

# THE EDMONTON BULLETIN.

Published every Monday and Thursday by the Bulletin Company, Ltd., at 100, Bulletin Bldg., 1st Ave. East.

**SUBSCRIPTION.**  
One Year Canadian or British-Post Office address \$1.00  
Six Months Canadian or British-Post Office address .50  
One Year U.S. Post Office address \$2.00  
Six Months U.S. Post Office address \$1.00  
All subscriptions are payable in advance.  
Classified advertising one cent per word, four insertions for price of four.  
Notice of Entry Cattle for Inspection \$1.00.  
JOHN HONEY, Managing Editor.  
C. F. HAYES, Business Manager.

MONDAY, MAY 29, 1911.

## MAKING MONEY FOR THE FARMERS.

Tenders are to be called within a month for the construction of 120 miles of the Hudson Bay railway. The road is to be built by the government. It will probably be also operated as a government line. In any event, the government will be able to control the conditions and charges of traffic, and to make a road as it should be—a highway to the sea for western products en route to the Old Land market. A cent per bushel cut off the cost of transportation is a cent added to the value of each bushel of wheat grown on the prairies. If the Hudson Bay railway does not increase the value of the western wheat crop the fault will not lie with the government. The route is to be given a chance to prove its commercial utility. If it proves approximately as useful as it is said to be, it is expected it will put millions into the pockets of the western farmers in the course of the next decade.

## A DISAPPOINTMENT.

Colonel Samuel Hughes, M.P., will not be included in the party accompanying Mr. Borden on his western tour. This is most unfortunate. The Colonel would have been warmly welcomed by the Grain Growers' to say nothing of the enthusiasm which would have been provided for him by some Roman Catholics who remember his assault upon the French priests. Considering the kind and extent of interest the Colonel has taken in the West, and the quality and quantity of interest western people have in the Colonel, it is nothing short of cruel that he should be packed off across the Atlantic while his constituents are coming out to tell us how and how much the opposition have our welfare at heart. What the West done to be deprived of the pleasure of entertaining the Colonel.

## THE PECULIARITY OF LOYALTY.

Loyalty is a peculiar thing. It affects one's pocket but is not bound to pay attention to it but is still at liberty to demand that his time and energy shall be devoted to the interests of national integrity or security. The campaign against reciprocity is a case in point. It is urged against the agreement that if the Canadian farmers are allowed to sell their grain and cattle in the United States they might become affected with the desire to have their country annexed to the Republic; wherefore, it is argued, the farmers should forego the material benefit they would get from selling their products in the markets of the Republic lest the flood of American dollars should wash away the foundations of their patriotism. But who is it that urges this upon the farmers and how do their own actions coincide with the doctrine they propound for others? Prominent among the teachers of this duty of self-sacrifice for country's sake are some of the prominent bankers, railway men, packers, grain dealers and manufacturers of the Dominion. And do these refrain from trading in the United States lest they should be contaminated by the infection of republicanism and come to yearn for annexation? Do the bankers not lend money to the Americans whose political ambitions they declare so inimical to the Dominion's security? Do the merchants refuse to do a turn in the markets across the border when they see a chance to pry loose a few dollars from some American farmer, to be the manufacturers refuse to fill an order from an American customer when one is sent in?

That is where the peculiarity of this thing that is called loyalty comes in. Each of these insists on his own right to sell and buy in the Republic if he wants to, and does not admit that in doing so he is in any way endangering the loyalty of his affection for Great Britain or admitting any insidious love for the institutions and ways of the Republic to which he is a devotee for annexation. Yet, while contending the integrity of his own loyalty he cannot bring himself to think that his fellow-citizens are equally "loyal." Mounted on the assumption that he is free and at liberty to trade in the common herd, he proceeds to do anything wherever business offers, while he declaims against the traitors being allowed to do the same. He professes to be a patriot, and yet he is ready to say that the farmers who are allowed to do as he does "that is the peculiarity of loyalty as it is preached to us." Trade freedom is enrichment for the farmer, but it would be a pain for you—that is the sum and substance of the argument.

## WORTH LOOKING INTO.

It would be well if the voting on the

bylaw to provide money for the purchase of a site for stock yards could be postponed for say a week. This would enable the council to make a thorough examination of the offer made of a free site northwest of the city. The opportunity to save more than one hundred thousand dollars will likely impress itself on the minds of many voters, perhaps to the exclusion of other phases of the question which are equally important.

The site offered free has the advantage of railway communication equally as good as that of the one it is proposed to purchase. It has the disadvantage of being a considerable distance from the present packing plant and the probable site of future plants. Industries of this kind have a habit of grouping themselves together and yards situated near them would undoubtedly facilitate business, as against yards situated some distance away. The site which is offered free has the other drawback that while it would be ample for several years, if the stock business here amounts to what it should amount to we would in the future have to buy additional property to enlarge it at high prices. These things considered, the free site might in the long run be more costly—in outlay and poorer accommodation combined—than the one we are asked to pay for. At any rate, the matter is well worth looking into. A delay such as suggested would allow the council to go into it thoroughly and give an authoritative exposition of the question which must do much to settle public opinion. Unless that is done, a great many ratepayers are likely to vote against the bylaw simply because a free site is offered. And if the bylaw were turned down, and the free site then found unsuitable, the whole project would be blocked for a time.

## WOULD THEY?

The Opposition signalled the last week of the session before the recess by absolutely blocking two matters of immense importance to the West and particularly to the western farmers. They refused to allow a clause in amendment of the Railway act to pass, the object of which was to make the railway companies directly and certainly liable for cattle killed on their tracks; and they blocked deliberately and persistently the bill proposing to establish a commission to supervise the operation of elevators as the Railway Commission supervises the operation of railways.

The first of these was a clause in the bill by the chairman of the Grain Commission, and the best authority in Canada as to the proper methods of fixing the liability, and the man in whose hands lay the power to carry into execution the law he proposed. The clause was down to the head of the Council of Agriculture for the Dominion and was agreed to by him as fairly embodying the object the farmers had in mind. All this was told the House plainly and repeatedly, and still the Opposition set themselves in array against the clause and on one pretext or another refused to allow it to go through. The clause was "talked out" until the time allowed to the bill was up and the bill had to pass without the clause or not at all. For the time, therefore, the farmers are in exactly the position they have been.

The Grain Act proposed to put the operation of elevators under the supervision of a commission corresponding to the board which has so efficiently brought the operation of the railways into line with the rights of the public. It was blocked as promptly and strenuously as the Railway act amendment. Mr. Haggart, of Winnipeg, even had the effrontery to tell the House that the reason delay was demanded was that the Winnipeg Grain Exchange had not the time it needed to prime Mr. Haggart and it's other spokesmen with the arguments they were to use against it. Yet on a wire from the Exchange the bill was held up in the House, and had to be dropped until the House re-assembled, by which time the Exchange will probably have fixed up a line of argument their representatives are to make against it. The farmers are, therefore, in precisely the position they have been in as regards the elevators, and even should the bill be allowed to pass when the House meets again it is doubtful if the commission can be created in time to give the farmers the benefit during the present season.

## THE END OF THE COMMISSIONER SYSTEM.

Whatever comes of the present trouble between the council and the Grain Growers' the commission already come which in itself reduces the commission system to an absurdity and a sham. It has been established that a council cannot be trusted with the powers of the executive, whenever the views of the council are at divergence with those of the Grain Growers. The circumstances of the present row aside, the establishment of that point absolutely robs the commission system of its utility and reduces it to a machine no better than the old one and worse in that it has more wheels to grease. The Grain Growers' have shown that they are capable of doing the work of the council, and that the council is not always the most popular man; so the appointment of the commission was given to the council instead of being kept in the hands of the council. It was apprehended that the council might not always be free from personal or political motives, so it was provided that the commissioners should have what in practice amounts to a veto in the expenditure of public money. In making the council the one hand independent of the public, and on the other dependent of the council, it was hoped to have the management of civil business in the hands of men who would be capable, and who would also be free from the demands of electioneering.

## THREE GREAT POWERS INSTEAD OF TWO.

Toronto Globe: The news that the draft arbitration treaty prepared by the United States Government has been taken into consideration by France as well as by Great Britain comes as an agreeable disappointment. Apparently the outcome is now expected to be three agreements between the United States and Great Britain, one between the United States and France, and one between France and Great Britain. This may not kind the three powers into a single pact, but the moral effect of this tripartite arrangement on the rest of the world will be just as great as the inclusion of the three nations in one offensive and defensive alliance.

Already the way for an arbitration treaty between Great Britain and France has been thoroughly paved by the understanding arrived at in the reign of the late King Edward VII. There are at present no outstanding matters of importance to the West countries, and if they enter into the proposed treaty now no future misunderstanding can prove a serious menace to international peace. There has been between the people of the United States and the people of the United States a friendship almost unbroken since the aid afforded by General Lafayette and his friends, with the knowledge of the French government in the years 1777-81. It is hardly too much to say that but for the encouragement of his services to the revolutionary army the cause of American independence would have been abandoned in disaster within two years after the declaration of 1776. For a short time early in the history of the United States a French minister at Washington caused trouble, but that left no bad lasting effects. There is not another man in the world more likely to find it easy to accept President Taft's provisional offer.

## ONE LOYAL BAND.

To the Moose Jaw Conservatives belongs the distinction of being the first local branch of the party to extend an election to the people, while the Canadian Pacific Railway bargain was submitted to popular vote. The people pronounced neither upon the details nor upon the principle of the Canadian Pacific Railway arrangement. Until June, 1880, it was supposed that the Government would construct the railway. Then it began to be hinted that a syndicate would undertake the work; and in October, 1880, without authority from Parliament, the Macdonald Government made its bargain with the syndicate.

Parliament was assembled in December to ratify the agreement, but it was well understood that this was a mere matter of form. Mr. Blake tried to have the beginning of the

## PORTLAND CEMENT OR PATRIOTISM?

Cement costs a dollar per barrel more in Winnipeg than in Minneapolis. The Free Press calculates that of this dollar the railways take sixty cents and the cement merger forty. If its calculations are correct the merger is neither the sole nor the chief agent in making the price of this material burdensome in the West. But the duty is perhaps easier got at than the freight rates; and a reduction of the duty would help to bring about a reduction in the freight rates. With a substantially lowered duty the Canadian roads would have to either cut their rates or see the whole cement business of the west go to the United States mills and railways. For this reason a proposal to reduce the duty would doubtless bring upon the venture some proffer the imputation of high treason from those loudly loyal and disavowed by the Government. The special and appointed preserve of the eastern capitalist. However, having already been read out of the list of patriots by these self-chosen custodians of the country's destiny, the western people might as well take the plunge again and go in for cheaper cement as well as the reciprocity agreement.

## ANOTHER OF THE MISSING ONES.

Hon. Geo. E. Foster is not to accompany Mr. Borden on the western tour. This is unfortunate, nearly as much so as the absence of Colonel Sam Hughes. Mr. Foster—like the Colonel—has had something to say recently about the Grain Growers' which can hardly have done other than awaken in the members of that organization a deep desire to extend the glad hand of welcome to the first lieutenant of the Opposition chief. In the broad Dominion would his appearance provoke more profound satisfaction than among the farmers of the West. Mr. Foster came to the Grain Growers by a different route, but he got there just the same as the Colonel. He thought them an over-weening, over-ambitious lot, and succeeded in making them so. He thought them a company, with powers declared to be no broader than they could have secured by the simple expedient of taking the capital invested in the water deficit put against her electric surplus leaves a net profit on the two of \$1,457. Strathcona's electric surplus plus put against her water deficit leaves a net surplus of \$1,158, or a balance on these two utilities of \$2,615 in favor of Edmonton, which on the whole is a very small matter. These figures do not show in any way the capital invested in the water deficit, but in Edmonton there are many thousands of dollars locked up in machinery that is absolutely non-productive and useless while the Grain Growers' investment in machinery in Strathcona is efficient and actually in operation.

## ONE LOYAL BAND.

To the Moose Jaw Conservatives belongs the distinction of being the first local branch of the party to extend an election to the people, while the Canadian Pacific Railway bargain was submitted to popular vote. The people pronounced neither upon the details nor upon the principle of the Canadian Pacific Railway arrangement. Until June, 1880, it was supposed that the Government would construct the railway. Then it began to be hinted that a syndicate would undertake the work; and in October, 1880, without authority from Parliament, the Macdonald Government made its bargain with the syndicate.

Parliament was assembled in December to ratify the agreement, but it was well understood that this was a mere matter of form. Mr. Blake tried to have the beginning of the

## PARLIAMENTARY DISCUSSION POSTPONED.

Parliamentary discussion postponed until January, "in view of the magnitude and gravity of the question presented," but his amendment was defeated by a party vote, and the agreement was rushed through at breakneck speed. All the Liberals could say was to make use of the Christmas vacation to explain the terms to the people. By the first of February, 1881, after six weeks' discussion, the legislation had been passed through all its stages. The country had been committed to a grant of \$25,000,000, an enormous sum in those days of small things, a grant of twenty-five million acres of land, a monopoly of gigantic proportions, and the exemption of all the railways from taxation.

## A COMPARISON OF FINANCE.

Strathcona, Plaindealer—Recently the cities of Strathcona and Edmonton issued their annual financial statements. Edmonton's statement is for the year ending Oct. 31st, 1910, and Strathcona's for the year ending Dec. 31st, 1910. Not only because the dates do not correspond, but also because the classification of accounts is different in some respects, it is difficult to make a comparison of the two statements. There are, however, some points in which they can be compared with a fair degree of accuracy. At this time when there is so much talk of union of the two cities of advantage and disadvantage in trade, not exempting a railway from its fair share of taxation, but removing a little taxation from the shoulders of the people of Canada; not imposing burdens and restrictions on the Western farmers, but allowing them to sell their wheat and oats where they please; not imposing burdens and restrictions on the people of Eastern Canada, but allowing them to buy and sell food where they please. This agreement—a simple matter of common sense—has already been twice as long before Parliament as the Canadian Pacific railway bargain, with its gifts of land and money and privileges to capitalists. And yet the Mail and Empire raises the cry of "liberty in danger," and Mr. Borden is placed on his feet as a new kind of Hampden—a Hampden who will fight to the death for restriction and taxation.

It may be that this outcry is due to a genuine conversion to democratic ideas; that the same people who were willing to put up with the Conservatives without their consent, have now become so sensitive about liberty that they will not even knock off the foot without the consent of those who bear them. But it also looks a little like the humbug and very rapid outburst.

## EMPIRE DAY.

Toronto Globe—Empire Day to serve its proper purpose should be educational as well as patriotic. It should not be a solemn festival, but a day of useful and instructive conservation of the basis of our liberties and the genuine sense of responsibility to the community. While storying in the extent of the empire and in its vast possessions the world over, it should be remembered that history may not be regarded as goodness, a constancy of purpose, a high code of honor, a sense of responsibility to the community, are better standards of real greatness than standing armies and mighty navies and territorial extent. While success in war is a necessary factor in its preservation against its enemies, but by its recognition of the rights of all its citizens, and the best imperialist is the one who conforms best to the obligations of the moral code, and who promotes the authority of government with a view to the greatest happiness of his fellow-men.

## MONTREAL TO BE C.N.R. HEADQUARTERS.

Montreal, May 25.—The presence today of Mr. D. B. Hanna, vice-president of the Canadian Northern Railway in Montreal, is considered of the utmost significance in local railway circles. It is stated that a general re-organization of the company's system consequent upon the unification of the Canadian Northern with the Canadian Pacific is now in progress, the effect of which will be to switch the centre of gravity so far as the C.N.R. is concerned from Toronto to Montreal. It is in connection with this re-organization that Mr. Hanna has come here, and important changes in the local staff involving several promotions may be expected in the near future as the outcome of his visit.

## A CONTRAST.

Toronto Star: Strange things are said in the heat of controversy. For instance, that the reciprocity agreement is being forced upon the people, while the Canadian Pacific Railway bargain was submitted to popular vote. The people pronounced neither upon the details nor upon the principle of the Canadian Pacific Railway arrangement. Until June, 1880, it was supposed that the Government would construct the railway. Then it began to be hinted that a syndicate would undertake the work; and in October, 1880, without authority from Parliament, the Macdonald Government made its bargain with the syndicate.

## Dr. Ellis Dead.

Ottawa, Ont., May 25.—The death occurred here today of Dr. Robert Wheeler Ellis, chief geologist of the geological survey, who had been suffering for some time and recently suffered from a stroke of paralysis. He was seventy years of age and was the author of many reports on geology and was a member of the Royal Society of Canada.

## Edmonton Sawmill Manufactory

Manufacturers of Sawmill

The best that money can buy. Always in stock. Saws hammered and gummed, and all sawmill repairs.

Nichols Bros. 103 Syndicate Avenue Phone 2312. Edmonton

## The Royal rus Co.

Capital fully paid up \$1,000,000 Reserve Fund \$1,000,000

Board of Directors: Sir H. Montagu Allan, K.C.M.G., President. Sir Edward Clouston, Bart., Vice-President.

Money to Loan on Improved Farms

Edmonton Agency—Bank of Montreal Building, E. C. PARDEE, Agent.

Sick headache results from a disordered condition of the stomach, and can be cured by the use of Chamberlain's Stomach and Liver Tablets. Try it. For Sale by Druggists everywhere.

## GOOD SP

Edmonton Exhib

fine—in M

nners in the

The people

spent their

breezes just cool

for participant a

of the morning n

of the afternoon

optimism by ven

intermittent app

deration in the t

The train that le

carried an usual

holiday-makers

numbers were sh

other trains dur

filled.

The celebrati

sentation from l

oving element o

portion by the fi

on at the Exhibi

clined spent the

the almost pe

skirts in the fr

front. At the Go

during the morn

At the time o

soms forth into s

pause before the

and July, Victori

with open arms,

to its past reput

before have the

uniformly succes

that the day fills

trict that no oth

of which would l

## 4,000 PEOPLE SEE GOO HORSE

With an almost pe

between three and

spectators, Edmon

race meet held und

the Edmonton Exhib

came in for more th

share of the particu

The management have

to feel flattered at

the fact that the

received by horse lov

Alberta, and if yester

means of judging of

the Edmonton race

horse racing there sh

every year to come

an event of such im

Eastern Canada.

The track was in

possible and the con

pecially good for

everything was carri

ule, there was a lit

in the event of a

race, when a bet w

prominent Edmon

spectators point of

view to be just a

pulling off the heat

have been on accou

an event of such im

which to complain.

The Free For

Four horses were

first race, the free

Claud R. Red Ball

and the first heat

the first heat the

Neille G. got the pole

all the way with a

dash. The second

heat was second,

third and Claud R.

was a repetition,

an event of such im