway resolution in the House of Commons the other night. Life is full of defeats, as it is resonant with victories. Every victory involves a defeat. So far as we know the only man who was never defeated wept for the hopelessness of it. As a tonic defeat is sometimes a good thing. Like many of the old tonics it is not palatable. There are consolations in some defeats. If a man is playing an underhand game, if he is playing with planed cards, if he is using his talents improperly in any way and finds that he is not only defeated but dishonored then, of course, there is the absence of consolation. But where a man makes an honourable fight and carries it forward in a decent manner he can accept defeat with courage and perhaps with hope of a victory at a later date. It is easier, we fancy, to withstand or recover from a physical defeat than from a moral one. Some men bend their energies for a score of years towards a particular goal, obstacles that arise are overcome, antagonists are put aside, only perhaps, towards the end to find themselves baffled by some small and unforeseen circumstance. One of the greatest political leaders in the history of English-speaking countries found himself broken by the mere fact that he climbed in through a window. A pretty good all round test of a good man is to find that he takes defeat standing up.

TWO or three daily papers published in Toronto told a long story the other day to account for the retirement from public life of Mr. Sutherland, the Minister of Public Works at Ottawa. The authority for the assertion that Mr. Sutherland was

going to retire was a statement to that effect in a religious weekly published in Ottawa. Having obtained such a reliable authority these papers proceeded to give the reasons, the chief one being that the Department of Public Works was being shorn of some of its services. These services were connected really more with navigation than with anything else, and they were transferred to the department which has to do with navigation. This department of navigation is presided over by Mr. Prefontaine. They proceeded, therefore, to make out that Mr. Sutherland was being robbed by Mr. Prefontaine and resented it. Another Conservative paper published in Montreal, the respected "Gazette", on Friday last contained an editorial paragraph in which it was stated that "it does not matter in the least to the country, and it should not matter to the ministers, which of them directs any particular public service." This is a bit of rebuke to those papers which are making sensational statements designed to force us to infer that it matters a great deal.

IT has been made a charge against the present Laurier administration that they sold seats in the Senate of Canada in return for election subscriptions and the Opposition press set the story going at the price of \$10,000. We know that peerages are purchased in the United Kingdom and that the ribbon of the Legion of Honor has been sold in France. The attempt to prove that the Laurier government had offered to sell a senatorship to Mr. H. H. Cook for \$10,000 broke down completely, and now we have some remarkable testimony from Nova Scotia as to how these senatorships are given. A gentleman living in Windsor named Rufus Curry was appointed to the Senate but it turned out that he was not after it and that he would not take it. Mr. Charles Blackadar, of the Halifax Recorder, was recently offered a position in the Senate and he has declined to accept. If these positions were for sale to rich men the government would certainly not be carrying them round begging as they appear to be carrying the Nova Scotia representation.

MR. BLAIR has stated that Mr. R. L. Borden's scheme of buying over a portion of the C.P.R. on the north shore is a mad scheme. Mr. R. L. Borden says that Mr. Blair is an extremely able railway man. You can draw your own conclusion.

THE press reports that all the members of the first legislature in the new Commonwealth of Australia have been given the title of "Honorable" for life. In Canada at confederation this was done in cases of legislative councillors. Combined with the report is the statement that the action of the Commonwealth of Australia was opposed by the British government but carried because the King was in favor of it. These repeated attempts to invest King Edward with arbitrary powers must proceed from the United States Associated Press services. All good Americans believe that King Edward not only rules in England but in Canada personally and by Divine Right. They are taught this frequently by their own public men so that they will the more tamely submit to the Republican rule of trusts and tariff tyrannies. Let us hope that our own dear Canadian cable service will reassure us and dispel the fearful apprehension that there is again a King in England exercising personal rule and continually upsetting the will of his ministers.

MR. McCORKILL, Provincial Treasurer of the Province of Quebec, has delivered his budget and it is satisfactory to note that there has been a surplus for the past year, though not a large one, and that he estimates a surplus for both the current year and the next year.

THE accord between Great Britain and France arising from the agreement regarding the colonial controversies between these two countries gives great scope for the European writers on foreign policy. By this agreement France retains her right to fish on the Newfoundland shore but gives up the exclusive right and

has compensation granted. France gets greater liberty of action in Morocco and England gets greater liberty in Egypt. There are questions affecting Siam and the African continent, all tending to lessen, if not abolish, possibility of friction between these two great countries. According to a Vienna writer this treaty between the world's two greatest colonial and naval powers creates a new policy and assures the localization of the Russo-Japanese war. In Canada where the constant effort of sagacious public men is to maintain amity and good-feeling between French-speaking and English-speaking Canadians this rapprochement will give general satisfaction.

IT is understood that the movement to establish a business man's club in Ottawa is well under way. The scheme is possible of such development as to make it an undoubted success.

THE Ontario legislature was prorogued April 26. The session began Jan. 11 and has, therefore, lasted about three months and a half, an unusually long period for that House to remain in session. Over one hundred Bills were passed, thus adding to the mass of legislation which compels every person to pay tribute to a lawyer if he wants to know anything of the law.

THE Democrats of the State of New York are endorsing Judge Parker as the Democratic candidate for presidency of the United States. There is a boom in Missouri to make Governor of that State Circuit Attorney Folk of St. Louis, whose continued war on corruption has attracted general attention throughout the continent. It is believed that the Democrats or Missouri in convention will choose Mr. Folk as their candidate for Governor. In case of his election Mr. Folk becomes at once a strong candidate for the Democratic nomination for the presidency.

IN its resolution of thanks to the city of Buffalo for aid from its fire brigade the other day the Toronto City Council says:—

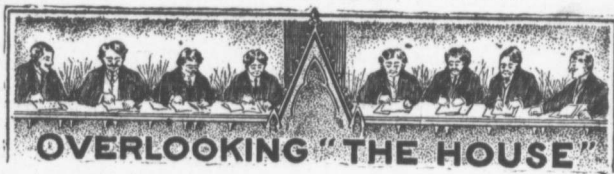
"This is one of the best evidences of the spirit of fraternity which has been gradually growing up between our country and the great Republic to the south of us, and

is an added testimony to that cordial friendship which exists between the two great English-speaking nations."

A FRUITLESS UNDERTAKING.



The Opposition went after the Ross Government's corpse, but the hearse goes back empty.—Toronto News



THE question of civil servants writing campaign literature for the party in power was before the House of Commons last week on the estimates of one of the departments where the offence is alleged to have been committed. The Conservatives said that a Grit official was writing Grit campaign literature in which members of the House of Commons were misrepresented and abused. This is certainly a serious charge and, if true, the government should be censured. The trouble is that the Conservatives were guilty of this offence themselves when they were in power, not only in one instance, but in several. Indeed there was one very flagrant case, that of the Dominion Statistician, and if the Opposition will move a vote of censure on the government for employing an official who was guilty of the offence which they condemned and denounced in the House last Friday they will then put themselves in the position of standing for the principle of the parity of the civil service and its freedom from partisan zeal. Possibly, if there is a guilty Grit official the fact that we know of a guilty Tory official or two may make it possible to draft a resolution that the House will adopt unanimously, with the result that this pernicious practice will be stopped.

A definition of the duties of the private secretary of a member of government became involved in the discussion upon the charge that a private secretary had written campaign literature. The Minister of Customs stated that in the campaign document

there did appear statements of the figures of trade and commerce, designed to show the prosperity of the country under the present government, which were prepared at his request by his private secretary. Some person subsequently was engaged by the party to prepare a pamphlet and the Minister of Customs placed these statements prepared by his private secretary at the disposal of the compiler of the pamphlet. On this statement of the case it is impossible to find any fault with the private secretary as it is certainly his plain duty to assist the Minister in his political work. He holds a position in the civil service merely because some appointment is necessary to furnish him with a salary. In connection with this discussion in the House of Commons it was pleasing to hear how warmly the Minister of Customs defended his secretary and supporter. No man can grow strong unless he stands by his friends when they are attacked where they cannot reply. It is to be hoped that the Opposition will succeed in compelling ministers to pay out the full \$600 a year allowance to the private secretary and compel them to furnish additional aid, when required, out of the public funds instead of splitting up the allowance which the private secretary should receive.

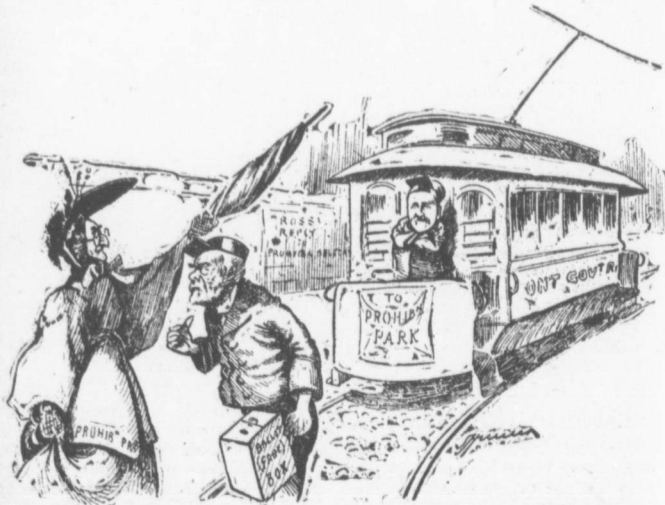
The budget will doubtless be brought down immediately after the disposal of the Grand Trunk Pacific Railway project and the question as to whether the tariff is to be altered will be again before the House. The going into liquidation of the Canada Woollen Mills Co., caused by a de-

mand of the bank for an observance of financial obligations, has given the Opposition press another chance to declare that the present tariff is closing down woollen mills and throwing Canadian workmen out of employment. There is, therefore, a demand outlined, for instance in the Montreal Gazette of April 27, that the duty on the importation of tweeds should be put up considerably higher. How this attitude can be reconciled with Mr. R. L. Borden's statement that he wanted the House to pass a unanimous resolution in favor of Mr. Chamberlain's preferential proposals is beyond the wit of man to understand. Mr. Chamberlain said we will give a preference to your natural products and you in return will give a preference to our manufactured goods, and you will leave the enlarged trade as time goes by to be supplied by English manufacturers. The Conservative reply to Mr. Chamberlain is, we will increase the duty on English tweeds. They are shoddy any way and should not be allowed to compete with honest all wool Canadian tweed. This is the very language of the issue of the paper we are quoting and it is hard to see how Mr. Cham-

berlain is going to acknowledge that his English tweed is shoddy and should be shut out of the Canadian market and at the same time find any working basis for his policy.

The government majority fell on Tuesday night to 19. The vote was on an amendment moved by Mr. Clark declaring that before committing the country to the obligations of the Grand Trunk Pacific the government should first submit the whole question to the people, and especially the question whether Canada should not rather assume the entire obligation and thus own and control the entire proposed line. This would look like a motion to have a plebiscite on the question of government ownership, though the word operation is carefully eliminated from the motion. On this amendment the vote was 47 in favor and 66 against, a majority for the government of only 19. There were absent from the division exactly 100 members and this accounts for the lightness of the vote. At the time of writing the debate on the second reading is still going on but nothing very important is being said.

"POWER'S OFF."



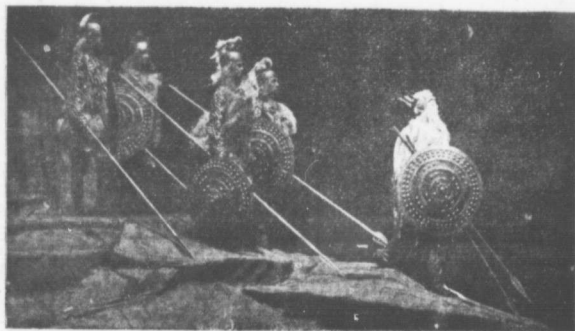
Prohibition Party: I don't care anything about your excuses, sir. Why have you been collecting fares from me and then always putting me off and not carrying me through?—Toronto World.

An Ottawa Orator.

A PHILADELPHIA firm are actively engaged in selling ten or twelve volumes of "Modern Eloquence," being examples drawn from various countries of what the author is pleased to term modern eloquence. Eloquence is a moving spirit and belongs to no age. Eloquence may be in the written or printed form but there it is cold. What we understand as eloquence is feeling, and the modulation placed in the uttered word, and it must be heard. We have as the classic examples of eloquence Demosthenes and Cicero, in the middle ages some of the zealous ecclesiastics, and a hundred years ago Burke and Sheridan, and later in English-speaking countries John Bright and Gladstone, Ingersoll, Cochran and Laurier.

But after all true eloquence does not necessarily emanate from the cultured, enlightened educated and refined class. There is in Ottawa a well-known citizen, Mr. Edward Devlin, who has the true gift of eloquence, and yet it must be confessed that he will not always conform to the accepted grammatical rule. He is a political orator and some stories are told of striking things he has said. One of the most popular of these stories relates to a speech Mr. Devlin once made in which he

illustrated his point by saying: As Shakespeare wrote in *Paradise Lost*, a man's a man for a' that. Mr. Devlin is a great reader of poetry and it is no great fault if when he gets flowery he mixes his metaphor or forgets to ascribe the right poem to the right poet. He delivered an address the other night at the annual meeting of the Ottawa Reform Association and one expression in that speech will, perhaps, give some idea of the kind of eloquence in which he indulges. He said: "I remember Mr. Chairman, when the Liberal party in this city was a small band of kindred spirits, and now we know that they are numbered by many thousands. But we stood together knowing that Liberal principles, which are behind that grand old flag that floats on Parliament Hill, were the growth of hundreds of years culminating in free and irresponsible government like the little twig that springs from the soil and grows steadily into the mighty oak that spreads its branches up towards the blue sky. Eight years ago, gentlemen, a great wave passed over this country from the Atlantic to the Pacific and engulfed the Tory party in its irresistible sweep and there they will probably remain until the sea gives up its dead."



The New Relations of England and France.

THE unwillingness of the French people to let their friendship for Russia draw them into antagonism to Great Britain seems certain, says the New York Sun, to be intensified by the substantial concessions which have been made to them in the treaty recently signed in London.

To begin with the minor advantages secured by France, we observe that her position in West Africa and in the Western Soudan is materially improved in three ways. In the first place, there is to be a territorial readjustment on the Gambia, whereby France will gain access to this section of the river which is navigable by ocean-going ships; secondly, she acquires six of the Los Islands, which lie further south, and which should be useful for trading stations; in the third place the frontier line between the British and French spheres of influence is to be so changed as to give France a convenient route through a fertile country from a bend of the Niger river to Lake Tchad. For the moment the importance of the last named concession is prospective rather than actual, but it will be generally recognized as soon as the Trans-Sahara Railway shall have been completed.

Just what has been done regarding Siam is not clearly deducible from the cabled account of the provisions of the treaty. We are told that the two countries confirm the joint declaration made by them in 1896 and proceed to define its precise meaning with reference to pre-existing differences. This is vague; it leaves us in the dark as to whether Great Britain sanctions certain encroachments recently made by the colonial authorities of Indo-China on territory alleged by Siam to lie west of her eastern boundary.

As to Madagascar the British Foreign Office withdraws the protests which it has made at various times against the economic regime established in that island by the French; protests based upon treaties concluded between Great Britain and the Hova Government.

In the New Hebrides, the French settlers retain the privileges recognized by the Anglo-French convention of 1887, and by the agreement of 1888, which placed British and French residents under the control of a joint commission of British and French naval officers on the Pacific station. The joint commission had no power, however, to settle disputes affecting the title to lands, and the new treaty creates a special commission for the purpose. The cabled summary of the convention does not tell us whether the new commission will have power to equalise the conditions as to the importation of arms and alcoholic compounds. Owing to the fact that they are relatively unrestricted, the traders have hitherto enjoyed a close approach to a monopoly of the traffic in such commodities. It is a question whether the sale of such things to the natives of the New Hebrides, who are mostly cannibals, ought not to be prohibited rigorously.

We come to the gist of the treaty, the provision which assures to France a splendid field for territorial aggrandizement. France, which already has Algeria and the Tunisian Regency, and which means to connect them by rail with her possessions south of the Sahara, has long desired to include within her North African dominions the extensive realm of Morocco, which in her hands might recover the prosperity that it enjoyed for many centuries after its conquest by the Arabs. Great

Britain alone could have frustrated the wish. By the treaty signed the British Government concedes to France the right of exercising the same supervision and protection within the Shereefan territories which it exercises in Egypt. The only political stipulation on which Lord Lansdowne has insisted is that, in order to maintain the freedom of the Straits of Gibraltar, no fortifications shall be erected on the Morocco coast between Mellila and the mouth of the Sahn River. Under this arrangement France seems destined to rule over nearly all the great part of North Africa which belonged to the Western Roman Empire. It is in truth impossible to exaggerate the eventual value of the gift which France has received from England.

What does England get in exchange? Very little in material concessions unless we recognize that the cordial friendship of France is an asset which England, under certain possible circumstances, could not rate too highly. France agrees that hereafter she will refrain from opposing, through her representation on the Egyptian debt commission, the application of the surplus of the Egyptian revenues to such public works as the British protectors of the Nile valley may desire to undertake. This decision sets free about thirty millions of dollars. France further covenants to renounce her claim to exclusive fishing rights on the 'French shore' of Newfoundland, receiving in exchange from Great Britain two indemnities, the one payable to French individuals giving up property along the surrendered shore, and

the other to the French Government for its relinquishment of sovereignty. The amount of the former indemnity is to be determined by a joint naval commission, or, if its members are unable to agree, by the Hague Arbitration Tribunal. France retains the little islands of St. Pierre and Miquelon, together with a right to fish in Newfoundland waters, and the Bait act of 1896 is so modified as to give Newfoundlanders the right to sell bait to the French fishermen.

One feature of the treaty interests not only the signatories, but other maritime nations. We refer to the provision that neither existing nor future tariffs established in Egypt and Morocco shall discriminate between French citizens and British subjects. This provision is to be operative for thirty years; and, unless it be denounced before the expiration of that period, for four years longer. There seems to be no doubt that, as the commercial treaties between the United States on the one hand, and Great Britain and France on the other, contain the 'most favored nation clause', American citizens will enjoy for at least thirty years in both Egypt and Morocco all the commercial privileges assured to Englishmen and Frenchmen.

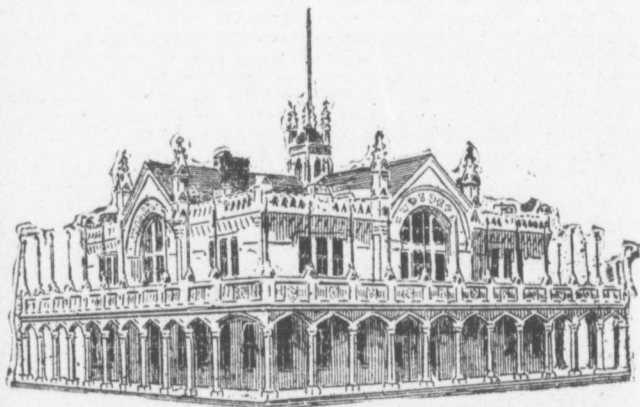
On the whole we are not surprised to hear that the Paris 'Temps' describes the new Anglo-French colonial treaty as a triumph for French diplomacy. On the other hand the localization of the Far Eastern war seems henceforth guaranteed, and that is a matter of very grave, if not vital, moment to Great Britain.



Appointment of Governors-General.

THE daily papers are now publishing rumors as to the name of the successor to Lord Minto at Rideau Hall. Lord Minto's extension of time will expire in a few months. According to the usual practice a new Governor-General would be appointed by the King-in-Council at London about the month of July. The name of the Earl of Onslow has been cabled over as a possibility. Lord Jersey is sometimes mentioned, and the Duke of Sutherland's name has been mentioned. Why they should confine this office to the House of Lords is a question difficult to answer satisfactorily. There are men in the House of Lords who would fill the position properly but as a rule the other kind are selected. As a rule Canada is inflicted with an incompetent person. The English government has no right to inflict a nuisance on this country, and a Governor-General who is not a competent person speedily becomes a positive nuisance to the Executive. The position of Governor-General in Canada is a piece of

party patronage in the hands of the Colonial Secretary and it is not long ago since these colonial governors looked for direction to the colonial office and received it. These things have all passed away and now the duty falls upon the King-in-Council to realize that he must appoint an official head to a great and growing nation. This is indeed an imperial task and by the manner in which they discharge it we can measure the kind of imperial spirit which is so much talked about at present in the United Kingdom. To permit the present Colonial Secretary, who is described publicly by the press in England as a "caretaker," to select for six millions of people across the sea the chief of the executive government just as he is permitted to select the governor of a petty crown colony whose irresponsible executive can only do as it is told, would be to permit something so absurd that it has only to be stated to be admitted on all sides.



St. Louis World's Fair—Canadian Building.

The Torpedo in War.

THE torpedo-boat has been the most marked feature of the naval policy of Great Britain during recent years. The strongest fleets are maintained in the Mediterranean and the China Sea. In the Mediterranean squadron there are 14 battleships, 14 cruisers, 25 torpedo-boat destroyers and 4 torpedo boats. To the Japanese navy belongs the credit of introducing the torpedo as the determining factor in sea engagements. The destruction by guns of the isolated Russian warships at Chemulpo was mere overpowering by numbers, though there, as at Santiago, the victims displayed notable weakness in marksmanship. But the real cause of Japan's triumph on the water lies in the dexterity of her sailors in the use of the torpedo rather than the gun. It was the first attack by torpedo boats on the Russian ships at Port Arthur that gave Japan virtual control of the Yellow Sea, and it seems to have been the work of these new terrors of the ocean that has put a final quietus on the reviving hopes of the Russians inspired by the energy and courage of Admiral Makaroff.

To the occidental world it is a revelation of progress in the Orient that Japan should be the pioneer power in this evolution. Well provided as most modern nations are with torpedo boats and destroyers, it could hardly have been said before the "Retvizan" was sunk that the torpedo had passed the experimental stage. Admiral Sampson depended altogether on his guns to destroy Cervera's ships, and all recent estimates of the naval power of the nations have been based on the numerical strength of protected vessels and the weight of their armor and the projectiles they could hurl through the air. Yet Admiral Togo began his evidently well-considered attack with

torpedos as confidently as though they had been his best-tested weapons of offense, and it is with them that he has inflicted upon Russia the severest blows.

How successful torpedo boats would be against a wide-awake fleet of warships manned by gunners accustomed to hit their mark remains to be tested. Enough has been done, however, in the present war to convince experts that not in numbers of relatively slow-moving armored vessels and heavy guns must their reliance be placed. Between the resisting strength of armor at the vital points of a ship and the piercing power of powder-driven projectiles the margin is still narrow enough to keep the inventors busy with some show of success. Against the noiseless torpedo, once it has been launched within striking distance, no defence has been devised. The very elements of strength that make the ordinary floating fortress formidable to vessels of her own class render her particularly vulnerable to this new engine of destruction, as was strikingly demonstrated by the fate of the "Petropavlovsk."

Naval authorities will naturally be slow to admit that torpedo boats are more than a match for ships of the line and it is not probable that plans now being carried out for enlargement of the navies of the world will be altered because of the success of the Japanese torpedo fleet. But it is inevitable that sooner or later modifications or complete changes in warships will be found necessary to meet this truly terrible form of attack. Among lovers of peace it will awaken a new hope that in its irresistible destructiveness will be found a compelling motive for concord. The laboratory may prove to be a more potent influence than the Peace Tribunal.

At the Front.

By R. E. Vernede.

(A Swiss lady has gone to the Far East as war correspondent. "Blood and Thunder" has, of course, sent another. That she has already got to the front, the following extracts from her first letter show beyond any doubt.)

" . . . Little did I think as I rose this morning, what a terrible and eventful day was before me! Three weeks travelling by rail, followed by six days of the roughest riding, during which I was compelled to forego even a change of blouse, had brought me to the front the evening before and I hastened in the seclusion of my tent to see how my frocks and things had fared. Horrors. My organza muslin (the sweetest thing in green and lilac was hopelessly crushed; my striped moirette skirt which Smiths told me would last a lifetime, has stains of train oil all over it; and even my other habit was unrecognisable. My hats were, if possible in a worse state. Add to this that I had had both my parasols broken en route and that when I brought out my mirror I found myself positively freckled, and you will understand that my first night in camp was not spent without tears.

"I took care, however, that there should be no redness about my eyes in the morning. Nothing is mere unbecoming to a woman; and a war correspondent, I trust, may be a woman still and be none the worse for it. Indeed, I was in very good hopes that I should succeed better than my male colleagues. I had already met the General at Princess K—'s, in Petersburg, and though he was said to be a woman-hater, I had my doubts of it. In any case

I was most thankful to find that my methylated spirits had not run out. There are few things nowadays so essential as a kink in the hair. I would have given worlds to have had the feathers in my one remaining hat curled; and O how I wished I had brought a flat iron! But it was no use repining, and I made my toilette as best I could under the dreary circumstances. I do not think it was quite unsuccessful.

"There had been a great noise in camp all the time I was thus engaged. Bugles and things had been blown and orders shouted in what sounded very dreadful language, so that I was quite glad I did not understand Russian. I am afraid that soldiers, when they are campaigning together and expecting to fight the enemy at all sorts of odd times, forget what true politeness is. Poor fellows—who can blame them? Only woman's gentle influence can smooth the rough edges of the warrior and fit him for the drawing-room as well as the camp. I decided to ask the General if he would not like me to read to his men in the evenings as soon as I should see him.

"This however, was not so easy as I had expected. Indeed, when I had mounted my pony (Mem.—you cannot think how difficult it is to get your skirt to sit smoothly without assistance), and got a few steps from my tent I was quite at a loss how to proceed. There were plenty of soldiers drawn up in all sorts of columns and lines and squares, with the sun shining upon their spears and rifles, which made them look picturesque in spite of the fact that most of them also looked very

dirty and unshaved, but I did not want to ride among them without knowing where the General was. I asked several stragglers for information and one man who looked like a corporal, but I could get nothing out of them except grunts. The corporal even tried to turn my pony's head and gesticulated to me to go back, for which I threatened to report him. He laughed rudely then, which made me most indignant, and I do not know what I should have done if at that moment an officer had not ridden by. He was young, handsome, and gallant looking, with pale blue eyes and the most heavenly moustache.

"Forgive me," I said, smiling at him, "Can you tell me where I can find the General?"

"He pulled in his horse, and saluted with the utmost grace.

"He is to the right—on that hill. Have you—" he looked at me doubtfully—"anything of importance to communicate?"

"O yes," I said, "I have a letter of introduction to him."

"Quite so," he replied, "quite so. But—you will understand—he is extremely busy at the present moment."

We both spoke in French, of course.

"Surely not too busy to see a lady," I said, not without hauteur. "Pray conduct me to him."

"The charming young lieutenant made no reply to this but spurred his horse on. I followed, hoping that I had not treated him too coldly, for he had, I believe, every wish to be polite. I need not describe the battlefield (as it afterwards proved to be) since other correspondents are certain to do this, or enter into the disposition of the troops, which was very confusing, and not at all like the pictures one sees, or even like a review of the Guards. There were positively no really handsome uniforms. Suffice it to say that my Lieutenant led me in the end to a mound where the General sat on horseback, among his staff, who gazed at me curiously.

"It has been well said that a woman looks her best on horseback, and though the officers were certainly staring, I could forgive them when I remembered this. I wished, however, that the General would cease looking through his field-glasses as my position was not without embarrassment.

"'Good-morning, General,' I ventured to say at last.

"'Eh?' he retorted, without looking round.

"'I had the pleasure of meeting you several times in Petersburg,' I continued, 'and as I have now come out as war correspondent for—'

'It was at this point that he turned his head and fixed his eagle eyes upon me. 'Why, O why,' I said to myself, 'have you taken to side whiskers?'

"'As war correspondent for—' I repeated aloud, 'a paper which—'

"'D—!' broke in the General, 'what are you doing here?'

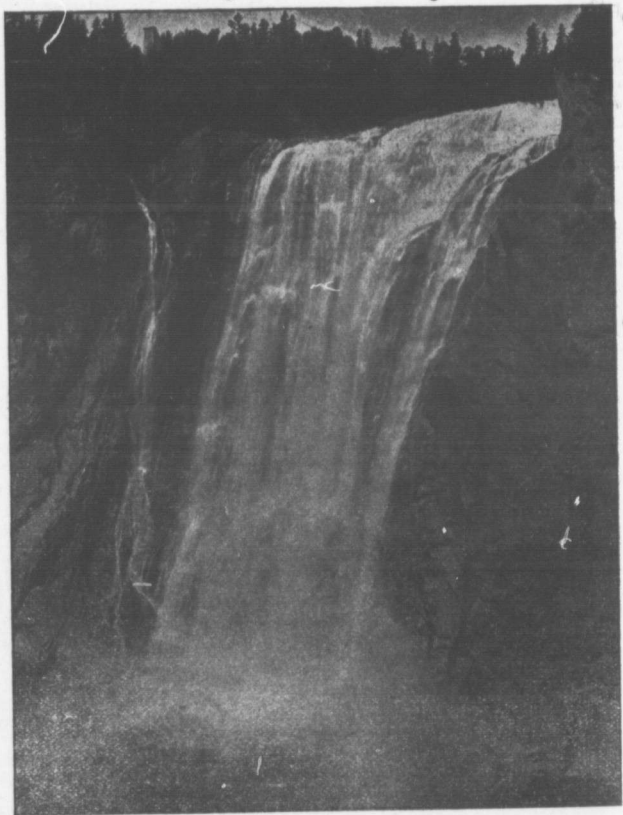
"'I cannot convey the horror with which I listened to his shocking words.

"'You will excuse me, I had begun in my most dignified manner I meant to ask when you—you interrupted me—if you would care to have me read to—'

"'P-r-r-r-r-r! I hardly realized it then but the enemy had opened fire, and a shell had winged past my affrighted ears. All unwittingly I had stepped into the midst of a battle! I had imagined the soldiers were drilling, and instead of that they were about to drink blood! I suppose I must have shrieked aloud and showed signs of being faint. The next thing I heard was :

"'Take that woman to the rear and hand her over to some of the nurses. If she attempts to come into the line of battle again string her up!'

"'There is your modern General's politeness to humanity . . . I shall proceed with this when my nerves have recovered their normal strength. Remember, today is my first under fire, and my hat was irretrievably spoilt in the retreat.!' "



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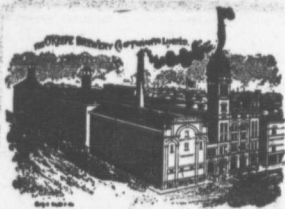
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