

THE LAST INN.

Some day I'll come to that still place
And bid the vintner smooth my bed,
No hurry of departure there—
No waking when the moon is red.

The same kind trees will sing to me
Day after day, night after night;
The wind that wanders in the grass
Will bring no tidings of the fight.

From that still Hostelry of Rest,
I'll mark the seasons pass along,
And clean forget the things unwon—
The pain of the unfinished song.

No man will come, when dawn is chill
(The false hopes of my dream to break)
To tell me that the horses wait
Or of some best that I must take.

Night will not find me journeying
(Where pallid roads in dusk are set)
On some fool's errand down the world—
Hag-ridden by an old regret.

Noon will find me blustering
About the anterooms of kings
A meddler, caring not what comes,
But junketing with many things.

Some day I'll turn my horse's head
To that still Hostelry of Rest,
And vex no more the South and North
With matters of the East and West.
—Theodore Roberts.

WHAT BRITAIN DOES NOT WANT.

London Spectator Makes Some Running
Comments on Chamberlain's Speech.

"We look to you," said Mr. Chamberlain, "the young nations, the heirs of the future, to appreciate our position, to approve our policy, to give us your help, to enable us to meet the taunts of our enemies with the cheers of our children." There is but one attitude which Britain can adopt to these "sons of her household." Long ago, before we understood the true theory of English colonization, we talked of "dependencies" and "plantations," and tried to force young countries into the strait-clothes of imported constitutional forms. We were nervous about anything which might impair their close relationship with ourselves, not seeing that a perpetual state of pupillage is not the best mode to secure a child's well-being or affection. In those days we regarded the colonies from our point of view; now, when our eyes are open, we can look at them from their own. Much false rhetoric and foolish sentiment have been expended on this newly discovered colonial kinship, but no inanities can quite obscure the real grandeur of the conception at the back of all the drums and cheering. Our colonial policy is simple; we do not wish to impose any scheme of federation, any ready-made links of connection; we wish only to see each colony prosper, for in the furtherance of its prosperity we see the surest promise of union. The wise father who seeks the well-being of his child does not ask him to remain always at home, or to follow the same profession, or to imitate him slavishly in dress and conduct. He desires the child to make his way in the world, and he helps him to this end, knowing that thus far closer ties of affection will be established than if he had coerced him into his own ways. When Canadian federation was first proposed, it was currently supposed that this new freedom would mean the loosening of the old bonds. It meant really the opposite, for no bonds are so weak as the artificially imposed, and none so strong as those naturally and spontaneously created by an independent people. Hence, much as we desire to see the colonies sharing directly with us the consideration and execution of Imperial measures, we would wait patiently till of their own accord they make the offer. The bonds must be self-made, the sacrifices undertaken of their own free will. The vital interest for us is the success of these young nations, for in them the whole ideal of British policy is on its trial. Complete local freedom, combined with a ready loyalty to the Empire—if this ideal is realized it will be the greatest of our contributions to the political history of the world.

We are glad to notice that in Canada there is a strong feeling in favor of the recognition of certain definite Imperial responsibilities. We would be glad to see a strong Canadian reserve for defensive purposes, a Canadian navy to protect her shores, and Canadian representatives, in Sir Wilfrid Laurier's word, "called to our counsels." Such a result would be the logical consequence of her growing prosperity and her sense of status as a nation. It would add to her own prestige, and at the same time it would lighten to some extent the burden upon Britain. It would mean an increased community of interest between the young country and the old, and it would add to the security of both. Some time we hope the day is far distant—Canada may be called on to protect her southern frontier against the United States, or her Pacific seaboard against Russia. Her wealth is growing, her interests may soon conflict seriously with those of other powers, and her share in any scheme of Imperial defence may become a very vital one. If she offers to help in the work of the Empire, we believe that while in the present our hands will be strengthened, in the future she herself will be abundantly repaid.—London Spectator.

The Maimed Machinists.

It would appear that one of the most dangerous of peaceful occupations is the seemingly innocuous one of attendant of a joiner's planing machine. At a hearing in a prosecution under the factory act at Halifax recently a factory inspector told the court that when he took office he made it a point to try to discover an attendant of such a machine who had all his fingers. It was five years before he came across such a man. All the attendants of joiners' machines have had

in the meantime had one or more fingers missing, which they had lost in the performance of their work—and that notwithstanding the fact that the men engaged in such work are aware of the danger and are careful.

A COSMOPOLITAN CITY.

Characteristics of Residents and Visitors of the City of Winnipeg.

The people of Winnipeg, both the residents and the visitors, are the most interesting feature of this truly cosmopolitan city. The residents come from all portions of the earth, though the predominating class are the descendants of the sturdy Scotch settlers whom Lord Selkirk planted along the banks of the Red River during the first quarter of the past century. They are the whole-souled, generous sort of Scotch, imbued with western hospitality. The transient visitor finds this hospitality extended to him only so far as their clubs and places of business are concerned. There he is made more than welcome, but it must be more than a passing acquaintance who gains access to their homes. They do not extend invitations to their homes to every passing stranger, and when such an invitation is given it means that the invited one has passed the stage of mere acquaintanceship and entered that of friendship.

But no less interesting than the residents are the visitors at Winnipeg. On the streets, at the depots and at the hotels one will meet people from every land and every clime. They come garbed in all the finery and furbelows of the far east, or the magnificent fashions of Europe, or the primitive costumes of the far north. In color these visitors are white, black, brown, yellow and red. They represent all classes and stages of civilization from the highly educated white man of Europe to the painted savage of the northern forests, and they speak every language known to man. There is no city on the American continent of equal size where so many varieties of humanity may be seen as at Winnipeg, unless it be at Vancouver. It is a passing point for the people of the east and west.

Naval Veterans.

Naval veterans are not found in this country in very great numbers, but their ranks include Commander Law and Samuel Hamblan. The first named has the Baltic medal for the Russian war (it has no clasps) and the Crimean English and Turkish decorations, the single clasp on the former being for Sebastopol.

Samuel Hamblan wears the Baltic medal and the Chinese for 1859-60. His clasps on the latter are Fatshan and Canton.

Among surviving veterans of the Indian Mutiny of 1857-58 are James Russell, late of the 55th Regiment, whose medal has two clasps, Lucknow and Relief of Lucknow. Russell was born in the army, and his father and brother both fell during the mutiny.

Dennis Allen, for many years an official of the Toronto jail, served in the 10th Regiment throughout the mutiny; he has the medal and clasp for Lucknow. James Quinn, late of the 2nd Battalion, Rifle Brigade, has also the Indian Mutiny medal, with clasp for Delhi.

Not His Fault.—She—The man in the book went through fire and water to support his wife. He—Did he? She—Yes—he was a fireman.—Ally Sloper's Half-Holiday

The Fugitives From Slavery.

We observe a paragraph going the rounds of the press, originally published in a western paper, which estimates the number of colored persons who have entered Canada during the last three years at no less than 30,000. We have the very best means of ascertaining the truth of the matter, and we can state positively that the highest computation by well-informed persons does not make the number more than 3,000. There are not more than 30,000 in the country altogether, although so early as 1826 the American Government complained to Great Britain against harboring fugitive slaves in Canada, which shows that a considerable number must have come over even at that early day. In New York State, with its three millions of population, there are not more than 50,000 colored persons resident.—From The Globe of June 10, 1852.

A Sure Sign.

Little Dick—Papa, how does thunder sour milk?

Papa—It is not the thunder, but the electricity.

"How does electricity sour milk?"

"It works certain chemical changes in the constituents of the fluid, which result in the formation of an acid."

"Of course. But how?"

"I don't know."

"I thought you didn't, or you wouldn't have used such big words."

Ragged clothes quickly—that's what common soaps with "premiums" cost; but

SUNLIGHT SOAP REDUCES EXPENSE
Ask for the Octagon Bar

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RAILWAY.

On and after Sunday, June 15th, 1902 trains will run daily (Sundays excepted) as follows:

TRAINS WILL LEAVE ST. JOHN

Express for Halifax and Campbellton....	7.50
Suburban train for Hampton...13.15, 18.15 and	
.....	22.40
Express for Point du Chene, Halifax, and Pictou.....	12.00
Express for Sussex.....	17.10
Express for Quebec, and Montreal.....	19.30
Express for Halifax and Sydney.....	23.25

TRAINS WILL ARRIVE AT ST. JOHN

Express from Halifax and Sydney.....	6.30
Express from Sussex.....	9.00
Express from Montreal and Quebec....	12.55
Suburban train from Hampton.....	7.45, 15.30
.....	and 22.00
Express from Halifax and Pictou.....	17.45
Express from Halifax.....	19.15
Express from Moncton, (Saturday only), 2.00	

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight.
Moncton, June 10, 1902.

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All fares to end in 0 or 5.

Intercolonial Railway.

Tender for an Engine House, etc., at St. John, N. B.

Scaled Tenders addressed to the undersigned, and marked on the outside "Tender for Engine House at St. John," will be received until MONDAY, 18th August, 1902, for the above work.
Plans and Specifications may be seen after the 28th instant at the Office of the Terminal Agent at St. John, and at the Chief Engineer's Office at Moncton, N. B., where forms of tender may be obtained.
All the conditions of the Specifications must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N. B., 23rd July, 1902,
July 25—1902

CANADIAN PACIFIC RY.

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ALL RAIL LINE ~ THE SHORT LINE
To Boston, etc. ~ To Montreal.

IMPERIAL LIMITED ROUTE

TO THE PACIFIC COAST.

ARRANGEMENT OF TRAINS

In Effect June 15th, 1901.

ATLANTIC STANDARD TIME

LEAVE FREDERICTON

6.25 a m—Express for St. John, St. Stephen, St. Andrews, Houlton, Woodstock, and points north; Bangor, Portland and Boston. Parlor car Fredericton Junction to Boston.

7.40 a m—Mixed for Woodstock, Presque Isle, Edmundston and points north via Gibson Branch. Leaves St. Marys 8.35 a. m.

9.35 a m—Accommodation for Fredericton Junction, connecting with Express for St. John and points east. Palace sleeper Fredericton Junction to Halifax, N. S.

6.10 p m—Accommodation for Fredericton Junction, connecting with Short Line Express for Montreal, Ottawa, Toronto, and with the Pacific Express from Montreal for the west, Northwest and Pacific Coast, also connects for Bangor, Portland, Boston, etc., St. Stephen, Houlton, and Woodstock, (St. Andrews on Monday, Wednesday and Friday) till July 1st, daily thereafter. Pullman sleeper Fredericton from Junction to Boston.

9.00 p m—Express for St. John and points east.

ARRIVE AT FREDERICTON

9.15 a m—From St. John
11.25 a m—From Boston, Montreal, St. Stephen, St. Andrews, Woodstock and Houlton, etc.

8.10—From St. John and east
8.50 p m—Mixed from Woodstock and points north via Gibson Branch. Arrives at St. Marys 8.29 p m

9.45 p m—From Boston, Portland, Bangor, St. Stephen, St. Andrews, (St. Andrews on Monday, Wednesday and Friday) till July 1st, daily thereafter. Pullman sleeper Fredericton from Junction to Boston.

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