

FARMEF.

He who handles brown earth handles time;
He overturns the months, the days the hours;
The burning scent that runs through summertime
Has burnt his nostrils with a million flowers.
Has he not stood upon the early hills
And scattered seeds along a flowering slope,
And shall his eyes not harvest daffodils,
And will there be a time he will not hope?

He is the proud possessor of the earth
His daughters and his sons will know the thrill
Of swift birds riding high above a hill;
They shall come after him and bring to birth
A century of harvests though his stride
No longer marks a width of pasture-side.

HAROLD VINAL.

ON HIS WAY.

Hale Holden, railroad man told a railroad story at a banquet.
"Once" he said "there was a railroad line about twelve miles long that was notorious for its discomfort bumps and dirt.
"A train on this line pulled into the terminus one morning, late as usual, and a man said as he rose and brushed off the coal dust and soot:
"Well, thank goodness, the worst part of my journey is over."
"Going far?" asked the conductor.
"Madagascar," said the man.
"Why are you so late?" inquired the teacher of one of her pupils.
"Father wanted me at home" was the reply.
"Wouldn't some one else have done?" she inquired.
"No," said the boy, shaking his head emphatically, "cos' he was giving me what I deserved, he said."
He—You say you have the advantage of a college education?
She—Yes. Several of them. I've been engaged to about a dozen college boys.

ELECTOR MAKES A FEW TIMELY OBSERVATIONS ON RENEGADES

(By ELECTOR).

The electorate has the privilege of deciding who shall rule it and manage its affairs. That is the purpose of Democratic government—that is the theory. This general principle is achieved under straight two-party government. When other groups obtrude the will of the people is apt to be defeated by a minority which bargains for favours in exchange for its support. But fortunately in New Brunswick groups other than the main parties are negligible. The issue is clear. A man is called upon to vote either Liberal or Conservative.

Previous political associations naturally predispose the voter to one side or the other. That is right. He may at some time or another have decided that it was in the interest of the Province that one Party or the other hold the reins. . . . If he has cast his vote for any other reason he is either a fool or a knave. Now doubts assail him. He wonders if his former choice was wise. Have circumstances or a fuller knowledge altered the case. What should he do?

There is but one answer. Get all the information he can, sift it and decide afresh. If this calls for a change of faith he is not a renegade. He may be given that name by partisans hell-bent on beating up votes by threat or blandishment. That will not hurt him. No impartial judge will blame a man who follows the dictates of reason and conscience.

Ninety-nine voters out of every hundred are moderate in their political views. They camp on the borderline between the two parties. This can be proved by comparing successive election results in any country. All these

people retain their liberty to revise their opinions from time to time and this is an undeniable right, salutary to the politicians. The best of Governments tends to become lax if it feel too safe. So it is apparent that changes of public opinion must not be regarded as vacillation, but horse sense.

Not only does the electorate change its front politicians do so as well. It were possible to name many in the Province. If they have done so from conviction they are honest men; if for self-interest they are scoundrels. In British politics witness the Churchill family. They hop to and fro like fleas.

Soon the electorate of New Brunswick will be called to the booths. There must be thousands who have honestly supported one party hitherto and who, having reasoned the matter out, know they were wrong. Many hesitate to change because of a mistaken sense of loyalty. They dread the sneers of Party henchmen. Perhaps even they are threatened with the loss of old friendships.

That sort of loyalty is sheer obstinacy, the jibes of Party hacks are sincere compliments and friendship which demands the abandonment of an ideal is not worth fostering. It shows both courage and common sense to acknowledge error.

Now compare the Parties. Which is honest—capable—wise in its expenditure—building for the future? The answer is not difficult. That is the Party to vote for even if you did not support it last election. It has supported you ever since. Then you will be an honourable man or woman, not a renegade.

LONDON SEASON MOST LAVISH SINCE 1913

London, July 21—The social season now nearing its close has been the most strenuous since 1913. Although old England complains daily of the dolorous plight of its trade and that unemployment gets worse instead of better each week, money has been lavished upon entertainments in Mayfair, Ascot and other society places upon a sumptuous scale not rivaled even in days when there was no doubt about London being the center of the world's wealth.


Some of the most expensive entertainments during this season, however, have been paid for by a little group of American hostesses who have set up establishments in Mayfair seeking new worlds to conquer. Another factor making the 1925 season memorable has been the unusually large number of wealthy Britons with debutante daughters on their hands. These debs and the dowagers who entertain them will get little rest until July 22, when the season closes with a garden party at Buckingham Palace, to which 6,000 persons will have invitations.

When they have finished with this final social duty to their subjects and several score of alien guests, King George and Queen Mary will take their vacation.

Where, wonder the British as they gaze on the summer's increasing stream of American tourists, are the horn-rimmed glasses of yesterday? On last Fourth of July, when many Americans then in London, attended the reception at the embassy, almost half of them wore heavy horn-rimmed glasses, but last week when Ambassador Houghton threw open Crewe House to his countrymen only a few of those wearing glasses had the heavy-rimmed kind.

The only explanation offered is that even tourists are getting wise to the ways of the world and have found it cheaper when touring in Europe to wear pince-nez or other old forms of glasses and thus keep their nationality and supposed wealth from being so manifest to every mendicant or servant they meet.

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HENRY FORD CONSIDERS ENGLISH TONGUE SUPREME FOR COMMERCE

Dearborn, Mich., July 22—If Henry Ford were to control America's schools and colleges as he controls his own industry the teaching of foreign languages would be completely eliminated. Mr. Ford believes there is only one language in which world progress may become universal, and it is destined to inherit the earth. That is the English language.

The motor magnate elaborated his language theory in conversation with me in Dearborn.

The polyglot League of Nations, the motor manufacturer believes, can never accomplish much because difference in language promotes a difference in thought, ambition and method.

The difference in language, Mr. Ford said, hinders science and invention and commerce just as it hinders world peace and understanding.

English Clear and Forceful.

When industry is run in the English tongue, he added, it is a different kind of industry, with another spirit, than that operated in other languages. The type of industry which leads the world in ideas and achievement and gives the world what it needs is the industry which has become possible through the clear and forceful language which is used by the major part of the industrial world. Mr. Ford said:

"The industry of the backward nations, in so far as it has been developed, is an imitation of the industry of the nations which use the English language, but because of the language barrier those backward nations are

imitating our mistakes rather than our best successes. The things which have become obsolete with us are the things they have picked up. This is one of the tragedies of the world, because it lacks language unity."

Forced to Adopt English.

The spread of the English language over a large section of the world today, Ford contends, is not due to any propaganda to disseminate it. Other nations are forced to adopt it for the very sake of its usefulness, because the world becomes increasingly full of things that must be done in English, if at all.

"Speech is one of man's most marvelous tools and there is a direct relation between the kind of speech which he uses and the kind of work he does," said Mr. Ford. "A good and experienced engineer can tell what language a machine has been built in just by looking at it. There are some languages in which a machine cannot be built at all. There are languages in which it would be impossible efficiently to manage a factory."

"The English language is the world's tool of industry, colonization and the bringing of prosperity to every kind and degree of man. It is the world's language. The world accepts it because justice, freedom, prosperity and opportunity have higher meanings in English than in any other tongue. The more we promote language unity the nearer we bring to the world the things mankind needs."



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MINARD'S LINIMENT
"KING OF PAIN"

NEGOTIATIONS FOR OIL MERGER BEGUN IN U.S.A.

New York, July 21—Merger negotiations involving \$30,000,000 have been begun, it was learned today, between interests connected with the Independent Oil and Gas Company, a Durant property, and the Walte Phillips Company, the largest individual independent producing and refining company in the Mid-Continent oil fields.

It was rumored also that the Skelly Oil Company might participate in the merger of Phillips and Independent. Officials of Skelly could not be reached, however.

Gloria—I refused Artie the first time he proposed to me.
Grace—You were not sure you loved him, I suppose?
Gloria—Oh, yes, I was but we were out on the lake and I knew if I accepted him the canoe would tip over."

PORT OF LONDON MAY ACCOMMODATE LARGEST SHIPS

London, July 22—American tourists in England a few years hence may be able to begin their hurried sight-seeing of the Old World by walking from the gangplank into the historic Tower of London, as the Port of London authorities are considering a plan for dredging the Thames to accommodate the largest passenger vessels.

The port council's engineers recently submitted a report declaring that the river could be made available for large tonnage ships as far as the tower bridge for a comparatively moderate sum, and that there is sufficient property available at the bridge to warrant building docks there.

The council has not yet completed its plans, but it appears likely that action will be taken when trade conditions are better. The project would require about three years. The river would be dredged from Tilbury to the tower, a distance of about twenty miles, at a cost of approximately £2,000,000 or about \$9,700,000.

Public and commercial sentiment seems to favor the project, although there is certain to be hostility from the railroads and other interests dependent upon coastal haulage.

CRISIS HANGING OVER BRITISH WOOL INDUSTRY

London, July 20—The Yorkshire wool trade is in the throes of a crisis such as had not been known for nearly a century. Employers threaten to lock out 62,000 employees unless they agree to a reduction in wages and the employees are threatening to strike July 25, unless the employers' proposal for the reduction are withdrawn in the meantime.

Gerald—Why did Mae break her engagement with Reggie?
Muriel—She saw him in a bathing suit and found that he had knock knees.
Gerald—What! Didn't she know it before?
Muriel—No, you see he had all-pipe worn those balloon trousers.

Will List Country Homes For Tourists

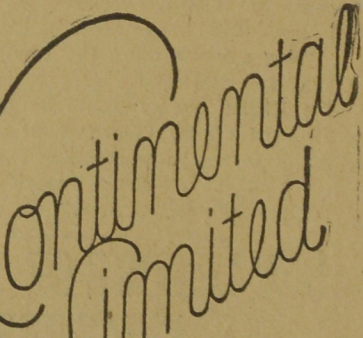
People having desirable homes in country districts, or at seaside places who are offering accommodation for Summer visitors or tourists, are asked to send in their names to the General Passenger Dept. of the Canadian National Railways at Moncton. It is the wish of the Railway that a full list of such places be kept on hand for the information of travellers and they are asking the co-operation of the public, especially those who desire Summer boarders. It is felt that throughout the Maritime Provinces there are many houses where very desirable board could be secured and there is an ever growing patronage awaiting for the farmer who can offer such accommodation. Those interested are invited to send in their names along with some particulars of the accommodation offered, such as location, number of rooms, rates, etc., to the Railway and they will list systematically for the hotel and boarding house guide books published by the Railway.

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