## THE EDMONTON BULLETIN

(SEMI-WEEKLY.)

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Manager.

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## THE TRIUMPH OF CONCILIATION

The industrious gentlemen who represent the Opposition newspapers at Ottawa seem not to have learned yet that the cruel war is over; or if they have been made aware of the fact, are taking their defeat in very poor grace. Bent, presumably on making capital or on getting satisfaction one of them recently prepared an alleged resume of the operations of the Industrial Disputes Investigation act, commonly known as the Conciliation act. The article was published in a considerable number of Opposition papers with every appearance of hearty approval and may be taken as indicating the general lines of criticism which suggest themselves to those whose business it is to think differently than the Government.

The act is condemned first because there were a greater number of strikes in 1907, the year in which the act came into force, than in 1906. The industry of the critic however oversteps his prudence for he produces a table which completely upsets his calculations. It follows:—

| | Strikes. |
|---|---|
| 1904 | 104 |
| 1905 | 87 |
| 1906 | 138 |
| 1907 | 149 |

If it is sound argument against the act that there were 11 more strikes in 1907 than in 1906, it is equally sound argument against the previous law that there were 51 more strikes in 1906 than in 1905. As the net result of this process of reasoning, therefore, the act stands credited with having reduced the annual increase in strikes from 51 to 11, or about 80 per cent.

But the absurdity of judging the merits of such legislation on the returns for a single year is shown by the fact that strikes in 1905 numbered 17 fewer than in 1904. From this the conclusion would be that in five years under the old legislation strikes would have ceased to be a feature of our industrial conditions—a conclusion sufficiently repudiated by the fact that under precisely the same legislation the strikes in 1906 were 51 more than in 1905 and 35 more than in 1903, or an increase of nearly 35 per cent. in two years. Yet the whole tenor of the article in question is to paint the old legislation as more conducive to industrial peace than the new.

As a matter of fact no sane man supposes that the number of strikes in Canada in a given year was determined absolutely by the legislation in force. Whatever influence for peace this may have had, the causes of industrial disagreement lie elsewhere than in statute books. They are found in the industrial and commercial conditions of the time and in the circumstances growing out of these. That there were more disputes ending in open rupture in 1907 than in 1906 is far from strange. The contrary would have been an anomaly. The former was a year of easy money and plentiful employment; the latter a year of scarce money and reduced demand for labor. In the straightened circumstances of 1907 employers everywhere sought means of cheapening the cost of operating their concerns, and one of the means more or less commonly exercised was the reduction of wages—doubtless the most fruitful known source of industrial wars. That with this disturbing element in the field employees found it necessary to resort to their final weapon only 11 times oftener than under the altogether favorable conditions of 1906, is surely a matter for congratulation rather than cynicism. For this the Opposition critic holds the Conciliation act responsible, to his manifest chagrin.

A second ground of offence is that some disagreements were settled without reference to the act and without the assistance of the labor department. This surely is not a matter for regret. Most men, we fancy, employees and employers alike, would welcome the time when disagreements could be settled by peaceable and considerate conference without calling in the law or asking the intervention of legal or government machinery. If the knowledge that such intervention was immediately available, has tended to induce the settlement of disputes without open war and without even reference to a board of arbitrators, the Conciliation act is surely accomplishing a valuable service alike to the employer, the employee and the public.

Still a third criticism is that a settlement was not effected in every case referred to the provisions of the act. This is true. The act does not presume to take from men of their final right to enforce their rights by the refusal to work or by shutting down their enterprises. Once the conciliation board has reported the parties are free to accept the decision or to fight. This is especially repugnant to the Opposition critic and in it he sees the peculiar and essential weakness of the measure. The parties should be bound, according to his reasoning, to accept the award, whether it meant hardship and injustice to the employee or ruin to the employer. Just how this coercion would be made effective we are left to guess—presumably by bayonets and machine guns. If these be the means with which the Opposition would settle labor disputes they are welcome to the exclusive use of them. They have no place in the provisions of the Conciliation act nor in the aims of the Liberal party.

To measure correctly the effectiveness of the act it must be borne in mind what the act proposes to do. It expresses the principle that the public, being a party affected by an industrial conflict have a right to know the merits of either side of a dispute and knowing this are interested in securing if possible a fair settlement of the dispute without open rupture and the suspension of the enterprise.

To this end employers and employees are respectively bound to not declare lock-outs or go on strike without referring the subject of disagreement to the operations of the act, where the industry is one in which more than ten men are employed and where it consists in the operation of a mine, the running of a railway or a public utility. Railway disputes may be referred if desired, not to the Conciliation act, but to the Conciliation and Labor act.

By agreement of the parties disputes in industries not of these classes may also be referred for settlement to the provisions of the act.

The operation of the act is limited therefore to disputes in connection with public utilities, and to other cases in which both parties are agreeable. But in neither case does it compel or try to compel the parties to accept the award of the board.

How far have the means provided been successful in avoiding conflict and in securing settlement? This the critic of the Opposition press demonstrates, to the absolute demolition of his case. The subjoined table gives the results of his examination of the returns from March to November, 1903, showing the number of cases referred to the act, the number settled, and the number in which strikes followed:—

| | Referred | Settled | Strike |
|---|---|---|---|
| March | 2 | 2 | — |
| April | 3 | 3 | — |
| May | 3 | 2 | 1 |
| June | 3 | 3 | — |
| July | 3 | 2 | 1 |
| August | 2 | 2 | — |
| September | 1 | 1 | 1 |
| October | 1 | 1 | — |
| November | 2 | 2 | — |
| | 20 | 18 | 2 |

Thus of the 20 cases in which the act was invoked, 18 were peaceably adjusted without the loss of time or the interruption of the industry, while in only 2 did conciliation fail and conflict follow.

A more signal demonstration of the effectiveness of a measure for avoiding industrial war and settling disputes by the application of reason and justice could hardly be desired—a demonstration the more convincing that it is offered by a critic in the course of a hostile review. It stamps the Conciliation act as one of the foremost, if not the foremost, measure, yet devised for the maintenance of industrial peace and gives promise that as its benefits become more generally known and appreciated, its offices will be more frequently sought and its benefits accordingly multiplied.

## THE MANUFACTURER KICKS AGAINST "PROTECTION."

It is pleasant to report a convert to the cause of freer trade, particularly so when the convert comes from a class professedly given over beyond hope to the doctrines of restriction and prevention which parade under the garb of "protection" to industry and enterprise. Even when the reformative process is incomplete—when for instance it leads the wanderer no farther than a sturdy assertion of the positive evils he himself suffers from the swaddling measures—there is hope that having got so far he will persevere until darkness and error flee away and he admits that what would be good for himself would in broader application be good for the community and the country at large. This pleasurable gratitude must be aroused by noting that "The Canadian Manufacturer" has come to see the light—in one direction at least. In the current issue it discusses editorially the very obvious question of "Why a duty on coal," and comes to the equally obvious conclusion that there is not sufficient "why." As indicating the certainty of its view the opening paragraph may be quoted:—

"Conditions seem to indicate that Canada and the United States could well make some reciprocal arrangements whereby the duty on coal going into each country from the other might be abolished. At present manufacturers and coal users in Ontario are being taxed to keep up the coal fields in Nova Scotia, when even with this protection, practically no Nova Scotia coal finds its way into Ontario. On the other hand 600,000 tons of coal are shipped annually into the New England States from Nova Scotia even with the duty handicap; and practically all Ontario is being supplied from the Pennsylvania coal fields. Such a condition is bound to exist with regard to a commodity like coal upon which freight rates form such a high percentage of the cost."

It is worth observing here that The Manufacturer" has no doubts about "Who pays the duty." It is very certain on the point, and very certain that the foreign producer is not the party. "The manufacturers and coal users of Ontario," it declares unequivocally, are the men from whose pockets the money comes.

This, of course, is rank heresy to "protectionist" doctrine. According to that fine system of polemics the tariff does not affect the consumer because the foreign manufacturer pays it. Such at least is the line of argument produced for the edification of the farmer when the orators take the stump. But the case of coal it seems is different. The farmer does not pay duty on his American made machine, but the "coal user" pays the duty on American coal. Clearly there will be a deal of explaining required to harmonize these conflicting declarations. Until it is forthcoming we shall exercise the privilege of believing that The Manufacturer is right and that the protectionist is wrong—that the coal owner does pay the duty on coal and that likewise the plow user pays the duty on plows.

Nor does The Manufacturer like the idea of putting up the money for the benefit of the coal mines and miners. In fact it objects to this strongly. In another paragraph it says:—

On the present tariff Ontario pays about $2,000,000 duties into the treasury, and complains, with good reason, that it is an unjust tax because while this duty is ostensibly levied as a protective measure, because of the fact that no Nova Scotia coal comes into Ontario, it is in reality a sectional tax in its operation. The representation to the people of Ontario that the coal fields of Nova Scotia are not self-sustaining would scarcely lead them to consent to raising this tax on themselves for the benefit of Nova Scotia.

This is repudiation of protectionist ethics as flat as the former admission is of protectionist logic. It is a part of the supposed code of honor which everywhere accompanies that brand of teaching that provincial boundaries and sectional interests should be ignored, that all should make cheerful sacrifice for the benefit of the few, that the country should pay toll to the city, that the farmer of the west should be willing to "pay a little more" for his plows and binders in order that the factories of Toronto and Brantford should flourish. This we are informed is nothing short of patriotic duty and the man who dissents is held as wanting in concern for his country and as unduly mindful of the welfare of himself.

But the "coal users" are not to be bound by such considerations. Upon them, it seems, devolves no obligation to consider the welfare of the Nova Scotia mines when the consideration demanded must take the form of cash. They are to be regarded free to oppose this "sectional" tax; nor will representations that the coal fields of Nova Scotia are non-paying "lead them to consent to raising this tax on themselves for the benefit" of the people of Nova Scotia. Undoubtedly The Manufacturer is correct in thus asserting the rights of the coal users of Ontario, but in being right it annihilates the "patriotic" vaporing by which the farmers of the West are adjured to pay duty on their manufactured goods "to build up the national industries." The Ontario "coal users" do not admit their obligation to pay taxes to keep up a Nova Scotia industry! On what ground then can the Ontario coal users demand that the western farmer must pay duty to keep their factories going? These gentlemen are getting a dose of their own medicine. Apparently they do not like the flavor.

Another admission is equally noteworthy—"even with this protection practically no Nova Scotia coal finds its way into Ontario." Protection then it seems does not protect. Clearly it does not "preserve the home market" in Nova Scotia, for the Nova Scotia mines not only supply that but drive the Pennsylvania dealers out of the markets of New England. Equally clear is it that the Ontario "home market" is not "preserved," for Ontario buys its coal from Pennsylvania and "practically no Nova Scotia coal finds its way into Ontario." All this is very true of course, but it is very hard on the notion that we benefit ourselves by refusing to do business with other people.

Concluding, The Manufacturer says that under reciprocity in coal—

"Ontario would continue to get coal from Pennsylvania, as at present, but it would be cheaper. To be sure the Pennsylvania coal might penetrate farther into the St. Lawrence valley than at present; but the opinion is expressed that the market for Nova Scotia coal which would be found in the New England States would very much more than make up for the loss in the St. Lawrence district."

It is hardly likely a doctrinaire will be found hardy enough to challenge this summary. If so, it can be regarded only as an instance of the absurdities to which men may be driven in the attempt to coerce the arrangements of the universe into the straight-jacket of an artificial trade system. If not, protection stands admitted by its friends as without excuse, an arrangement which impoverishes the consumer without, in this case at least, the compensating merit of benefitting anybody.

## ROOM TO LEARN.

The following paragraph from the Montreal Gazette is not altogether pleasant but it enshrines a moral worthy of note:—

"From the Western provinces, where there is more coal than anywhere else in Canada, again comes the cry that there is danger of a fuel famine. There was a fuel famine a few years ago. It apparently did not teach the people to be provident. Perhaps their next freeze will be more effective and they will become as wise as the men of the East who remember in summer that there is a winter coming."

In turn it may be said that Montreal, where water is more readily available than in almost any other city in the Dominion has a typhoid epidemic, and the cry is raised that the water supply is at fault. There have been similar outbreaks assigned to the same cause in by gone years. These do not seem to have taught the Montrealers to be prudent. Perhaps the present stewing will be more effective and they will become as wise as the men of Edmonton who do not consider melted glaciers good enough to drink until they have been filtered.

## CURRENT COMMENT.

The Mail and Empire says it would be an "experiment" to run the Intercolonial without "graft." Hon. John Haggart is entitled to an explanation.

—

The British torpedo boat destroyer Tartar made 38 knots per hour. The cruiser that catches this Tartar must go some.

—

The Georgian Bay canal is estimated to cost one hundred million dollars. This may be interpreted to mean that we shall not begin its construction during the present year.

—

Lord Cromer is to take the stump against the suffragettes. He may find that persuading women against their wills is a different mater from bossing a company of fellahs.

—

Toronto Star:—The three Prairie Provinces may join hands on a policy of Government ownership of grain elevators. This policy was successfully carried out, as we remember, under the Pharaohs by one Joseph, but had been lost sight of since.

—

The C. N. R. announce their intention of having a through system in operation from Edmonton to Quebec by the fall of 1911. Remembering that they now have a continuous line from Edmonton to Port Arthur, and another practically completed from Ottawa to Quebec, the project is by no means impossible to these energetic builders. The gap remaining to be bridged is shorter than the line from Edmonton to Winnipeg, and though the country to be traversed is one difficult to railway building, three seasons should be ample in which to complete the link. To acomplish this formidable task the company have double inducement: business for the line is now being generated along their extensive western system, and if the outlet is not provided the C. P. R. and Grand Trunk Pacific must reap the profit of hauling this traffic to and from the sea.

—

St. Louis, the home of the world's fair and metropolis of the Mississippi valley, is having added to her scroll of honor the distinction of entertaining a convention of tramps. Not that St. Louis is rising to the occasion and doing the part of the glad and grateful host, but that the host are making themselves temporarily at home in her lanes and alleys, feeding from her doorsteps, appropriating whatever movable property St. Louisians are leaving around loose and generally disporting and conducting themselves within the bounds of her civic territory after the manner of their kind. This honor does not seem to have been secured by civic enterprise or an energetic propaganda of the board of trade. On the contrary it appears to have been thrust upon the city regardless of its wishes and without consultation. In fact St. Louis does not seem to desire the honor. It is not on record that the mayor and aldermen welcomed the delegates with the assistance of brass bands and banquets. Neither were they tendered the freedom of the city, this formality being probably considered unnecessary in view of the character and habits of the sojourners. All the city seems to have done officially was to extend to them the privilege of the free and unlimited use of the public baths. Even this kindly offering the hobos appear to have construed as more insult than favor and returned answer that this is not their ablutionary season, or words to that effect. St. Louis, which beheld with wonder and exhibited with pride the fur-clad natives of the Arctic and the be-painted beauties of the Philippines four years ago, will therefore have the privilege of viewing this aggregation of the native and foreign born in all the distinctiveness of their unwashen state.

## NEWS OF THE PRESS

### CAMROSE WANTS ROAD.

Camrose Canadian—The C. N. R. has already surveyed a line from Vegreville to Camrose. For three years they have considered the building of this line. Both the C. N. R. and the C. P. R. have surveyed from Camrose to Edmonton. Both these proposed lines are admitted by everyone to pass through splendid farming districts and to be unusually easy of construction. They are both necessary lines—they are both desirable lines and they would both pay from the outset. The C. N. R. have committed themselves again and again to an early connection with Calgary from Vegreville or Vermilion. If this line is to be built we know of no point where the Battle River may so easily be crossed as at the head of Dried Meat Lake south of Camrose. The Stony Creek on the north and Silver Creek on the south face each other at this point. By following in the one and out the other we have the best crossing between the foothills and Battleford. Once across the Battle river we enter one of the real Gardens of Alberta. On through New Norway and Edberg, skirting the west shores of Buffalo Lake and on parallel to the C. & E. we traverse a country of wonderful possibilities—well settled, well improved—offering no engineering difficulties and assuring an immediate return for capital invested. It would be difficult to conceive of a more ideal scheme than the building of this line from Vegreville to Calgary, paralleling the C. & E. from twenty-five to twenty-eight miles distant and serving a district that is not surpassed in Western Canada. If the C. N. R. were to build this line an essential part of the scheme would be a short line from Camrose to Edmonton for they could never haul their southern traffic from Camrose via Vegreville, and Fort Saskatchewan to Edmonton. Let the whole plan be combined in one contract. Let the government insist on the work being carried out. It is a work worthy of a Liberal government for it is in the interests of the whole people. It is sane, just, reasonable and necessary. No argument can be advanced against it. And it is because of its inherent justice and reasonableness that we feel that we have a right to ask it and to expect it.

### AS TO MR. BORDEN.

Toronto Globe:—In two successive issues the "independent journal, devoted," etc., addresses itself first to an eulogy of Mr. Borden and, secondly, to an attack on Mr. Brodeur, and in both its "independence" is fearfully and wonderfully demonstrated. The column and three-quarters devoted to the Opposition leader reveals there we have in our midst something "a little lower than the angels." He is chiefly advertised as the unrelenting foe of electoral corruption. It appears that he has talked more about electoral corruption than any dozen others. It would be cruel to besmirch our contemporary's idol, but plain truth requires the statement that beyond talk Mr. Borden's career affords very little encouragement to those who sincerely seek to improve our election laws. So long as he can create the impression that all the electoral corruption occurs in the ranks of his opponents he is prepared to continue his profitless talk.

When the Colchester revelations were made, however, was Mr. Borden prominent in condemnation? We all remember his mealy-mouthed references to the case, and the man really concerned about promoting electoral purity would have got but little comfort from anything Mr. Borden said and none at all from what he did. This is his weakness. The real test of a leader is how he comports himself when action is called for. When judged by this standard Mr. Borden has not shown strength. He had some men in his ranks in the previous Parliament who were no credit to him or to the party which he leads. They had actually endeavored to drag him into their interested and self-seeking schemes. He was wise enough to refuse to become a party to their essays in high or frenzied finance. The refusal showed that he was quite cognizant of the equivocal position which he as well as they would occupy if they became parties to any get-rich-quick plans such as were being engineered by some of the group.

When the revelation came Mr. Borden was at the cross-roads. Talk was no longer adequate. Action was called for. If he had not the moral courage in Opposition to separate himself definitely and publicly from those who had compromised the political organization with which they were connected, how could he be trusted to show firmness and courage if he were subjected to the trials and temptations of office? He allowed the Fowlers and Lefurseys and Popes and Bennetts to run as his candidates without a word or hint of protest. He was signally rebuked by public opinion, which cast them out of public life, performing the duty which he should have done, and which if done would have convinced the country that in him it had a strong, upright, and resolute public man. Mr. Borden was tried and woefully found wanting, and it is just a question whether he can recover his lost ground or live down his egregious mistake. Whatever one might want to think, it is useless to disguise that Mr. Borden came out of the election a weaker and more discredited man than he went into it.

More might be said and will be said from time to time about his attitude as to electoral purity. Again it is a case of talk. But when Sir Hugh Graham was raising hundreds of thousands of dollars in 1904 and flooding Quebec and the Maritime Provinces with it Mr. Borden was not protesting, so far as anybody is aware. He was hand and glove with the political financier, and undoubtedly knew most of what was going on. If that enormous fund was spent in tracts to the electors Mr. Borden could have enforced his purity talk by insisting on a publication of what was done with the funds. That would have been a more effective contribution to electoral fairness than any quantity of smug disquisitions on the subject.

### "NOW THEN, SMITH!"

Montreal Star: Among the stories which have come out of the Messina horror, none have attracted more attention than that of the crew of the Welsh coaling steamer "Afonwen" who rescued a large number of people from a broken balcony at the top of eight feet of tottering wall. Our readers will remember how they got a ladder up to the lofty perch by means of a string and a rope; and then the captain turned to one of his seamen and said:—"Now then, Smith." Smith, "turning his quid in his mouth," ran up the ladder as if it hung from a steady support, and promptly reported that there was "a ton of them" up there and that he could not lower them alone. "Now, Read," said the captain to the second mate; and, in a moment or two, the seaman had his help. Twelve were saved ,and the seamen came down last, and "quite resented congratulations."

This was the British seaman to the life. Danger did not exist for him when he saw a duty. 'Now then, Smith" does not have a heroic sound; but it is appearing as the caption of leading articles in the British press, for the incident is of that kind of quiet daring which is very dear to the British people. The conditions in Messina were a sort to provoke panic; but these men were trained in a life where peril brings steadiness and not panic, and they were ready to act quickly and effectively when the opportunity offered.

### MR. ROBERTSON'S POLICY.

Calgary Albertan:—No Conservative paper in Alberta has commented with approval on the railway policy of A. J. Robertson, the leader of the party.

The Calgary Herald has discussed his address, but longingly hopes that he never said it, or if he did say it, that he really couldn't have meant it, and if he meant it, the Calgary Herald could not stay in the game with him.

But no other paper has had the hardihood to go even that far.

The Liberal policy regarding railways is that the roads should be built at once to every part of the province, by the railroads themselves, assisted by the provinces. The assistance depends upon the rapidity with which the roads are built.

Two roads are to be built at once into this south country, and more are to be built later on. The people of Southern Alberta are waiting anxiously for the roads to come.

The Conservative policy is one of opposition to this. Mr. Robertson stands in the breach and will fight to the death any such rapid development of the country. He urges the province to wait until it is able to build these roads, and then build stub lines beginning nowhere and going nowhere, connecting with no outside roads, all over the province. When the province will be able to do this work, Mr. Robertson does not say.

A great deal has been heard of North vs. South, and in the last election the Liberal party was accused of favoring the north country.

Suppose Mr. Robertson had favored the immediate development of the southern province by assisted railways throughout the south country, and the government had insisted upon delay until the province could build all the roads,what would have been said by southern Conservatives? The Conservatives would have said that the north was now supplied with the three transcontinental railways, and the policy of the government was to prevent development in the south by shutting it out from these roads. That is what would have been said.

And with some justice, too.

### BLAMED FOR CRIB DISASTER.

#### Negro Drill Man Who Entered Powder Room With Lighted Torch, Held Responsible.

Chicago, Jan 22.—"I am practically convinced that Nathan Fultz, the colored drill man, who was seen to go to the powder room with a lighted torch, was responsible for starting the fire," said Assistant Chief of Police Schuettler this evening at the close of a day spent in questioning the survivors of the lake crib disaster. If Schuettler's theory is proved correct and the blame is laid officially on Fultz's shoulders, a big obstacle will loom up in the way of the widows and orphans of the victims, in their effort to collect damages.

If it is shown that Fultz's carelessness caused the disaster, the Jackson Compensation can, and will, probably, invoke the fellow servant rule of common law, which has never been abrogated in Illinois. It frees employers from liability for accidents to employees, for which fellow employees were responsible. The funeral services of the 47 victims, whose bodies have been recovered, will be held in South Chicago tomorrow.

#### Long vs. Short Sleeves.

Notwithstanding that long sleeves have been declared modish for all but ball gowns, one sees short sleeves in the majority of theatre frocks, and there is no gainsaying the fact that they are prettier their grace enhanced by the long glove rippling to above the elbow. The short glove is really hideous in the evening, and long sleeves do not convey the idea of full dress, no matter how elaborately made nor of what sheer materials. It is encouraging to see that American women have the independence to revert to what is becoming and graceful, rather than to follow, sheeplike, wherever French makers choose to lead.

#### Chinese Rates High.

Pekin, January 21.—Owing to the protest of the diplomats against China taking over the entire control of the telegraph offices here, a proceeding which was contrary to the agreement of 1901, a foreign superintendent of telegraphs has been appointed. A reduction of 20 per cent. in the rates on international telegrams will become effective on January 22. Nevertheless, the Chinese rates will still be the highest in the world.

#### Earthquake Near Smyrna.

Constantinople, Jan. 21.—According to the Turkish newspapers, 600 houses have been destroyed by earthquake shocks at Phosaea, near Smyrna, and a great many people killed and injured, although the exact number is not known. The shocks continue to be felt and the residents are fleeing for refuge in the mountains. The minister of the interior has been sent to render aid to the sufferers.

### A PRIEST'S BRAVE ACT.

#### Rev. Father Norris Administered Last Rites to Two Passengers Killed in Republic Collision.

New York, Jan. 26.—The Rev. John W. Norris, rector of the St. Mary's Catholic church at Delhi, tells as follows of the movements of the only two cabin passengers killed in the Republic collision. They were Mrs. Eugene Lynch, of Boston, and W. J. Mooney, of Langdon, N. D.

"I was thrown from my bunk by the impact," said Father Norris, "and had on only my pajamas when I reached the deck. I was the first passenger on deck. A moment later a steward came up and told an officer that several passengers were injured in their staterooms. I started for these staterooms where the crash had occurred. Just then the lights went out. I had to feel my way and soon I had to fight against the stream of passengers in the corridors. When I got near the rent in the vessel, I could hear the water gushing in. It was necessary to use much strength in removing splintered woodwork and other obstacles, but I reached Mrs. Lynch before she died and ministered to her. She seemed to be conscious.

"In getting into the adjoining stateroom I had to swing myself across a chasm which had been made in the side of the vessel as though a pie cut had been taken from it. In doing so the cold sea water caught my legs and nearly carried me away, but I held on and a moment later I was able to


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## Heard Her Death Sentence

To obtain temporary relief when suffering is a great boon, but to be permanently cured and restored to health after being assured that one has not a year to live, is an experience that cannot fail to bring joy to any heart. Yet this is what Mrs. A. E. Ternan, of Norwich, Ont., says PSYCHINE accomplished in her case.

Writing on August 11th, 1908, she says: "It is ten years since I took PSYCHINE, and I have not taken ten dollars' worth of medicine since. I should not have lived out the year had it not been for PSYCHINE. I am now in excellent health." Can any testimony be stronger than this?

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## IS THIS MESSAGE FOR YOU?

If you have a cold, if you have a cough or croup, or hoarseness, or nervous disorder, you should read the message and profit by it:

**Take Brick's Tasteless Cod Liver Oil**

It's easy to take, no taste, it's a tissue builder and a flesh producer.

It piles away reserve strength for you, and makes you worth more to yourself and everybody else.

Pure Cod Liver Oil with that greasy taste removed. The other ingredients act as a tonic. Ask your Doctor; he'll say

*"BRICK'S TASTELESS."*

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## THE EDMONTON GRI IRRESISTIBLY FRI

Will H. Mayes, of the Bro Texas, Bulletin, Makes T Subject of Review—Declar Be Most Progressive Centr West—Calgary's Indifferen Editors.

"Just Seeing Things" is of an interesting brochure p recently by Will H. Mayes, m editor of the Brownwood, Tex letin. This book contains s teresting descriptions of the visited by the National Edit sociation last summer. It is cular interest to Edmonton that it shows that the money ex by the Board of Trade in ente such parties of tourists is not away. Below are extracts fr book, referring to the cities monton and Calgary:

An Attractive Town.

"Edmonton was among the as well as the most attractive on the route. It claims a tion of 29,000 and of 25,000 in Strathcona, just across the which is really a suburb of the place, though having a separ government. It is pre-emine educational town. The pr government has acquired land university to be built there away. Alberta College and smaller institutions are alread established, and there are so excellent public school buildin I accused the genial mayor tracking and pointing out th building two or three times several years the city has been a public school building each a cost of from $20,000 to $60,0 The Federal government has 000 post office building in co erection and a $200,000 court-h being built. A street car sy also under construction, owned city; an immense packing pl just been completed, and on side there is an air of hustle tivity such as characterizes a sive city. There are a num manufacturing concerns alread established, and the fact tha can be obtained at a price av $3 a ton is inducing other conc locate there.

Coming Wholesale Centr

The town is particularly wel ed for a wholesale trade, havin tically the entire northern and vast sections to the northw northeast for a trade territo railway advantages are also go nishing excellent distributing ties over the Canadian Pacif Canadian Northern and the Trunk Pacific railways. The about is as good as any secti visited and realty prices are a elsewhere. Our party was de with the entertainment given monton and with the cordia pitality extended. The d rather disagreeable, a light ra ing nearly all the while we wer but that didn't keep the peo Edmonton from turning out i numbers to extend the glad We were shown the city, were and were welcomed in a g hearty way that made us feel be there and regret to leave ladies of the city turned out informal reception at night a ed much to our pleasant stay. one of us went away with th favorable impressions of Ed and its good people.

Calgary's Frosty Recepti

Calgary is located in Alberta two hundred miles to the so Edmonton, and is a city of ab same size, possibly a little lar is particularly well built both business and residence sectio is located on the Bow river, and beautiful stream that com the Rocky Mountains. The overlooking the river and the one of the prettiest in all The city is evidently older th monton, and in some respects to be more substantially bu while it has much to attract it failed to impress our party ably as did its rival city of ton. I think that this was du ly to some unfortunate lack standing as to the entertainm the party. While in Edmon entire official population and ladies were on hand to welco the only man who appeared c at Calgary was the secretary Board of Trade. He worke beaver and did his best, but cannot take care of so large unaided, in a way to leave impressions of his city. He a delightful drive and dis some beautiful advertising but printed matter, even thou worded and tastily illustrated take the place of the cordia shake and the hearty "I'm gl you," and a drive with a hac not nearly so satisfactory as an intelligent citizen at your point out the places of most Calgary appeared indifferent same kind of feeling seen too sion of the editors. It is they have had too much en to do to pay any attention party of editors, but that city an excellent opportunity to g to waste, through its indiff were there on Saturday a and night, and, most of the ti left alone, wandered about ping district and watched th of buyers. There are many kept stores in Calgary, and of business activity was deci teresting and very much li seen in our best towns on evenings.

Shot Sweetheart and Hi

Mchall, N.D., January 2 ed with jealousy George Fitz former resident of Crysta bina County, shot and fatall ed his sweetheart, Gusta Nel night as she was on her w Masonic Temple with a f and a friend to attend a so tion, and then mortally wou self in the head. The girl d ly after being shot.