

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 morn 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 hest that I must take.

Night will not find me journeying
(Where pulled 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 Mechanist.

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 their fingers

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.

BULLER IN CANADA.

His Opinion of Colonials—His Experience of Canucks in the First Northwest Expedition in 1870.

In the second volume of The London Times' History of the War, the attitude at the beginning of the war of the British war authorities in respect to colonial troops is thus set forth:

Already in July some of the colonies had expressed their eagerness to send a contingent in case of war with the Transvaal. These offers were repeated at the end of September, and were welcomed with gratitude by the nation. In the War Office they were, however, by no means regarded in the same light. The military authorities believed that they had an amply sufficient force in every arm for their purpose. They thought colonials would be difficult to manage and little use, an encumbrance rather than a help. If they could have had their own way they would have accepted none of the offers. It was only in deference to the strongly expressed wish of the Government that Sir Redvers Buller consented that small detachments representative of each self-governing colony should have the privilege of accompanying the army.

In explanation The Canadian Gazette (London, England) says:

From our own knowledge we may say that this is an accurate statement of the case. We believe that a political member of the Ministry made an express visit to Aldershot to interview General Buller on the subject of these colonial offers. The general was somewhat contemptuous. What could colonials know about real warfare? Why hamper fighting men with a crowd of toy soldiers? It was in some such spirit as this that he put forward his views. It was represented to him, that for political, if for no other reasons, the offers must be accepted. "Very well, then," he said in effect, "let us have as few as possible, fit them up into units of about one hundred and twenty-five men each—infantry, mounted infantry, or cavalry, but unmounted men preferred." The Times puts the official reply in these words: "In view of numbers already available, infantry most, cavalry least serviceable."

We are afraid that these facts will not tend to increase Canadian regard for the grim old warrior who led the army against the enemy entrenched in the hills on the north bank of the Tugela river. And we are amazed that Buller had not a better opinion of colonial troops—at least of Canadians, for he had some experience of our boys.

In 1870 Wolseley's little army was crawling through "New Ontario" on its way to Fort Garry. Boats for the expedition were being taken up the Mattawa River. A company of the Fourth Sixtieth Rifles (regulars) left Calderon's Landing one day at noon with a brigade of boats. The next morning No. 2 Company, of the First Ontario Rifles—Canadians—left the same place with another brigade of boats. Shortly before noon the Canadians overtook the British regulars, and were amazed to see the "engineering" operations adopted by the regulars to get their boats up a swift rapid. The men were put in a boat with poles, to keep the course. A tracking rope, attached to the boat's stem, was passed around a tree, which had been barked to enable the rope to slip, and the whole company of regulars were pulling back on the shore end of the rope, wasting nine-tenths of their power in the friction that the tree afforded. This extraordinary operation was superintended by Capt. Buller.

The Canadians looked at the rapid. Guessed they could climb it without "tracking," got out their poles, and walked their boats up the rapid without the least difficulty.

That was Gen. Buller's first defeat, and he should have been able to learn from the incident that Canadian colonists were not far behind the regular soldiers of Great Britain in some things.

Wolseley—then colonel in command of the expedition—learned to admire the Canadian colonists; but it seems that Capt. Buller was never able to overcome his horseguards and pipe-clay prejudices in favour of the machine soldier.—Hamilton Spectator.

A Clever Retort.

A legal dignitary who had risen from a humble rank of life was twitted by an opponent for "having begun life as a barber's boy." "It is true that I did so," was the answer, "and if you had begun in a similar station you would have remained there till the present day."

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Suburban train for Hampton...	18.15, 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
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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.

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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 8.35 p m

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