

THE EDMONTON BULLETIN

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BULLETIN CO., Ltd.
DUNCAN MARSHALL,
Manager.

TUESDAY, JANUARY 19, 1909.

THE WESTERN ROUTE.

The news that the C. P. R. has cut wheat rates to the coast to 22 cents in an endeavor to divert as much grain traffic as possible to the Pacific, is important, both because it promises to leave a substantial sum in the pockets of the farmers and because it is the first practical move to open up the western route to Europe. So promptly has the opportunity been seized that shipments of Alberta grain and flour are now en route to Liverpool via Vancouver.

The western boundary of this Province is about four hundred miles in a straight line from the Pacific coast to the eastern boundary is a thousand miles in direct line from the head of lake navigation, and more than two thousand miles as the crow flies from any Atlantic winter port. Despite the much longer sea voyage from Vancouver to the Old Land market there is in this good reason to believe that a saving would be effected in ship ments via the Pacific, particularly in the winter season when eastbound grain has to bear the expense of the long rail haul to the Atlantic. The reason seems good enough to engage the serious attention of the Canadian Pacific railway and to induce Vancouver dealers to risk their money in testing it.

One of the drawbacks to the development of this westward shipping has been the steep grades on the only line of railway crossing the mountain range, and the consequent cost of getting grain to the coast. The C. P. R. is celebrated, and justly so, for the excellence of the mountain scenery along its routes. But a scenic railway is frequently not a cheap highway for the transport of merchandise. If the C. P. R. trains did not climb up into the vicinity of the eternal snows the tourist traffic might be smaller but the road's freight handling capacity would be greatly increased and the cost correspondingly cheapened. The cost of paying itself, and with justice, of the caution taken in operating trains over the mountain sections; but caution in the operation means lessening the hauling capacity of the road, and makes for the elevator rather than the reduction of charges. The Royal commission which inquired into the grain trade a few years ago came to the conclusion that the grades on the C. P. R. were the greatest obstacles to the western shipment of grain destined for the Old Country markets.

For many years the company have been spending money with lavish hand to reduce these grades and to correspondingly increase the train load an engine can handle over the mountain. Their efforts in this line will be both encouraged and supplemented by the completion of the Grand Trunk Pacific. This road is being driven through the mountains at grades practically no heavier than on the prairie divisions. This means not only that the G. T. P. will be able to haul grain to the coast as cheaply or nearly as cheaply as over a corresponding length of prairie road, but that at other roads which desire to share the business must establish equally negligible grades. The rates at which the G. T. P. will be able to carry grain in the Pacific will be a determining factor in fixing the gradients which the C. P. R. will endeavor to secure for their mountain line. That the C. P. R. have spent money to facilitate westbound traffic when they had no competition is good ground for thinking they will spend it more freely when competing roads are bidding for the business.

The completion of the Panama canal will add another to the advantage of the western route by cutting eight thousand miles off the sea voyage from all Pacific ports to Europe. If the C. P. R. and the Vancouver shippers believe they can now handle grain profitably via the western coast and around Cape Horn, this surely is reason to believe the route will become a mighty factor in the western grain movement when the voyage around South America is eliminated. If their expectations prove justified, the east stands proven that with the canal opened and with easy grades through the mountains established, the common route for Alberta's products to the Old Land will be by way of the western sea. The reasonable expectations from these developments have been set up by one of the foremost railway builders and operators in Canada, who declared that when

the canal is opened and when the railways have economic grain hauling lines to the coast the western grain business will divide at a line as far east as Regina, all grain west of that line going via the Pacific ports.

If this view turns out correct the opening of the western route will have a tremendously beneficial bearing on another supremely important problem: the handling of the coal supply for the prairie country. Unfortunately the season when cars are needed for hauling coal is also the season when they are urgently required to carry out the grain, and as both coal and grain now move eastward this throws on the companies an abnormal demand for eastbound cars, which in many instances must be hauled back westward empty and unproductive. This means that the number of cars needed to supply the temporary demand is away beyond that for which work can be found during the remainder of the year, and also that the eastbound load of grain or coal must bear the expense of hauling the empty car back again to the point of loading. With the grain going west and the coal going east the situation would be reversed. The coal hauling grain to the coast could be utilized to haul coal to the prairies on the return trip, thus making one car do the work for which two are now necessary, and also relieving the traffic of the expense of hauling empty cars half way across the continent.

CUBA'S PREFERENCE.

Cuba is to signalize the advent of its independence by legalizing co-kinging as a national sport. The lucky wards of Uncle Sam probably reason that such exhibitions cannot be more debasing than the man-fights arranged by their foster-father; while they may prove nearly as diverting to the spectators between the president and the natives of a youthful republic.

EXTEND CAR LINE TO MINES.

The possibility of a coal shortage at the power house emphasizes the necessity of extending the street railway line summer to tap the coal mining district east of the city. The present longer, it is true, is due to lack of transportation means, but to the le-up of the Morinville mine, from which coal is being secured. But a car line to the mines east of the city could guard against this danger as well as giving ready communication to half a dozen or more mines, all of which could not well be put out of commission at once by anything less than a catastrophe. The city, too, would then be in position to haul its own coal from the mine to the furnaces and to effect a corresponding reduction in the cost. Aside from effecting this public service, the line would find a steady and profitable business in transporting coal for private use.

CHANGING TIMES IN GERMANY.

Significant of the change of conditions in Germany is the announcement that a book is to be brought out criticizing the alleged indiscretions of the Kaiser during his term of office. That the book is to be allowed to be published and circulated suggests the difference that a few years have made in the use of the royal prerogative. It suggests that in self-defence the Emperor may hereafter more willingly shift the burden of responsibility for governmental doings into his ministers. An advantage of the monarchic system—of which the German system may be considered a variation—is that whatever the government may do or leave undone the head of the nation stands unaffected in the opinion of his people. It is resumed under such system that the monarch does or says is done as said on the advice or with the consent of his ministers and they are held answerable for it to the complete exoneration of the titular ruler. In Britain, for example, the King stands in an altogether different position than the executive. Whatever measure may be poured upon the ministers, the throne is still the nation's rallying point. If errors are made the blame falls upon the advisers. There is thus preserved under all conditions a head about whom the people gather with unshaken confidence and unchanging loyalty. In Germany this advantage has not been altogether secured because the ministers answerable to the people have been held only partially responsible for the Emperor's words, a measure of credit or blame attaching to the Emperor himself. The present trend of things, however, indicates that the Emperor may be relieved of this responsibility; internal harmony is to be assured and the empire secured the advantage of a fixed rallying point. That criticism by-bones is freely permitted is reason for thinking the Kaiser will be to account for this condition; no doubt as a measure of public policy designed to solidify the empire by offering the affections and loyalty of its people the local point of a non-political leader.

THE FARMERS' PHONE.

The announced reduction of rate on a large portion of the Government telephone system is welcome news, none the less so that it was not commonly expected. The Government was bound by no promise either to the public or the legislature to lessen the charges. The reduction is on this account the more satisfactory. It is made not in fulfillment of a promise but as a result of the operation of the system. A reduction made to fulfill a pledge might mean nothing more than that the Government were honest and preferred to keep their word whether the consequences to the enterprise were good or bad. A reduction when there was no pledge means that the business of the system warrants the cheapening of the cost of service. It comes as the result and the testimony of the system paying its way sufficiently to justify a lessening of the charge to the patrons.

The reduction affects the part of the system entirely owned by the Bell company and its purpose is presumably to equalize the rates on this portion and on that built by the Government. The reduction affects rural lines, small exchanges, long distance lines and residence phones in large exchanges. Eventually, no doubt, and as hope at no distant date, the benefit will be extended to business phones in the larger exchanges, thus establishing uniformity throughout the entire provincial system. In the meantime, as the all-round reduction was not seemingly practicable, the cheapening began at the right place. It was begun, it is worthy of note, at the private ownership. The rural lines and the smaller exchanges are held by private companies to be the poorest paying portions of a system and therefore the least entitled to cheap service. Whether this be correct or not it is a fact that reductions on privately owned systems are usually granted to the largest centres of population—centres where the business interests combine in formidable bodies and bring pressure to bear which is not possible to patrons in a small community nor to farmers scattered over a wide stretch of country. The difference under the provincial system is that reduction begins where the need of cheap telephone service is greatest, but where under private ownership it is rarely found.

THE THREE-FIFTHS CLAUSE.

The Temperance and Moral Reform league are preparing several petitions for presentation to the Legislature asking amendments to the liquor laws. The most important of these requests that the three-fifths clause in the liquor laws be altered and a majority vote made sufficient to establish a "dry" district. The Bulletin's views on the liquor question have been too well known for a generation or so to need re-statement here. Just because it holds these views the Bulletin is more concerned that any restrictive measure adopted be made final and irrevocable, than that restrictions be secured on conditions and under circumstances which would permit of their being easily abolished. Without, therefore, opposing the proposition of the League, it is worth pointing out that to make local option easy of attainment is also to make the repeal of local option easy. At present a three-fifths vote is necessary to establish local prohibition, but once it is established a three-fifths vote is also necessary to destroy it. But if a bare majority be made sufficient to carry local option it must also be made sufficient to annul local option and throw the district open again. The three-fifths clause, while working a seeming hardship on the temperance cause is really a guarantee that once the cause has made good in a locality it cannot be easily robbed of its victory. With a straight majority decision the verdict local option might, and undoubtedly would, carry away from the temperance cause. But where carried by a small majority there would be every possibility that this might be reversed on the next polling day. One really important point in the temperance movement is that a position once taken be never lost; for nothing succeeds like unvarying success. The three-fifths clause, though admittedly a handicap in the taking of positions is also a substantial assurance that once taken they can be maintained.

PARLIAMENTARY REFORM.

The Federal Parliament opens on Wednesday. The prospects seem to be for a comparatively short session and one more strictly devoted to the dispatch of business than we have been accustomed to of late. There is ample room for improvement in both directions. Whether the protraction of debates conducted more to the substitution of personal recriminations for public affairs or whether the use of personalities conducted more to the useless prolongation of the sessions may be a matter for argument. The mischievous combination worked both ways. Whichever worked the harder the facts stand out from the pages of Hansard and the files of the newspapers, that half the time of recent sessions of Parliament has been spent in debates which had

party advantage, and which varied for that prize with the basest and most miserable of all weapons. Fortunately for their country and their purses the electors passed sentence on both the object and the weapons of this warfare in October. They so in no uncertain manner. Any public man, however his predilections or personal tastes, who cannot understand their views from their votes deserves the fate that awaits the persistently ignorant. "Tend to business," is the mandate from the people, and for those who might not regard their wishes sufficiently from this hint the voters added a significant kick by emptying the seats of a pretty large proportion of the time-wasters. Those who may not be disposed to heed the instructions can scarcely fail to take warning from the accompanying demonstration, and the coming session should see a voluntary reduction to the purposes for which Parliament exists, to the saving of the country's money, the advancement of the public welfare and the preservation of the dignity and good name of Parliament.

This, however, is no ground for supposing that the malicious practice will not revive again if measures are not taken to prevent it. For the time it has been a public rebuke, and it is a fact that the public voice has been heard. The opposition councils will be for the time abandoned. But the abandonment will be not from choice but fear. It was not abandoned until the electors announced emphatically that the end thereof is political death, and illustrated the announcement by summary judgment on Mr. W. H. Bennett, Mr. Geo. W. Fowler and a half dozen of the kind. If the disreputable campaign is dropped for the moment this will be not because the braves who adopted it have learned its intrinsic contemptibleness and abandoned it in disgust, but because there is only a corporal's march of the line left and hence they have learned that extinction is the price of its continuance. The reformation being perforce and from expediency there is nothing in the circumstances to warrant that the practice will not be renewed when opportunity seems to offer or exigency presses.

A PIONEER FALLEN.

The death of Mr. Harrison Young leaves another gap in the ranks of the pioneers, a gap the more conspicuous that the departed was a man very widely and favorably known. Probably few in Edmonton enjoyed a larger circle of acquaintanceship through out the western country, while his geniality of disposition won and retained friends by the score. In the early days when population was sparse and when the traveller followed the beaten track from settlement to settlement, the resident of Edmonton necessarily had a ring of acquaintances in every community between here and Winnipeg. Mr. Young came to Edmonton in those days, and there lingered in the cities and towns which have replaced these early outposts, veterans to whom the news of his demise will recall pleasant associations of the long ago. In later years Mr. Young was an extensive traveller in the still frontier country of the north and on learning of his passing regret will be awakened in the mind of many a trader at remote posts in the valley of the Mackenzie. Among the newer residents of the city he enjoyed an ever-widening circle of friends and among these too many are who will regret his departure and extend sympathy to the bereaved.

NEARING THE END.

King Peter, of Serbia may be driven to abdicate. To the newspaper readers of the world his only claim to recognition is the wholesale murder of the Serbian royal family, which he engineered some five years ago as a preliminary to mounting the throne. But the seat has been an uneasy one and troubles have multiplied for the occupant. Filial disobedience has joined forces with political unrest to make his life miserable. His parliament no longer professes to hold no attempt to affect toward him respect due the position he has usurped. His son avows with more honesty than loyalty the contempt with which he regards him. The newspapers of his capital openly assail him as the instigator of murder and the procurer of assassinations, and advise him to make amends, and possibly by the surrender of the stolen crown. Thus, beset by enemies, deserted by his family, abhorred by the leaders and the spokesmen of his people, the crowned criminal is learning that the way of the transgressor is hard, and to all appearances must soon—willingly or otherwise—relinquish his ill-gotten honors and go down unwept, unthorowed and unused to the end of his unscrupulous ambition appointed for him five years ago.

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24 YEARS AGO TODAY

(From the Files of the Bulletin of this Date, 1885.)
A whist informant has been getting in his work here lately.
Mail taking L. Ketchison as a passenger.
Mr. J. S. Riley, C. W. Riley, of Calgary, for the present week 32, previous week 40.
Everton Steinbohr arrived from White Fish Lake on Tuesday and left for Calgary on Thursday.
On the telegraph pole contract five per cent. security will be required to be deposited or in an approved bank cheque.
S. Cunningham arrived from Battle River on Monday, having completed the bridge across the river as well as the one across the Blind Man.
We have not been monopolizing the cold weather lately. The Mackenzie Gazette reports 48 below zero, and a foot of snow in that country two weeks ago.
Before Capt. Griesbach at Fort Saskatchewan on Tuesday, Jan. 15, L. Kelly, of Edmonton, was fined \$100 and costs for a breach of the Northwest liquor law.
Messrs. J. Coleman, J. Gillie, C. Sandison and Provost have received recommendations for patents for their homesteads. They will get their patents at \$1 an acre.
Before Capt. Griesbach at St. Albert, on Friday, Jan. 16, Elsie Chevalier, of Edmonton, was brought up on separate charges of selling liquor contrary to the statute, but were dismissed as evidence against them was insufficient.
R. Secord received from Lieutenant Governor Dewdney by this mail six orders of robes, the most expensive of the kind, for distribution as prizes at the public school. These with a large number of others will be distributed at the examination to be held in February.
E. Nagle left for his hunting camp, 10 miles above Goshute, on Monday morning with a train of dogs. He and his partner will go about the canyon of the North Fork and remain until spring. They were up that far in the early part of the winter, but were unable to go on account of the snow on the water on the ice.
The funeral of the late Mrs. D. M. McMillan took place on Friday afternoon at 2 o'clock. The services were held at the residence of her son, W. S. Robertson, to the Methodist church grave yard, the attendance was very large. A prayer was offered at the final closing of the coffin by Rev. Mr. Baird and the services were very large. A prayer was offered at the final closing of the coffin by Rev. Mr. Baird and the services were very large. A prayer was offered at the final closing of the coffin by Rev. Mr. Baird and the services were very large.

BLACK HAND IN PORT ARTHUR.

Italian, After Obtaining \$500 to Invest, Attempted to Scare His Client Away.
Port Arthur, Ont., Jan. 14.—The most peculiar of several recent Black Hand stories developed in the police court today, as a result of which Sam Parebiano, convicted of obtaining \$240 from John Vesich, under false pretences, got 23 months in central prison, while Raphael Squitro was fined \$20 with an option of three months.
It appears that Parebiano, after getting into the confidence of Vesich, procured from him \$500 to invest in real estate. Thereafter Vesich was in constant receipt of threatening letters inspired by Parebiano with the object of frightening Vesich away, when Parebiano would get control of Vesich's store.
Finally Vesich was decoyed into a lonely spot by Squitro, who dramatically threatened to murder him, heightening the effect with a huge knife and a revolver. Parebiano entered the scene as a heroic rescuer, drove away his bandit accomplice and offers to send Vesich away where the blackmailers would not get him. Vesich, however, took the police into his confidence, whereupon Parebiano was awakened and attempted flight. The Italian colony, however, thoroughly roused, took up the case, and Parebiano was taken and taken at William, heavily armed. He was brought here and pleaded guilty.

NO CHANGE IN CHINA'S POLICY.

Peking, Jan. 17.—It is understood that in reply to the representations made to him by W. W. Rockhill, the American minister, and Sir J. N. Jordan, the British minister, Prince Liang, the president of the foreign board, assured these gentlemen that the dismissal of Yuan Shi Hai does not imply any change in China's policy.

NEWS OF SOUTHERN CITY.

Annual Meeting of the Poultry Association—Thomas Riley Is Dead.

Calgary, Jan. 14.—At the annual meeting of the Calgary Poultry Association was held last night. The following officers were elected: Hon. president, P. Burns; president, Alderman M. Ross; Wallace, vice-president, W. H. Fairley; J. A. Gray, secretary-treasurer, J. J. Impy; executive committee, H. J. Hurd, R. Sulter, G. S. Warren, H. Smith, C. M. Baker, H. C. Richards and J. J. Devry.
Another staunch old-timer has passed to his reward. Last night, shortly before midnight, Thomas Riley passed away at his residence at Hillhurst. He had been a resident of the Calgary district for 21 years. Mr. Riley was one of the best known residents of Southern Alberta. He came to Calgary from Montreal, and was at first engaged in mercantile business, and later in ranching just outside of Calgary on the Morleyville trail. He was a prominent member of the community and was twice candidate for election to the Northwest Legislature. He was a prominent member of the Anglican church. Mrs. Riley died two years ago this month. There is a family of ten children: E. H. Riley, M.P.P., Harold W. Riley, deputy provincial secretary, E. J. Riley, Frank Riley, J. S. Riley, C. W. Riley, of Calgary, and Thomas Riley, junr., of Montreal, and three daughters. Mr. Riley has been unwell for two years, but his condition was not considered serious. He passed away shortly after going to bed.
Mr. E. H. Riley left yesterday morning for the opening of the session of the Legislature, not anticipating that he would never see his father alive again.

TO BUILD CONNECTING LINK.

C.N.R. Will Connect East With West—Will Acquire Canadian Atlantic.
Montreal, Que., Jan. 14.—President William Mackenzie of the Canadian Northern railway, today, made the definite announcement that he had decided to connect their western and eastern lines by building a road from Port Arthur to Parry Sound. He said that already the line has been located, the route running between the National Transcontinental and the Canadian Pacific. The Canadian Northern, he said, would build this line as soon as possible, but whether it started this year or not depended upon circumstances. Mr. Mackenzie also stated that the C.N.R. line from Ottawa to Hawkesbury would be completed this year, and active work continued on the line from Hawkesbury to Montreal. It is understood that as soon as the Canadian Northern line between Port Arthur and Parry Sound is completed Mackenzie and Mann will take over the Canada Atlantic branch from Parry Sound to Ottawa, now owned by the Grand Trunk. This will give the Canadian Northern a through line from the Rockies to Montreal. Mr. Mackenzie further said that in addition to the acquisition of the Canada Atlantic, the C.N.R. as a final eastern line to the Atlantic and considered that he would profit beneficially from the minor as well as his company. Should this be done, he declared, that rates would be put in force which would prove detrimental to the country through which the L.C.R. runs.

IRISH ON IRRIGATION LANDS.

C.P.R. Obtains Injunction Against Chicago Land Firm.
Chicago, Ill., Jan. 14.—The Canadian Pacific Railway Company and the Canadian Pacific Irrigation & Colonization Co., Ltd., obtained a temporary injunction today against Burton D. and George H. Nichols, of the Chicago land firm of Nichols Bros. The railway firm and its ally assert that Nichols Bros. in a fit of pique, distributed broadcast a circular which endeavors to persuade immigrants not to buy any of the Canadian Pacific lands. The Nichols Bros. in a fit of pique, distributed broadcast a circular which endeavors to persuade immigrants not to buy any of the Canadian Pacific lands. The Nichols Bros. in a fit of pique, distributed broadcast a circular which endeavors to persuade immigrants not to buy any of the Canadian Pacific lands.

THE SOCIALISTS' PLANS.

Party Will Have Many Candidates at Coming Election.
Calgary, Jan. 14.—Whether or not the Socialists will put a candidate in the field in Calgary for the next provincial election is a matter of some doubt. Some of the members are in favor of the move, while on the other hand there seems to be a desire on the part of some of the members to reserve their fighting strength until the next Dominion election, and to take action only where there is a very fair chance of winning, and from the results of the last election Calgary is not one of them.
Organizer O'Brien was in the city yesterday and has recently toured the province, particularly the northern part of it. He reports that there will be a number of Socialist farmers in the field in the north.
It is altogether probable that three or four candidates will be in the battle in the south. One place will be the Peace. Other likely places will be Lethbridge, the Taber riding, and almost certain will be the Banff riding.

AS AMBASSADOR OF CANADA.

Morning Post Says Fisheries Treaty Will Give Bryce Opportunity to Show His Hand.
Canadian Associated Press.
London, January 15.—The Morning Post, referring to the reported flight in the fisheries treaty, says that an opportunity to justify his statement of the treaty is given to the ambassador of Canada, Mr. Bryce. The Post says that the Canadian government has been invited to participate in the negotiations in London, and that a new era is being inaugurated.
Hon. W. S. Fielding, before returning to Paris yesterday, expressed his warm interest in the fisheries treaty conference and hopes the newspapers here will give it their warm support. The journalists chosen to represent Canada are thoroughly representative of the Canadian press.

BROKEN TIE CAUSES

WRECK AT GOURROCK

Scene of Many Grand Trunk Accidents—Car Overturned in Ditch—Hockey Players and Curriers Were on Board—No One Fatally Injured.
Guelph, Ont., Jan. 14.—A serious accident, unfortunately not attended with loss of life so far, occurred this morning on the south line of the Grand Trunk Railway, two miles from Guelph Junction. When a heavily laden passenger train was in the vicinity of Gourrocks the rear coach left the track due to a broken tie and went into the ditch. The coach was overturned and a scene of terrible confusion ensued amongst the passengers, amongst whom were several Guelphites, besides members of the Brantford professional hockey team, and the Hamilton Thistles curling team.
A large number received more or less serious injuries, but it is not known if any are likely to prove fatal.
Dr. Peters, of Hamilton, was on board and assisted in caring for the injured, the most serious of whom are Guelph people.
The train had left Guelph Junction and run about two miles towards Brantford, when a fire of a wheel on the rear coach struck a broken tie, smashed open to liberate the train. The engine and other coaches kept on the track. There is a down grade there and the train was running at a fast rate.
Both coaches were crowded with people from Hamilton, Brantford, Acton and other places. Nearly all in the overturned coach were injured. R. H. Brydon, of Guelph, was pinned under the coach and efforts to liberate him at first were unsuccessful. The train was released after a tunnel had been dug all around him. The rear end of the car was so badly mangled that it was impossible to remove the body. The engine and combination coach ran down to Hepler and summoned more medical aid and the injured were brought to Guelph and the more seriously hurt removed to the hospital. Twenty persons were injured.

FRUIT LANDS ARE VALUABLE.

B. C. Ranks First in Price of Farm Lands.
Ottawa, Jan. 14.—The census and statistics office reports the average value of farm lands for all provinces was \$45.70 per acre. In five of the provinces it is under \$30, being \$27.30 in Manitoba, \$25 in Nova Scotia, \$24 in New Brunswick, \$20 in Saskatchewan, and \$18.20 in Prince Edward Island. The average in Quebec is \$48.70, in Ontario \$47.00, in British Columbia \$76.10. Values are high in the last named province owing to the comparatively large extent of farm land there in orchards and fall fruits. The total value of farm lands in June was \$389,000,000.

HOW MILITARY IS DISTRIBUTED.

The new mileage which has been added to the various lines during the year is distributed as follows: The Canadian Pacific, 6,180 miles; the Canadian Northern, 3,119 miles; the Grand Trunk Pacific, 245 miles; the Great Northern, 1,624 miles; the total mileage in western Canada, 11,168 miles. The total mileage of the Canadian Pacific railway west of Port Arthur is 6,180 miles. The total mileage of the Canadian Northern, 3,119 miles. The total mileage of the Grand Trunk Pacific, 245 miles. The total mileage of the Great Northern, 1,624 miles. The total mileage in western Canada, 11,168 miles.

PLAN COUP DE MAIN.

Republicans in Spain Preparing for Widespread Revolution.
London, Jan. 14.—The Express publishes a telegram from Lisbon, via Barajas, which states that great apprehension exists in Lisbon owing to the belief that the Republicans are about to attempt a coup-de-main. Lisbon is filled with troops and a number of arrests have been made. Although the Novidades states that warnings of the existence of a Republican plot no details are given. There are reports of a conference between the military and the Republicans. Each organ has troops in the barracks have been heavily re-enforced and are constantly under arms and that warships are ready to land bluejackets in the event of an uprising.
If your Stomach, Heart, or Kidneys are weak, try at least, a few doses only of Dr. Shoop's Restorative. In five or ten days only, the result will surprise you. A few cents will cover the cost. Dr. Shoop's Restorative does not harm the Stomach, Heart or Kidneys. Dr. Shoop's Restorative goes directly to the weak and failing nerves. Each organ has its own controlling nerve. When these nerves fail, the depending organs are weakened. Dr. Shoop's Restorative, plain, retires here will give it their warm support. The journalists chosen to represent Canada are thoroughly representative of the Canadian press.

Hon. A. C. Rutherford

Hon. C. W. Cross

Hon. W. H. Cushing

Hon. W. T. Finlay

M. McKenzie

J. R. Boyle

A. S. Resonroll John T. Mc

J. W. Woolf J. R. Mc

2,000 MILES OF RAIL

BUILT IN WEST IN

Remarkable Extension of V Systems Notwithstanding Existing Financial Depression—Mileage in Canada at End of 1908 is 10,757 Miles.
Railway building in the west is a position entirely different from that in other countries, inasmuch as the lines pave the way for settlement rather than following in the wake of the settler. The Canadian have, as a result, played a more important part in the development of the west, and have taxed the sources to the limit to provide transportation facilities demand the incoming settlers. They have ended their lines with a rapid must be a surprise to any not familiar with the situation, and this is especially true of the west, where it is commonly supposed that to the financial depression during past year the companies have yielded for their development. The extension work in the Canadian and that this work has been less than a standard of the reason mentioned there was interference with the work of the companies. All the lines have been completed is very much greater than one might suppose. If a line had been built during the past year extending from Winnipeg to the Pacific coast it would have been a most wonderful thing. There has been enough during the Canadian west during past year an amount of the mileage in the continent greater from Winnipeg to the coast. The distance from Winnipeg to the coast is 2,000 miles. The new mileage of the western ways during the past year amounted to 2,000 miles. The new mileage of the western ways during the past year amounted to 2,000 miles. The new mileage of the western ways during the past year amounted to 2,000 miles.