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SEMI-WEEKLY.

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DUNCAN MARSHALL, Manager.

THURSDAY, AUGUST 12, 1936.

GETTING IN TOUCH.

The West is receiving unusual attention from members of the Federal Government during the recess. The Secretary of State took a leisurely jaunt through these provinces during the last month. The Minister of public works is now on his way east after spending some weeks in the country west of the lakes. The Minister of Agriculture is to visit the western experimental farms during the present month. Sir Richard Cartwright is to come West soon, though his age will probably prevent any lengthy itinerary. The Minister of the Interior is expected to spend some time in the West after returning from his trip to Britain. The Premier may visit Edmonton next month. This is a satisfactory indication of the desire of the Government members to get personally and intimately in touch with conditions here and to secure first-hand knowledge of what is needed from their various departments. It is significant of the tremendous change in the relative importance attached to the Western country by the Government of the Dominion. It is not so long since the visits of Federal Ministers to the West were like some other visits, "few and far between." Then "Canada" meant the eastern provinces. But the West of today is not the West of even ten years ago. Increase of population is winning for us a steadily increasing representation in Parliament and a more audible voice in the nation's affairs. Economically, too, the West has been making its way through the experimental stage and demonstrated that it is the biggest half of Canada in resources and promise as well as in area. There is not, therefore, the latitude for skepticism regarding our future that existed a few years ago. The question is not now whether the West will justify the expenditure of public money on Government enterprises and public services, but which of the works should be undertaken first. The country has passed the problematical stage when eastern members and perhaps Ministers too, wondered whether this country was after all pretty much of a false alarm, and considered the reservation of judgment and postponement of action to be the course of wisdom. There is now on the part of Ministers and of leading members of the House a clear and enthusiastic recognition that the West is and will be all that it has been claimed for it, and that its equipment with the public works and services which it is the business of the Federal Government to supply should proceed as rapidly as possible. The question of the hour is where to begin and what to do first. The probabilities are that Western Canada will make large inroads on the Dominion treasury in the next few years for the erection of public buildings, the construction of public works and services which it is tal and customs systems, and other agencies of civilized life which are supplied therewith. We shall certainly have to do so if these things are to be kept abreast of our advancement. It is satisfactory, therefore, to find the Ministers touring the country, giving personal attention to its conditions and "sizing up" the requirements in connection with their several departments. Seeing is believing when the West is the object of vision. The Ministers are seeing the West and themselves testify to the belief their observations induce. There is every reason to hope and expect their faith will be attested by the appropriate works.

THE "WHY" OF IT.

At a recent banquet tendered him by the Eighty Club, Mr. Asquith turned aside from the stormy controversy over the budget and the Government's social reform program to indicate the essential principles on which Liberalism rests and for which it exists. With characteristic force and grace he outlined these:

"As regards the Empire, to secure real unity by allowing the freest diversity and the fullest liberty of self-development in all its members."
"As regards property, to make it secure by directing it of injustice."
"As regards political authority, to make it stable by resting it upon the broadest possible basis of popular responsibility."

"As regards religion, to remove from it the odium of an alliance with political disabilities."
"As regards trade, to make it worldwide by opening our own markets here at home to everybody."

"And, finally, as regards the liberty of the individual citizen, to make it a reality instead of a sham by universal education and by an ever-increasing standard of humane conditions both in the factory and in the home."

These trite axioms are not the ground work and basis of Liberalism in Britain alone. They convey the spirit and purpose of Liberalism wherever it is found. Through allegiance to these cardinal principles Liberalism has won its triumphs in Canada, and while the party remains faithful to them it will continue to shape the future and mould the destiny of this offshoot of the Old Land.

THE GROWING REVENUE.

Everybody who does not want the public forced to buy his goods regardless of their cost and quality will be satisfied with the steady and large growth of the national revenue. The return is about the last word in the matter to record the return of good times; after a period of depression people do not and can not resume large buying until they are out of the woods, and the revenue does not grow until the goods have been actually brought into the country. That the revenue is working rapidly back to its normal place is evidence that Canada has been for some time feeling themselves in better circumstances and have been buying largely on the strength of their improved conditions and prospects. That the revenue is increased by their purchases means of course that a large part of the buying has been done abroad—to the disgust no doubt of the parties who would have the purchasers tied to their chariot wheels. These gentlemen are unctuous enough in urging the consumer to display his loyalty by buying at home and from them. They do not, however, usually display a corresponding and complimentary loyalty by rejoicing when the consumer saves money for himself and enriches the country's treasury by buying elsewhere.

A MARKET WE NEED.

A league has been formed in Germany, whose object is to make strong representations to the Government to set aside the prohibitive duties against Canadian products. The expectation is of course that if this were done the Canadian surplus on German goods would be removed and the people of the two countries allowed to exchange their surplus products to supply their respective wants. A glance at some recently published figures shows sufficiently both why the German people want free trade with this country and why Canada ought to want to trade with them. Germany has now upwards of seventy millions of people and cannot produce a half of the farm products needed by them. Her imports last year included animal products, \$76,000,000; butter, \$25,000,000; cheese, \$7,000,000; eggs, \$37,000,000; apples, \$7,500,000; breadstuffs, \$180,000,000; fish, \$16,000,000; hides and skins and furs, \$78,000,000; leather, \$13,500,000; oil cake, \$23,500,000; seeds, \$11,250,000; wool, \$64,600,000. These are the dimensions of an enormous demand for exactly the kind of products Canada is growing in larger quantities than she needs and for which we are looking for customers abroad. The commercial aspect of the case aside, too, the opening up of trade should make mightily for the preservation of the peace. If the German people were dependant on us for a large part of their national food supply that country would not be very likely to provoke hostilities with us. Trade makes friendship and Canada could not discharge a more signal service to both powers and to the race at large than to add the ties of self-interest to the forces that make for peace between the British and German Empires. We should overlook no offer from Germany to reopen channels of commerce which she saw fit to close some years ago but which some of her people now see to have been a great mistake.

THE TERRIBLE BRITON.

The United States is to put a duty on foreign-built yachts. That they should have to do so, or think they have to do so, should be amazing and is essentially funny. The blow, or supposed blow, of course is to be struck at the British ship-builder. It is a tribute to that gentleman which any man ought to be proud of. The United States has the largest steel-producing concern in the world, making steel more cheaply than it was ever made before, and claiming to sell it for less money than the consumer was ever asked to pay for it before. The United States has, or had, forests of the finest ship-building timber in the world of almost uncolled extent and value. If any country ever had an opportunity to develop a ship-building business it was the New England States. With these resources it is an anomaly that the men of New York and Boston who have money "by the

barrel" to put into private yachts for their amusement, should go across the water for them, violating every canon of their professed fiscal doctrine and leaving undeveloped one line of industry in which by all the conditions of nature they should today be pre-eminent. But so they have done, and the ship-building industry in the United States is as yet a comparatively small industry. Why it is small, or one of the reasons of it, was suggested some years ago, when Mr. Hill, of the Great Northern railway, after building two tremendous ships in a New England yard declared flatly that he would never do it again. The new tax reinforces the fact of the supremacy of the British ship-builder. According to this tax and to the well-known facts of the industry, the man has been importing fir from British Columbia, teak from Australia, mahogany from Panama and Africa, steel from Germany and the United States, has been working these up into yachts and selling them to the millionaires of New York and Boston cheaper than these gentlemen could get them built at the doors of the Steel Trust or on the margins of their own illimitable forests. His competitors in the United States could pay no higher tribute to his industrial efficiency than by declaring, as they do declare, their own inability to work up their own steel and timber into ships of as good quality at as low a price as he demands for transporting the materials across the ocean, building the boats and returning them to American ports. If any such thing as pride in their work exists among them it ought to be a matter of humiliation to every American ship-building firm and to every mechanic employed in the ship-building trades that he is forced to admit his inability to meet competition under so advantageous conditions, and has to call upon the nation to use tariff coercion to keep his business for him. Whether the case will go for the United States ship-builders, what they admit they cannot get for themselves remains to be seen, but it does not seem likely to do so. It must be remembered that British ship-builders have made for themselves a reputation of building "honest" vessels, so much so that the name of the maker is about the only guarantee of quality demanded by the prospective purchaser abroad in the world. The United States ship-builders may establish such a reputation for themselves, but they are not likely to try to do it when the Government undertakes to deliver the ship-building business of the country over to them regardless of what quality they put into them. In this event, of course, the yacht buyers will continue to buy their boats in Britain, for they are not men to stickle over a few dollars' duty when superiority of construction is at issue. The probabilities are that the United States builders will build poorer boats and demand more for them, and that the business will continue to be largely as it now is, in the hands of the firms on the Clyde. In which event, of course, there will be prayers for more duty against the terrible Briton.

THE MARKET QUESTION.

The local secretary of the Farmers' Association has brought the market question again to the council's attention by a letter requesting that the new market square be paved. It is to be hoped the proposal will receive favorable consideration and that it will be constructed as a suitable occasion to take up the whole matter of the markets and settle it finally and in accord with business prudence. At present we are in the position of having spent many thousands of dollars for sites which are robbed of their usefulness for lack of being put in condition. The old square has been an object of something often for beauty or utility for many years. Without a shelter, of any kind business cannot be carried on there in very cold or very warm weather. Without pavement and efficient drainage it cannot be carried on in wet weather. At the time when early vegetables are or should be on the market, the square is a quagmire, resembling nothing so much as a wretchedly kept barn yard—a thing of terror to the farmer with a loaded wagon and a thing of horror to the housewife, who would like to go there to buy her farm produce direct from the producer. In winter when certain classes of produce are usually at the highest point the market is out of business whenever the weather proves stormy. Now that we have two squares we will have double the uselessness and unbusinesslike if we handle the two as we have handled the one. It has been demonstrated to conclusiveness that without pavement we cannot properly obtain a market square, and that without drainage it cannot be made or kept fit for people to use. The square of the situation is to either sell the squares and get our money back or put in the other money necessary to make the expenditure of some use. The squares should be paved, if not this fall, at least before the wet months of next summer. A building

of some sort should if at all possible be erected before cold weather sets in. A bar to action in this direction has been a lingering notion that we may some day want to plant a fine city hall on the central square and that we would then have to remove the market building or have the aesthetic taste wounded by the proximity of a market place to the civic building. Well, it will be some years before Edmonton has a quarter or half a million to put into doric columns and gothic windows and swelling domes that we do not need and are getting along very nicely without. At present we need a market building very much more than we need a city hall. When the time for the latter comes it will be possible to find room on the block for both without doing serious violence to the law of appearances.

STRATHCONA NEWS

TEACHING STAFF IS COMPLETE.
The teaching staff of the Strathcona schools for the fall term is now complete. On Saturday afternoon word was received from W. S. Fleming, of Saskatoon, that he would accept the principalship of Grandin school, made vacant by the appointment of E. L. Luck to the Collegiate Institute staff. Mr. Fleming has taught at Saskatoon for some time, where he has been vice principal of the public school. The position in Strathcona was first offered to Humphrey May, of Battledore, but as he had received a more lucrative offer in Kingston, Ontario, he would not accept.

The new principal of Duggan school is Duncan Campbell Stewart, lately of Neepawa, Manitoba. In the High school the same staff as last year will teach and there will also be an addition for modern languages in the person of Mr. Luck.

LOCALS.

The marriage took place at the Baptist parsonage on Saturday afternoon of John Warren McKee, of Strathcona, and Miss Effie May, of Saskatoon. The ceremony was performed by Rev. J. C. Bowen, in the presence of a few friends of the contracting parties.

E. T. Baines, secretary of the Strathcona Board of Trade, informs the Bulletin that he has received a large number of inquiries about business openings in the city during the past few weeks. Mr. Baines is of the opinion that the fall months will see a great improvement in local conditions.

Principal Bryan's successor at the Normal School, Calgary, has been chosen by the Department of Education in the person of W. H. Thompson, B.A., who for some time has been principal of the school and a member of the staff of lecturers. Mr. Thompson's ability is spoken of in the highest terms. He was formerly principal of the Strathcona schools.

NEW FIRE HALL BY-LAW ENDS BY-LAW ENFORCED BY RATEPAYERS.
Large Majority in Favor of the Construction of the New Building This Season—Result of the Vote of the Ratepayers Monday.

The by-law calling for an issue of \$16,000 debentures for the building of a new fire hall in Strathcona this year was strongly endorsed by the ratepayers. The work of construction will at once be proceeded with. The vote was as follows:

For. Against

Ward 1	22	8
Ward 2	50	4
Ward 3	61	8
Ward 4	70	10

203 30

That the new fire hall for this year is practically now an assured fact is largely due to the energy of Alderman Richards, who has worked hard to bring his favorite project to a head. Some time ago, when the proposal to submit a debenture for the fire hall to the people was before the council it was voted down by a majority of the council.

Alderman Richards persevered, however, and had the matter brought up a second time with more fortunate result. The voting shows that his views on the question are endorsed by the ratepayers.

Had the by-law been defeated, the city would likely have been up against the proposition of a paid brigade, as a number of the firemen intimated that they would not live in the present hall, which is cold and unsanitary for another winter.

The Dominion Securities Co., who purchased the recent issue of debentures, have intimated that they will take the fire hall debenture at the same price as their recent purchase. Plans have also been submitted for the new hall, so the work will be proceeded with without further delay.

PURCHASES NEW HOTEL.

C. W. Carey, proprietor of the Strathcona Hotel, has purchased the Prince of Wales Hotel at Wetaskiwin. The former owners were Messrs. Marshall & Gibby. Mr. Carey took possession last Monday and will conduct the hotel in connection with the Strathcona.

NEW BOAT LAUNCHED.

The new steamer "City of Edmonton," built by John Walter at the lumber yard for excursion and freight purposes, was launched on Saturday and will be ready to use in the course of the next two weeks. The new boat, of which an extended description appeared recently in The Bulletin, while built along the same lines as the "City of Strathcona," has much larger accommodation and will carry between five and six hundred people. She is a stern wheel and will be considerably faster than the Strathcona, which has plied on the river for a number of years.

Bisley Team at Rockcliffe.

Ottawa, Aug. 9.—The entire Bisley team will be at the D. R. A. meet, which opens at Rockcliffe August 30. Lieut. Col. Brown, Ottawa, has been appointed chief executive officer with Major R. O. Montgomery, Toronto, assistant.

ABSORBINE CURES SHOE BOIL.

J. L. Dexter, East Orange, N.J., in a recent letter stated: "There is no doubt about ABSORBINE as a cure for Shoe Boils. One of my wives developed one recently (very large). In not over three days, the use of ABSORBINE, I took the same out clean, and I can therefore testify to its value for the cure of Shoe Boils." If you have a similar case apply ABSORBINE full strength two or three times a day, and at night after applying the ABSORBINE, spread on a coating of soft wet clay made in the form of paste. This will dry and crumble off before morning, but if it will sweat in the ball in an opposite direction, the remedy and draw out the inflammation. ABSORBINE at drugists \$2.50 per bottle or sent express prepaid upon receipt of price. Write today for free booklet, W. E. Young, P.O.F., 201 Temple St., Springfield, Mass. Canadian Agents: Lyman Ltd., 389 St. Paul St., Montreal, Que.

BALLOON DISAPPEARS.

Paris, August 10.—Up to 2.15 o'clock this morning no news had been received of the balloon Sirois, which left Chamouli on Sunday in an attempt to cross Mont Blanc. After it had risen 200 yards the wind carried the balloon in an opposite direction over Mer de Glace, where it disappeared in the mist. Captain Spilloni, who is in charge of the balloon, is an ambitious aeronaut. In 1906 he made a trip over the Alps from the valley to France, carrying three passengers.

ESTIMATED DAMAGE TO CROPS, ONE PER CENT.

Winnipeg Expert Figures Out Loss This Year So Far Is 1,000,000 Bushels—Entire Yield Expected to be 150,000,000 Bushels.

Winnipeg, Aug. 8.—Thomas Acheson, general agent of the Canadian Pacific railway, states that reports of any damage to the grain owing to the storm will not reach him until today, but he does not anticipate anything serious.

CUMBERLAND MINES CLOSED.

1,200 Men on Strike—Miners at Two Other Mines to Quit.

Springhill, N.S., Aug. 10.—Miners of the Cumberland Railway and Coal Company at Springhill will be called out by order of the United Mine Workers. The decision to strike was reached today at a mass meeting of the miners, when 1,200 were assembled. The resolution declaring a strike to commence tomorrow was passed unanimously. The resolution adopted was as follows:

"Whereas, the miners of Springhill have various grievances which we have endeavored to have had adjusted by and through the method of conciliation; and

"Whereas, the various boards of conciliation have failed to give us the desired relief;

"Be it therefore resolved, that we, the Mine Workers of Springhill, cease work on Tuesday, August 10th, 1936, and remain idle until the Cumberland Railway & Coal Company grant the following demands:

"1st. Recognition of the union.

"2nd. That 170 pounds be the standard weight of a box of coal as decided by the Patterson board; that the price per ton be based on this standard and the miners hereafter be paid by the ton.

"3rd. The establishment of a schedule of prices for all kinds of work in and about the mines, and adjustments as are necessary for the proper government of mutual interests.

"4th. The establishment of a fair docking system."

Everybody is Called Out.

The decision to strike calls out everybody employed by the Cumberland Railway & Coal Company except 100 men belonging to the Brotherhood of Railway Employees, and it will soon affect them because of the fact that the mines are tightly tied up, and it leaves nothing for the railway men to do, and they will be idle whether willing or not. While the men are thus unanimous, the company are none the less determined. General Manager J. R. Cowan states that if the men desire to return to work they may do so on the old wages and terms, but if they do not return to work he will never take them back except at a reduction of ten per cent.

The death occurred of Mrs. Esther Peterson last night at her residence on McDougall Ave. from tuberculosis. Mrs. Peterson was in her twenty-fourth year. The funeral will be held tomorrow afternoon at 2 o'clock from the residence on McDougall Ave. to the Education cemetery.

Never in the history of Alberta were the crops as good as they are now, and never did the farmers need a binder with a floating elevator that has developing capacity enough for heavy crops. Do not buy a machine that has not capacity enough to cut a full swath at a time. The Massey-Harris Floating Elevator Binder is without a doubt the strongest, most durable, best fitting, best working and best elevating binder the world has seen, and thousands upon thousands of satisfied users bear this out.

SPRINGHILL MINERS ON GENERAL STRIKE

Management Failed to Adjust Grievances and at a Mass Meeting Miners Decided to Quit Work—Collieries Will be Closed for Indefinite Period.

Springhill, N.S., Aug. 9.—Another strike is ordered, by which the miners of the Cumberland Railway & Coal Company at Springhill will be called out by order of the United Mine Workers. The decision to strike was reached today at a mass meeting of the miners, when 1,200 were assembled. The resolution declaring a strike to commence tomorrow was passed unanimously. The resolution adopted was as follows:

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UNIONISTS FIGHTING LLOYD-GEORGE BU

This Week Promises Fierce Struggle—T. P. O'Connell Cable on Events in Britain—Lloyd-George's Retort to War Haldane's Appropriation for Aeroplanes

Chicago, August 8.—(Cable.) London, T. P. O'Connell says Zepplin's success against the equally violent fever in Germany, England, and last week the parative success brought the results of a storm in Germany, the air will threaten to destroy England's sight the renewal of navy scare, discredited and plane as a war machine, has peace the public approval, announcing the expenditure of a million dollars to prepare the British rivals continental aeroplanes.

In parliament, last week great pains between the second stage of the tremendous budget. The motion was not carried through the week in parliament, where the proceedings suddenly lost all the interest. The motion was not carried through the week in parliament, where the proceedings suddenly lost all the interest. The motion was not carried through the week in parliament, where the proceedings suddenly lost all the interest.

The Tories boast that after this brief visit, will return renewed vigor and be able to win the battle with the city and length. On the other hand, the ministry now is pledged all records to push the budget and will certainly succeed. Tories, though enraged and dejected, are much disappointed. An amount of enthusiasm the budget excited in the masses, and a vitalizing effect upon the country at all the recent elections. The slight signs of a more probable time for success still far off. All the signs, however, strengthened by the cabinet and the renewed vigor of his party, possibly, will be carry the budget through the hands are greatly strengthened the bestowal of additional power of parliamentary decision of the House of Commons, a greatest huster ever in the chair since the days of the A. speaker, Reed.

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