EDMONTON BULLETIN

DAILY—Delivered in City, $4 per year By mail, per year, $3.
SEMI-WEEKLY—Subscriptions per year $1. Subscriptions strictly in advance.

BULLETIN CO., Ltd.,
DUNCAN MARSHALL,
Manager.

MONDAY, DECEMBER 17, 1906.

ANOLD TORY TRICK

(Thursday's Daily)

If the Journal speaks for Mayor Griesbach, and we presume it does, then he has determined to utilize his official position as mayor of this city for partisan political purposes. The attitude of the Journal makes it clear that the Tory machine counts the victory of Mr. Griesbach a party victory. There are a good many young Liberals in this city who voted for Griesbach for personal reasons, and while quite a few of them suspected that party capital might be made out of their support at some future date, they hardly expected to be told so soon that they were to be utilized to boom the defunct Tory party.

It will take more than this to resurrect toryism, however, as the Gleichen election shows, but if it is the confirmed purpose of the tory organ and its proteges here to turn the civic elections of this city to their party's account it is well for the Liberals to understand it, and if they are counting a contest in future upon party lines then "Come on Mac-Duff!"

PAID FIRE BRIGADE FOR REGINA

(Thursday's Daily)

Regina is to have an improved fire brigade as a result of recent conflagrations. A despatch from the Saskatchewan capital says: "The two "serious fires of the past week have "determined the city council on the "organization of a fire brigade on a "paid basis. To facilitate this the "resignation of Chief White will be "presented to a special meeting of "the fire and water committee this "afternoon. Probably the Edmonton "system will be adopted, there being "a paid chief, first and second engi-"neers, and two drivers, the brigade "being completed by volunteers, ex-"cellent material for which already "exists. As this year's city council "has been practically wiped out it "is probable that definite action will "be relegated to the new council." The system here outlined somewhat remotely resembles the old volunteer Edmonton brigade. The present Edmonton brigade consists entirely of paid men.

INTERNATIONAL WATER RIGHTS

(Thursday's Daily)

The International Waterways Commission has decided that no withdrawal of waters from an international lake or river may be accomplished by the United States without the consent of Canada. The decision is particularly important as Cleveland wants a canal from Lake Erie via the Ohio river to the Mississippi, and Chicago wants a deep waterway from Lake Michigan to the same stream. With the construction of the Panama canal the northern cities see the possibilities of reawakening trade with San Francisco by way of the Mississippi, the Gulf of Mexico, the canal and the Pacific coast steamers. On the other hand the withdrawal of water from the Great Lakes for the provision of such waterways might seriously affect traffic on the Great Lages by lowering the water level in harbors already dangerously shallow.

HOLDING UP THE WEST

Thursday's daily)

Mr. Cockshutt, member for Brantford, was the only Opposition member who tackled the tariff with anything like resolution, but he gave some suggestions regarding the tariff on agricultural implements which should prove quite interesting to the people of the West. Mr. Cockshutt produced the following statistics regarding the imports and exports of agricultural implements:—

Year.	Imports.	Exports.
1896	$ 445,070	$ 595,277
1897	575,000	762,000
1898	905,000	1,444,000
1899	1,639,000	1,867,000
1900	1,826,000	1,693,000
1901	1,898,000	1,740,000
1902	2,655,468	1,820,000

Commenting on the figures Mr. Cockshutt said: "The House will ob-"serve that in 1901 there were more "imports than exports of agricultural "implements. In 1902 the imports "were again considerably greater than "the exports. This is as far as my "paper goes except the figures which "I have just read from the blue book "of this year which show $1,600,000 "of imports, a reduction that I am "glad to see. We have a total of im-"ports of nearly $9,000,000 while the "exports total nearly $10,000,000, so "that this statement shows practic-"ally a balance for all these years "between the bringing in and sending "out of agricultural implements."

Mr. Cockshutt's statistics take the wind from the sails of those Conservative organs in the farming communities, which have asserted that the Government has not materially lessened the restrictions on the importation of agricultural implements. If we have imported a larger percentage than formerly, it can only have been because the restrictions against their importation were such as to allow us to do so. That it was not due to a scarcity of the home-made goods is clear from the fact that while we were importing them we were exporting nearly as many of the Canadian-made implements.

Quite as effective is Mr. Cockshutt's language in proving that the tariff has preserved the "Canadian market to the Canadian manufacturer," if the latter were desirous of occupying that market. That we have been forced to import much more than we have exported is the best of proof that there was a demand in Canada for all the Canadian-made implements if the Canadian makers had not preferred sending their goods abroad rather than selling them at home.

Why the Canadian manufacturer prefers doing so Mr. Cockshutt next informs us and the information is none the less conclusive that it was unintentional. He said: "The ques-"tion has often been asked: Cannot "you manufacture agricultural imple-"ments in Canada with a 20 per cent. "or at 17 1-2 per cent. duty? Yes, we "can if we can have these goods on "the ground. But, I want to point "out that a large part of that 20 per "cent. is consumed in freighting "these goods up to their market in "the west. The freight on the large "bulk of these goods such as mow-"ers, reapers, cultivators and all these "heavy implements consumes about "half the duty. Provided it is 20 per "cent., it costs us nearly 10 per cent. "as compared with Chicago or Min-"neapolis to deliver the goods in the "west. That should not be lost sight "of. The freight that is required to "lay these implements down in the "west from Ontario where they are "manufactured consumes about half "the protection which we have, leav-"ing us only about 10 per cent. to "compete with our American neigh-"bors with their vast and increasing "output." In consequence the Canadian makers sent their implements to Italy instead of to the West.

The reason assigned by Mr. Cockshutt for the failure of the manufacturers to sell their goods in Canada instead of abroad is that the freight from the factory in Ontario to the market in the West consumes a large portion of the "protection." In ordinary busines enterprises this would appear to be about the best reason possible why the factory should be removed from Ontario to the section of the country where its goods are sold and whence its income is derived. But this is not the argument of the member for Brantford. Instead of moving the factory he demands that the tariff be raised and the inevitable conclusion of his argument is that he would have the tariff raised for the explicit purpose of preventing the removal of the factory. He would saddle upon the farmer of the West a tariff which would enable the manufacturer in Ontario to charge him the cost of the implement, plus the freight of the West, plus profit, plus whatever margin remained between this price and the price at which American implements could be sold in the West.

The unvarnished situation is that the manufacturers of Ontario see developing in the West an almost immeasurable market for agricultural implements. If they can control this market absolutely and unquestionably from their factories in Ontario they will avoid the necessity of investing more money in building factories in the west. At present this absolute control is prevented by the importation of implements from the United States. But if this importation could be stopped the western farmer would be forced to buy the goods manufactured in the Ontario factories at the prices the factory owners considered it desirable to charge him. This is how the "development of home industries" would work out in the West under a high tariff.

Questioned by Mr. Patterson as to what rate he would suggest to accomplish his purpose, Mr. Cockshutt said: "If the hon. gentleman gives us a "chance at making a tariff we will "try to do it to his taste and to the "King's taste, but in the meantime "I do not know that I need express "my views to the hon. gentleman in "so many figures. . . . I have an idea "but I do not know that I am called "upon to give it to the hon. gentle-"man (Mr. Paterson). I think that a "very moderate rate tariff would be "sufficient. I look upon a 20 per "cent. tariff as a very moderate tariff. "I think that should have been in-"creased on the bulk of agricultural "implements and not diminished."

RIVALS

(Friday's Daily)

In last night's Bulletin Mr. Alex. Taylor gave the lie to the Journal's recent effort to make party capital by stating that he had been forced out of the position of postmaster.

Last night's Journal was retracting as gracefully as it could a statement published the evening before about the purchasing of a site for an agricultural college. This is a fair sample of the Journal's daily record. It is now a close second in the race with the Calgary Herald as the champion publisher of falsehoods in Western Canada.

AN EXAMPLE

(Friday's Daily)

Here is a wail from the Hamilton Spectator which illustrates how enthusiastically the new tariff is welcomed in the exclusion tariff circles of Ontario:—

"The new tariff is a serious blow at the prosperity of Hamilton. There is hardly a manufacturer in the city who has not been hit, more or less hard, by the change in the tariff, apparently made without rhyme or reason.

"And Hamilton's great industry has been hit the hardest.

"The Hamilton Steel and Iron company has been supplying the International Harvester company with steel and iron, a large quantity of which is used in the construction of harvesters.

"Mr. Fielding has cut down the duty on harvesters from 20 to 17 1-2 per cent.—the old Mackenzie revenue duty."

WHERE PROTECTION FAILS

(Friday's Daily)

The Calgary Herald is exceeding wroth because the Government has decided to withdraw from certain classes of American magazines the privilege of using the Canadian mails as second class matter. This privilege was accorded by a clause of the postal convention, but of late years it has been more and more abused until it has become chiefly an excuse for shipping disguised advertising matter across the line in a cheap and convenient manner. This is considered both as an infringement on the postal service and an attempt to use that service for the diversion of trade from the commercial life of the country. The quality of many of the periodicals offers at least nothing by way of compensation for these disadvantages. In attacking the proposed change the Herald says: "We have "no publication in Canada to com-"pare with Everybody's, McClure's, "Munsey's or the Cosmopolitan. It "is all nonsense to say that the very "fact that these cheap American "magazines have taken such posses-"sion of the field, is an obstacle in "the way of our possessing one to "equal them in Canada. If today or "tomorrow a Canadian ten cent mag-"azine were to be published which "rivalled any of the American ones "in the interest of its articles, the "excellence of its illustrations, and "the general finish of its contents and "workmanship, it would obtain pre-"cisely the same success as they "have." This is hard on the "protec-"tion" theory. The argument of the Herald is either that the exclusion of the American magazines will do nothing to encourage the publication of magazines in Canada or that this encouragement should be withheld until the Canadian publications have demonstrated their ability to do without it. Somewhat curiously the Herald discerns in the proposed change a vision of Quebec dominance, while the Toronto News an equally influential opponent of the Government, points out that retaliatory action on the part of the United States would affect only the Canadian newspapers published in Quebec and circulating among the French speaking Canadians now resident in the New England States.

THE BLACK HAND

(Friday's Daily)

By way of diverting attention from the Gleichen verdict the Calgary Herald on Tuesday spread the following sufficiently suggestive heading across its front page: —

LOOTING THE WESTERN COAL LANDS.

STARTLING EXPOSURES.

Heron, of Macleod, Stirs up Tremendous Excitement—Alberta Judiciary and Highest Provincial Officials Accused of Graft in Coal Lands.

Under this promising display the Herald reproduced, probably by way of contrast, an Ottawa despatch, tame enough in itself, and which the Herald did not consider disqualified for the position by the fact that it neither charged nor suggested that anyone had "looted" coal lands or anything else; that it contained no "exposures," startling or otherwise, which have not been known to the public for upwards of a year.

The despatch dealt with speeches anent the coal situation by Messrs. Heron, M.P., of Macleod, and Roche, M.P., of Marquette, the tenor and context of which will be pretty fairly supplied by the following extract from the despatch:—

"Ottawa, Dec. 11—John Heron's re-"solution urging the government to "withdraw the coal lands from the "public domain that the great coal "deposits might be conserved for the "people, provoked a wild debate in "the house which lasted until late "this, Tuesday, morning.

"The feature was the deliberate use "of the names of well known western "Liberals, who, it was charged, were "to be benefited by the government "plan to divert the coal lands into "private hands.

"Supporting Heron, Roche, of Mar-"quette, replying to Knowles, who in-"troduced a resolution that the fuel "famine was due to lack of transpor-"tation facilities, said if Knowles had "reason to complain that the Opposi-"tion had no solution to offer to the "problem now before the House, the "Opposition could doubly complain "that no suggestion had been offered "from the Government, and least of "all in the amendment of Mr. "Knowles."

To give color of life to this not extraordinarily exciting communication and establish some kind of reference to the heading under which it appeared, the Herald added:—

"A return brought down last session showed that among the recipients was A. C. Rutherford, now "premier of Alberta. This was one "of the gentlemen who used to make "capital against the Conservatives on "the timber limit question.

"There was A. Sifton, a brother of "the late minister of the interior.

"Another favored friend was D. C. "Cameron, formerly Liberal member "for Rainy River in the Ontario "house.

"Still another who figured in the "list was a gentleman whose sten-"torian tones had often reverberated "through the building, Hon. Robert "Watson.

"The next was C. A. Stuart, now a "judge in Alberta.

"Last, but not least, was G. H. "Bulyea. Curiously enough his grant "of coal lands was dated Dec. 13, "1905, soon after he had been ap-"pointed lieutenant-governor of Al-"berta."

These are the gentlemen whom the Herald accuses of "looting the western coal lands" and of "graft." Wherein lies their offence? In being financially interested in coal mines? Is there anything in the coal mining business derogatory to the moral or socail status of a gentleman? Is it not a legitimate field for the investment of idle funds? If not, what about the hundreds of Conservative gentlemen throughout the provinces of the Dominion who have devoted their capital to opening for public use the coal deposits of the country? Are these gentlemen made the objects of contumely because they have invested in coal mines, or because they operate coal mines? The suggestion is sufficiently ridiculous to remove the necessity of argument.

If therefore it is to be supposed that any intelligent or intelligible meaning lay behind the Herald's slanderous assault that meaning could only be that the interests of these gentlemen in Alberta coal mines were obtained in ways not open to the general public—presumably because of their political complexion. If so the Herald made a remarkably unfortunate selection of its examples of political favoritism. Judge Stuart was a member of the Knee Hill Coal company, one of the directors of which was Mr. Cornelius Heibert, M.P.P., Conservative member for Rosebud. Lieut. Gov. Bulyea is interested in a mining venture near Lethbridge. One of his associates is E. H. Crandell, ex-president of the Calgary Conservative Association and one of the heavy orators for Mr. Walsh, in Gleichen. Another is Mr. Thomas Underwood, of Calgary, a Conservative gentleman whose activities in aid of his party have been heard of beyond the confines of his own city. Premier Rutherford has not even applied to lease or purchase coal lands from the Government. Against the other gentlemen mentioned the Herald makes no shred or shadow of an attempt to prove that their interests were not acquired in the ordinary manner, as open to the Herald and its friends as to anyone else—and wisely so.

The mining privileges which these gentlemen have secured were obtained in the ordinary way open to anyone who has the capital and the inclination to go into the coal mining business. In suppressing this fact while broadcasting the opposite impression the Herald pursues its ordinary course when the distortion of the truth appears to offer an opportunity to assassinate the moral reputation of those who are or have been its political opponents.

IF

(Friday's Daily)

The Calgary Albertan figures that if Calgary included Rouleauville, Riverside, Brewery, Hillhurst, and other adjacent territory, the mayoralty vote would have amounted to 1,850. This is quite probable. And if Edmonton included Strathcona, Stt. Albert, Poplar Lake, Clover Bar, the Lower Settlement and Fort Saskatchewan, our vote would have been twice 1,850.

THE JOURNAL EXPLAINING

Saturday's daily)

With Mayor-Elect Griesbach stating yesterday that he didn't owe a single vote to the support of the Journal, and with that paper stating two days ago that the recent municipal campaign made converts to the Conservative party, and then stating this morning that Liberalism was strengthened during the contest, it looks as though the newspaper up street is in a pretty hopeless mixup. "Oh, what a tangled web we weave!"

The one thing the Bulletin refused to do was to make the municipal contest a party fight, the thing the Journal attempted was to make party capital out of the result, and it has received such a throw-down that it is now sparring for wind.

HARD PRESSED

Saturday's daily)

Hard pressed for ground on which to justify its assault on prominent Albertans who have been guilty of the revolting outrage of investing their surplus capital in coal mines, the Calgary Herald attempts to justify itself first by flinging general unsupported allegations of corruption at the whole body of its political opponents, next by insinuating a falsehood, and third, by producing a "political doctrine" as nonsensical and indefensible as the other two. The general allegations from the Herald are both natural and harmless, being without specification or example. Continuing, the Herald says: "So great has become the deg-"radation of the party that it is no "longer considered improper, or un-"usual for prominent Liberals holding "office to use their positions for pri-"vate gain." If this has any relevancy to the theme in hand it is a charge that the gentlemen assaulted by the Herald used "their positions "for private gain." If this is the meaning, it is a falsehood and the Herald knows it to be such. As its general defence the Herald produces this: "The Herald takes the ground "that public men, paid—and under "the Liberal government generously "paid—to guard the people's interests, "and manage the people's affairs, have "no right to accept concessions from "the government, whether those con-"cessions be coal lands, mineral "claims or any other part of the peo-"ple's property." The "concessions" in the case in hand are "concessions" such as the Herald knows to be open to the public absolutely regardless of political affiliation and in the specific "concessions" in question the Herald is aware that Conservative gentlemen of the city of Calgary are interested in the same manner and to as great a degree as the Liberal gentlemen the Herald has been pleased to describe as "grafters." Its "doctrine" dwindles therefore into a demand that public office be degraded into a position of inferiority the acceptance of which would deprive a man of the common rights of citizenship. A more evidently foolish maxim may have been promulgated before, but it was a long time ago and in a distant country.

THE FUEL FAMINE

Saturday's daily)

The scarcity of coal in Saskatchewan and Manitoba has drawn from a variety of sources a variety of suggestions chiefly as to what its opponents would be pleased to see the Government undertake to do. These proposals have run all the way from that of the Opposition in the House that the Government should seize the Lethbridge mines to that of some western opposition organs that the Government should decline to sell any more western coal lands. Taken generally these suggestions constitute a pretty good catalogue of methods by which the production of coal could be permanently lessened—scarcely it appears to us the course most necessary when the supply is already too small.

The coal famine, it is to be remembered, is a "famine," not a "corner." The question at issue is not the price of coal but that of securing coal. The trouble is not that coal is too high, but that coal cannot be obtained at any price. That the price of coal has increased with the decrease of the supply is quite natural, but the increase in price is contingent upon the decrease in supply and with the supply increased the price would speedily adjust itself. Heretofore, when the supply has been normally sufficient for the demand there has been no complaint raised about the price and it is only reasonable to suppose that when this normal supply is again available the normal price will be again satisfactory.

The trouble being a coal "famine" the proper remedy would appear to be a greater supply of coal and the only way to guarantee a greater supply of coal is to secure a greater number of coal mines. The present famine was occasioned by the temporary closing of a single mine. Had this mine been worked continuously there would probably have been no serious lack of coal. But the whole prairie country being very largely dependent on the product of the Galt mine, when this production was cut off there could be only one result. A recurrence of the present situation will be largely avoided by Mr. Lemieux's bill making it compulsory to refer coal mining labor troubles to an arbitration board and debarring strikes or lock-outs until the board has rendered its finding.

But the only effective remedy against similar shortages in the future lays in the opening and operation of other mines which would not necessarily be affected by the labor disputes of the Galt mine. The public can only be guaranteed against a "famine" in coal when the sources of supply have a larger capability than is called on to meet the normal demand and when the different mines are operated independently of each other. If under such circumstances one mine is closed the others by working up to their limit can prevent hardship until the crisis is passed.

So far from advising the wisdom of withdrawing the coal lands from the possibility of development, the present famine furnishes the best of reasons why every encouragement should be given to those who propose to devote capital to opening up new coal mines. What is needed is not so much regulations to "conserve" the coal deposits for future generations as more capital to make the deposits available to the present generation.

The most effective encouragement for the opening of new mines at present is the development of transportation facilities. Whether or not the present hardship could have been materially lessened by a larger number of cars available on the roads already in operation to handle coal from the mines now working, it is reasonably certain that however rich a coal area may be it cannot be worked to advantage until tapped by a railway line. And it is equally certain that mines whose product must reach the market by a roundabout route cannot secure sufficient business in that market under normal conditions to encourage their development sufficiently to meet an emergency demand. Had the miners in the Edmonton district a direct route into the heart of the settled portion of Saskatchewan, with rates which would permit them to compete there with the Lethbridge miners the properties in this district would have been so developed that Edmonton coal would have very largely if not completely prevented the hardship caused by the tie-up of the Lethbridge mines. The provision of a direct route into Manitoba has by enabling the local miners to find a broader market led to a development of local coal properties far beyond their former capacity. Yet our coal has been on the Manitoba market only a year and in the Manitoba market the Edmonton coal dealer meets not only the Lethbridge coal but the Eastern and the Pennsylvania coal.

If, therefore, the opposition in the House and out of it desire to contribute permanently and effectively to the supply of fuel to the prairie country, they can do so by endorsing the policy of railway development which the Government has undertaken for bringing the resources of the west within the reach of the people.

THE CHINOOK AND SUGAR BEETS

Not all of the provinces is experiencing zero weather. The Raymond Chronicle says—The Chinook of Saturday and Sunday drew nearly all the frost out of the earth and as a consequence beet plowing has been in full blast. On Monday evening the force at the factory was reduced twenty-three men and Tuesday their effort was to be thrown into the fields to assist the beet diggers.

Previous to Saturday last there was five or six inches of frost in the ground and the beets were as much a part of the earth as the knot is part of the tree but on Monday they pulled perfectly after plowing.

One day the ground is as iron, then the warm breath of the chinook sweeps across the earth's face and in a few hours she dripe with the perspiration of melting snow, her rigidity relaxes and there succeeds the mellowness of the summer fallow.

Tuesday morning broke cold with a driving storm from the northland; beet plowing was again impossible. If the chinook had but held a few days the crop would all have been harvested as it is there remains in the ground nearly 400 acres of beets the Sugar Co. having the lion's share, although the Union Stock Association and A. M. Wilde have each a number of acres unharvested which will mean the cream of their crop. It looks now as though the factory would finish cutting tomorrow and three or four days more will se it close the campaign, having turned out of the finished product over 4,500,000 lbs practically the same amount as last year.

A CRUISE IN THE FAR NORTH

Experiences In the Cruise of the Arctic In the Northern Waters

Ottawa Citizen; The Citizen is in receipt of a letter from Mr. W. R. Lancefield, who is the photographer on the D. G. S. Arctic, the Canadian steamer spending the winter in the far north. It gives a vivid description of the ice fields of the Arctic regions.

"We are in our winter quarters with the ship all covered over to keep out the wind and snow. We have a good supply of water for the winter in sight in the shape of a large iceberg close to the ship, which has grounded in twenty fathoms of water, so you can judge how large it is when I say it is about the size of the Citizen building. I have had lots of experience on the trip and have seen some awe-inspiring sights as well as grand ones. As an example, while in Baffin's Bay Capt. Bernier, who is constantly on the watch, sent to my cabin for me to come on deck at three o'clock one morning, where I beheld a sight I shall never forget in the shape of icebergs by the dozen, and as far as the eye could see, nothing but floating ice from three to ten feet thick, of all shapes and sizes. When the ship struck these it sounded louder than a battery of artillery. On many nights I have often been nearly thrown out of my berth by the shocks the ship received from ice that we passed through in August. Once while passing a large berg it split apart and peal after peal of thunder was as nothing to the noise it made. These little things give one strong nerves, and then we get pulling on ropes for exercise, so that I am getting quite strong and am feeling better than I have felt for years.

"This would be a grand place for some of those poor fellows who are in the hands of Ottawa's money sharks, to live, as money is of no earthly value here and you could get nothing for a thousand dollar bill; in fact you could get more for a plug of tobacco, as that would be of some use to the natives, while money is useless. At present we are farther north than the northern part of Alaska and in the spring we expect to go still higher up.

"We have visited Franklin's monument, restored it, and placed the sone sent out by former expeditions in cement. We repainted the gravestones of the men who died at Erebus Bay, while on board Franklin's ships in 1892.

"While attempting to reach Melville Island to plant a flag and take possession of same, I went through the Arctic ice and up to my neck in the cold water, and got out with a badly cut hand. I had to keep on the dead run for a couple of hours on several large floes of ice to keep myself from freezing. That also happened in August. We got back to the ship in about three hours. About that time, owing to the rowing back, I felt pretty cold, but the next day I felt none the worse for my ducking. The distances here are sometimes very deceiving; the atmosphere is so clear that you can see for over one hundred miles and you think that it is only a short distance. For instance, while going through Eclipse Sound we saw the mountain at Albert Harbor, Pond Inlet, at seven o'clock in the morning, but it was six at night before we reached the place. I have seen 'Greenland's Icy Mountains,' but when you climb the one here, you think that it is about the highest in the land, which is one that is treeless and barren except for glaciers, ice and snow. I have a fine photo of five glaciers in Navy Board Inlet, and intend taking one of the Bylot Island series, which is opposite us, twenty miles across, but it looks quite close.

"The first polar bear was shot near Lord Strathcona Cape. He was chasing a seal, and we had two steaks off him for dinner a few days after. All wild animals and birds here are white, except the raven, which is a beautiful black and a very large bird. We shall soon don our winter clothes of deerskin and seal boots, as it appears that they have weather 70 degrees below zero, so that you have to wrap up entirely in the warmest furs obtainable. The natives trim their clothes with white fox and ermine, quite stylish for people who eat all their fish and seals raw. They use no stoves, not having any fuel except whale oil, which they use in their tents in a utensil something like an oblong chopping bowl, and get a small flame along the edge, from which they light their pipes.

"The days and nights of darkness are creeping on, and by the time you get this we shall be living on two meals a day and sleeping the rest of the time, as we cannot see outside even at noon. For thousands of miles on all sides there is not the population that is seen daily on Rideau street.

"Winter others are now in force, and we have to be careful of our lives. We must always go out in pairs or more, for fear of being frozen, and must constantly watch each other for signs of frost on our faces. You may be sure that we will not do much walking. We have not heard a word from civilization since the day we left Chateau Bay, Straits of Belle Isle, and do not expect to before next June. Mail will then reach us from the marine department, from where all letters, etc., can be sent to Dundee, Scotland, and will be brought over on the whaler Eclipse, and forwarded by dog team to where we are."

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73

Riley's Majo

Calgary, Dec. 15—

Gleichen:

1	Gleichen
2	Bassano
3	Brooks
4	Berry Creek
5	Hand Hills
6	Rosebud
7	Crossfield
8	Airdie
9	Beddington
10	Hillhurst
11	Riverside
12	Rouleauville
13	Spruceville
14	Glemore
15	Sheppard
16	Landgon
17	Bow River
18	Bullhound
19	Wintering Hills
20	Tills
21	Cheadle
22	Delaware
23	Brewery Flats
24	Nose Creek
25	Strathmore

Total
Spoiled ballots—8.
Riley's majority—125.

RAILWAY NOTES.

The C. N. R. have placed an for 200 Hart covertible cars wit Dominion Dump Car Co.

The last issue if the Ra World contains an order by Railway Commission authorizing C. P. R. to construct a branch at Elbow from the main line o C. & E. to the Brackman Ker ling Co.'s premises.

The Wetaskiwin branch of the R. has been extended to Harc a distance of 105 miles. A bridge the Battle River is being construc It will be 3,680 feet long and 95 above the high water mark.

United States engineers have c pleted plans for presentation n session of congress for a new l at Sault Ste. Marie, Mich. The p posal is to construct a lock 1,350 long, 75 to 80 feet wide, and 20 f deep, just north of the present l lock. The Lake Carriers' Assoc tion is urging that the work be ru ed so that the new lock will be ava able for navigation in 1909.

White Pass and Yukon Ry.—T plans under consideration for the b terment of the line include the elin nation of wooden bridges and t substitution of gravel fills. Wh necessary these are made by the co struction of concrete walls to ho the gravel in place. Some improv ments in curvature also contempl ed, but it is not intended to do ve much in this way until the brid work has been renewed.

J. Halstead, who has been appoi ed assistant general freight agent, P. R., at Calgary, Alta., entered ra way service in Jan., 1892, acting su cessively as message boy and cle in the C. P. R. freight offices London, Ont., to May, 1894; Ma 1894, to July, 1897, billing clerk T ronto local freight offices; July, 189 to July, 1901, stenographer gener freight department Toronto; Jul 1901, to May, 1902, chief clerk gener freight department, Winnipeg; Ma 1902, to Nov., 1902, travelling freig agent, Winnipeg; Nov., 1902, to Feb 1906, chief clerk general freight de partment, Vancouver, B.C., Feb 1906, to Oct., 1906, freight and pas senger agent, Tacoma, Wash.; entir service with C. P. R.

The increased terminal facilities a the most important points in the railway systems of the west have vastly facilitated transportation, a will be seen by a comparison wit the time it took to turn a car a Winnipeg in 1902 with this year. I 1902 it took 8 days to turn a car a Winnipeg. Today the average perio of detention is 22.42 days, figure from the date of arrival to the dat of release, which means a saving o 5.58 days, which means further, a saving of 744,606 car days, or the us of 2,040 additional cars per year.

The Dominion Parliament will b asked during the present session t authorize the incorporation of the Edmonton, Dunvegan and British Columbia Railway Co., with power to construct a railway from Edmonton to Dunvegan, thence by the Peace River valley to its junction with the Parsnip River, and thence to Fort George, B. C.

Application will be made this session of the Dominion Parliament for an act extending the time for construction of the previously authorized lines of the Athabasca railway, and authorizing a line from near Fort McMurray at the junction of the Athabasca and Clearwater rivers, northerly to Fort Smith, on Slave Lake.