THE EDMONTON BULLETIN

(SEMI-WEEKLY.)

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

MONDAY, APRIL 5, 1909.

TO BE BUILT OR NOT TO BE?

The Grand Trunk Pacific enterprise is in financial straits. So much so that although excellent weather has prevailed for weeks throughout the western country generally nothing is yet doing toward the season's work. The engineers are yet in town waiting and wasting days that for their work could not be surpassed. Equally significant, a large number of contractors who worked on the road last summer in the vicinity of Edmonton have gone south to work on the C. P. R. branches and irrigation ditches. Contrary to an announcement made a day or so ago, steel laying has not yet been resumed on the Wainwright-Edmonton section. Aside from the supplies sent out during the winter the spring is opening with absolutely no present signs that the work is to be carried on during the summer. The reason for this is declared to be the attitude of the money market toward the bonds of the company. These cannot be sold except at sacrifice prices and to relieve the temporary stress and carry on work the company have asked Parliament to loan them $10,000,000 on the strength of the concern with which to go ahead until the financial weather brightens. The cause of the unfavorable financial conditions is assigned to the unexpectedly heavy cost of the prairie section of the road. This was expected to cost something like $15,000 per mile. It has been found to cost $23,000 per mile. The Government guarantee carries only up to $13,000 per mile and the balance of the estimated cost which has to be supplied by the company has been exhausted in doing the portion of the work which has been already completed. The result has been a weakening of confidence in the value of the company's bonds, with the ensuing consequences apparent in every community through which the road is to run, and where operations were under way last year.

The question in a nut-shell seems to be whether or not the enterprise is to be proceeded with. The company declare they cannot go on without the temporary assistance asked for. If that is so, to leave matters alone would only be to make them worse. The road is not yet completed through the traffic producing country, nor equipped to handle the trade. If run as a local railway purely it would take many years' operation to gain the financial strength which would reinstate the bonds in the money market and enable the unfinished portion of the concern to be taken up. The C. N. R. has been doing business as a local western system for many years and is not a transcontinental yet, for the known and admitted reason that their financial standing was not sufficient to undertake a project of that magnitude as a single scheme. So far as the country chiefly interested in the G. T. P. is concerned there is one opinion on the matter—that the road must be completed and completed without unnecessary delay, certainly without any delay which might further imperil the financing of the unfinished portions. The Grand Trunk Pacific project has been the chief drawing card of the west for the past three or four years. The railway accommodation and competition for which it opens the way and which it assures if completed promptly and properly has drawn settlers by the thousand into the country to be traversed by its lines. To these settlers Canada owes a duty—the duty of making good the promises held out to induce them to settle in country which without the line would be untenable for permanent settlement. The need for railway competition grows more pressing with every acre broken and every new farm cropped. Parliament will be fulfilling the views of the western country in losing no more time than necessary in academic debates about the wisdom or unwisdom of the original contract and in extending what temporary assistance may be necessary to ensure the immediate resumption of work and its uninterrupted progress.

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Certain journals in Canada have been reciting the opinions of certain British financiers and financier-owned journals adverse to the G. T. P. enterprise and decrying the safety of investment in it. Though they are in a minority it is by no means strange there should be men and journals of this view—or at least willing to express this view. London is the head and centre of the financial operations of the Canadian Pacific railway. That company has been in existence for twenty years. In its earlier years it threatened with bankruptcy every man who had put his money into it. Of later years it has been returning these men splendid dividends on the stock they would once have gladly gotten rid of. Recollection of the scare they had twenty years ago and recognition of the "pudding" they have been having in later years conjoin in making these gentlemen the unswerving enemies of any rival company enterin the western field. The G. T. P. project is advanced and undertaken for the explicit purpose of disputing this territory with the enterprise they have found so profitable as a monopoly, beside opening up for itself new territory which under other circumstances might also have been developed and exploited for the emolument of the C. P. R. shareholders. No man who comprehends the financial ability of Lord Strathcona, Lord Mount Stephen and their associates will be in a moment's doubt as to what these gentlemen want to happen to the G. T. P.—nor as to what they are willing to do to bring that to pass. Of course there are financiers and financier-controlled journals which decry the value of G. T. P. bonds, just as they assail the security of C. N. R. credit. Certainly. That is their business in life. Who if he owned the C. P. R. would not make war on any project that threatened to lessen the slices of melon handed out every year by the management? Of course the C. P. influence is against the G. T. P., nobody by an idiot ever expected different. And just because that influence is against the new road and because it is the most powerful railway influence in London, there may be found financiers and although there may be found financiers and alleged financiers and rings of financiers and journalistic boot-blacks of financiers by the score prepared to advance their respective opinions that the bonds of the concern are not worth powder to blow them up. But such opinions from such quarters are about the best possible testimony that the new road promises relief and accommodation to the western country in transportation matters and is the best possible reason why Parliament should give the world to understand without hesitancy and beyond doubt that the Grand Trunk Pacific is to be completed and completed forthwith. To delay the assurance is to give countenance to the assaults of interested stockholders and stock gamblers upon the credit of the concern—assaults which have apparently met with some degree of success already.

NO OCCASION FOR HYSTERICS.

Of course Canada will develop her defences by sea and land in accord with the increase in her population and wealth; and of course these defences in the hour of need will stand at the service of the Empire. It did not need a Parliamentary debate to tell us that. It is one of the instinctive aspirations of the Canadian people. The resolution of Mr. Foster meant this—with the added suggestion that Canada had not been making as rapid headway in the matter as she should. The resolution of Sir Wilfrid meant this—without the suggestion. The resolution to which both sides agreed meant the same. And the speeches on the subject did no more than give expression to this thoroughly understood maxim of national life—a maxim none the less thoroughly understood that our people do not consider it necessary to be perpetually talking about. Perhaps it is in the Canadian nature to do more than we say we are doing. At any rate we have been strengthening our defences gradually but surely for years, have enlisted a strong, well-armed and trained militia, have assumed the defence of the fortresses on our coasts, have built a fleet of fishery inspection cruisers where a body of naval militia are undergoing training that largely fits them for the stern business of war. But we have been concentrating our energies and means to the creation of industrial and commercial strength by opening up a half continent to settlement and development. This in an indirect way is a contribution of the first magnitude to the defensive power of the empire. Without a large people we could never hope to build battleships or recruit armies enough to even defend our own shores. And in these days the military chest is an unusally important part of the military equipment. The nation with the money—other conditions being anything similar—can hold out longest and the nation that holds out longest is the winner. So in peopling a wilderness with industrious and enterprising people Canada has been both making herself able to defend herself, and building up a latent strength that in the hour of need could be turned to the support of the fighting forces of the Empire. We have been converting a gap in the line into a fortress although we have not installed the armament yet.

But this determination of Canadians to do their share both for themselves and their Imperial allies does not mean that they believe that Britain is broken and crippled unless we plunge into the business of building battleships with the frenzy of the European powers or of the great nation to the south of us. Just why we should get excited over the matter is at least difficult for some tolerably well-informed Canadians to see. There never was a time when the British navy numbered so many vessels carrying so much gun-power as today. Only one country with whom war is even thinkable has made considerable approach to the superiority of the British navy. That nation is Germany. But it so happens that Germany is one of the nations whose naval development Britain can afford to view with little alarm, for the excellent reason that the increase in Germany's navy means the increase in another fleet which in war between Britain and Germany could never be found on the side of Germany. France is a deeply interested spectator of the naval program of Germany and is taking her own measures to "prevent accidents" as it were. So far as Germany is concerned a naval war with Britain may almost certainly be considered to mean France plus Britain versus Germany. The settled lack of affection between France and Germany at least relieves us from the danger of a combination of navies against that of Britain, for France dare not risk the possible destruction of the British fleet by a combination one member of whom was Germany. In this case it is Germany who must look to the two-power standard and if she wants to fight Britain, must make up her mind to fight France also. This problem alone is likely to provide entertainment for the Kaiser for the next ten years and by that time Canada and Australia and New Zealand and South Africa will have acquired population and accumulated wealth and shaped their defence policies to a degree that will leave no doubt about Britain's security. Nor must it be forgotten that the greatness of Britain's navy was not made by the number of her ships. Drake and Howard and Frobisher and the other dare-devils who made England master of the seas in Elizabeth's time had thirty small warships and a fleet of merchant tubs, yet they crushed an armada of 150 of the finest warships afloat and drove the survivors into the storms of the North Sea, where they perished. Nelson seldom fought that he was not outnumbered in ships, guns and men. There is as little in the traditions of the British navy as in the circumstances of the day to wararnt anybody going into hysterics over the increased navy of Germany or any other power. If the British people the world over are British still, their security is absolute.

THE MARKET.

The dwellers of the city will join the tillers of the adjacent country in gratification at the news that we are to have a market building on our market square. To be precise this may not be news at all for we have heard it before in the days that are gone. It comes now from the chairman of the public works committee with something more than the common degree of certainty, however, and may be taken as an item on the program. Wherefore rejoicing is in order. Let not the memories of our past disappointment mar the pleasurable anticipation of a blessing that seems tolerably certain.

There is one fly in the ointment, though. The building will be built—but when? On this head there seems no fixity and in matters of the kind, where fixity is lacking doubts assail. We are to wait, it is announced, until the city acquires the Macdonald property to square-out the square as it were. Still we must wait until having the square squared, the whole domain is surveyed and a place located for the new city hall. Then the market building is to be planned to fit the balance of the block.

The city has been trying for lo these many years to acquire the Macdonald property and is now just as near the point as when it first began. It would be unreasonable to expect council to do in six months what their predecessors have not been able to do in that many years. Which reduced to time means that operations cannot likely begin on the market building until next spring if we await the acquisition of this property.

As for the city hall project we hope not to be judged guilty of sacrilege and treason for stating that the ratepayer cares about as much for a new city hall project in comparison to a market building as a sensible dog cares for a blue-ribbon compared to the brass disc which passes him through the net of the dog-catcher. In time we shall require a new city hall—in time. But we need a market building now.

Anyway, why need the whole work be delayed until we secure the Macdonald property and lay out plans for a city hall? Surely we could proceed with so much of the building as is to rest on property now owned by the city and which we are tolerably sure to not want for lawns and flower-beds.

The city hall is to front on McDougall. We are reasonably safe then in assuming that it will not occupy the half block next Queens. Why not then run a building parallel to Queens the whole length of the block? That would give ample room for the present and could be supplemented in future by new buildings as business increases. This building could be begun at once and completed before cold weather. Preliminary to erecting buildings, however, the market should be cleaned up. At present it is a quagmire in wet weather; a peril to the loaded wagon and a thing of horror to the housewife looking for produce. People do not and will not wade about in the hay and mud and filth and in consequence the market gets little attention from the people of the city compared to what it would get if it were relieved of the barn-yard characteristics. It should be drained by sewers and paved—and effective measures taken to keep it clean.

ANOTHER BRIDGE WANTED.

The farmers of Clover Bar have revived a subject of very great importance to both themselves and the city. They point out that the present bridge is inconveniently located for them, whether bound to the city to trade or to the Griffin packing plant. Besides being a round-about way it involves the negotiation of two hills which with loaded teams is a serious obstacle. More, the bridge is already congested with traffic, and the operation of steam and electric railways across it makes it a dangerous spot for teams not used to encountering these things daily. Through these conditions the farmers east and southeast of Edmonton are now practically cut off from the city. The much-discussed bridge higher up stream offers them no relief from this situation save by drawing off part of the traffic from the present bridge. But with the development of business the chances are the volume remaining to the present structure would be as large when the new bridge was opened as it is today. Besides there is no present intention of abandoning either the steam or electric railway across this. And however much the traffic pressure were relieved the handicap would still remain that the route is a long one and at certain seasons of the year practically hopeless for the handling of heavy loads. As a remedy the farmers propose the erection of another bridge—high-level if possible, or as near it as practicable—at some point in the eastern portion of the city, or below the city. This would give them a direct line to either the business centre of the city or to the packing plant.

This matter can hardly be of less concern to the city than to the farmers of the Clover Bar district. If the farmers want to get to the city to trade, the city will of course enable the farmer to trade. The importance of easy means of communication is mutual. The completion of the G. T. P. into the city will of course enable the farmer in that district to ship his products by rail and his family to travel the same way back and forth. But a railway does not cement the interests of town and country as a good system of roads does. Not infrequently a thriving trading town finds itself injured rather than benefitted by the building of a railway, for other villages and towns spring into existence and do the business of the country that was formerly tributary to it. Edmonton has suffered in this respect in the past by the diversion to local centres of trade which formerly came to the city. The continued isolation of the Clover Bar district is a standing invitation to the development of local trading centres, to the distinct and permanent loss of Edmonton. That invitation will be the stronger when a railway places the local merchant in direct communication with the wholesale business of the world. Then the Edmonton merchant must compete at a disadvantage for trade that now belongs to him. The way to lessen this disadvantage as much as possible is to make straight and smooth the wagon road from the farmer's gate to the city. And the time to do it is now.

WHERE MUNICIPAL OWNERSHIP PAYS.

Our street railway system has paid its way from the day it started operation, perhaps not day by day and every day, but the receipts for the five months are declared to more than equal the expenses of the concern of every kind.

This is a remarkable record and is more remarkable still when the handicaps with which the system had to contend are recalled. It began business in November. Its history is confined therefore to the winter season when receipts are always lower and expenses always heavier than in summer.

The Edmonton system suffered unusually through both the depletion of revenue and the increase of expense, due to the winter season. It encountered snowstorms of unusual severity without means of any kind for keeping the track free or of clearing it once it was blocked. The expense of shoveling out the tracks as against the cost of keeping them open with sweepers and ploughs was an added burden of no small magnitude.

On the other hand, during the month of January for weeks the cars had to be turned off every evening during the most profitable portion of the day owing to the lack of electric power. With the increased power plant to be installed during the summer and the sweeper now on hand the system should be able to run straight through next winter with the minimum of expense for clearing tracks, and with correspondingly better financial results.

We are now at the opening of the money-making season. People do not ride for pleasure in winter; but the evening pleasure trips in summer are a source of revenue to street railway systems everywhere. There are reasons for expecting a brisk summer's business on the local system. Its trackage will be extended, thus bringing new territory within its sphere of influence. The season promises to be a very busy one in immigration, building and general business. Altogether the road should far surpass its splendid winter record during the coming half year.

Meantime the citizens who own the road and the officials in whose hands it has been made to pay its way join in congratulating themselves on a good start and an even better prospect. They have again demonstrated that in Edmonton at least, municipal ownership pays.

DOING BUSINESS.

March was a good month for Edmonton.

The bank clearings were the second largest in the city's history, being $3,870,835.49, against $2,854,888.16 a year ago.

The homestead entries at the Dominion land office were 303 against 275 for March, 1908.

The building permits issued were $179,384, against $57,020 for March a year ago.

The customs receipts were $22,220.20, against $19,845.19 for the same month, 1908.

The post office returns are the largest in the city's history, the receipts from stamp sales being $7,300, compared with $4,500 in March last year.

These straws show which way the wind is blowing.

FARMING OPPORTUNITIES IN THE WEST.

"Canada": The enterprise of the Emigration Department is responsible for the presence in different parts of England of some twenty Canadian farmers, who are visiting the old country to help in the work of advising intending emigrants and supplying them with information regarding the Dominion. Being experienced and practical men, these farmers can naturally speak with conviction as to the opportunities Canada offers to agriculturists. In addition, they are able to give expert advice and answer technical questions such as a farmer considering emigration would ask.

A representative of "Canada" was enabled recently to talk with one of these delegates at the emigration offices in London. Mr. Joshua Fletcher, who is attached to the Liverpool district, and is devoting the winter months to enlightening the dairy farmers of Cheshire, Lancashire and Wales upon the openings Canada offers to their particular form of farming, has been a dairy farmer for 20 years, and is thus well qualified to give advice. Mr. Fletcher has also been president of the Farmers' Association of Alberta for two years. He is to return to Canada in the middle of May for the summer's labors on the 640-acre farm which he works with his brother, eight miles from Strathcona.

"The most welcome kind of intending immigrant," said Mr. Fletcher, "is the man who knows how to deal with horses, cattle, and also something of agricultural machinery. There is, however, a demand for the man who is accustomed to any one of the three. If he is going to start a farm on his own he should also have a fair amount of capital. The province of Alberta, which I know better than the other western provinces, offers excellent land free, the best of opportunities, and a ready market. There are all the means of developing farms waiting for the man who can, when he arrives in the district in which he means to settle, buy stock, seed and implements, and maintain himself and his family until he can produce a crop. Before he leaves home he should, of course, determine what branch of farming he intends to take up, and find out the best part of the country for that particular branch. The Emigration Department in London is able to advise intending emigrant farmers in this. The man who wants to produce spring wheat and rear high-grade horses is referred to Manitoba; the southern parts of Alberta and Saskatchewan are splendid grain-farming districts; while the northern portions of these two provinces are very well suited to mixed dairy farming. Every district has its speciality.

"Alberta is developing into a great dairy-farming province, and is also going ahead in the production of various kinds of meat. It has an ideal climate and ideal conditions for the keeping and breeding of cattle, pigs, poultry, etc. The water is good and the pasturage plentiful. The Swift Meat Company, of Chicago, realising this, have erected a great canning factory at Edmonton, and with them and the several smaller concerns in the province meat finds a ready market. Horse breeding, too, is very successful, the raising of heavy horses particularly being a most promising trade. Coal and wood are both plentiful in Alberta, and some farmers are actually able to mine coal in winter time on their own farms. The winter is not severe, the snowfall on the western plains being light."

Our representative asked whether Englishmen, on the whole, were successful in farming. "There are a great many who are not," replied Mr. Fletcher; but it is entirely their own fault. Too many of them go out to hide their faults, and their faults find them out. Of course, it depends upon the kind of man. There are some who have become successful farmers, in spite of the fact that they went out without capital and without the requisite knowledge; but these are the kind of men who would get on anyhow."

Speaking of the ordinary men who went out without the requisite knowledge and capital, Mr. Fletcher said: "These are the hardest to provide for. During the summer, when all is hurry and bustle, a man can always get a job at good pay; but at fall-time the farmer, though he always has plenty to do himself, has less need of help, and it is not worth his while to keep a man who is a stranger to horses, cattle, pigs and poultry. As an example, however, of what a man who is determined to get on can do, a friend of mine, a baker and confectioner, living in one of the suburbs of London, though he did not go out until he was nearly forty years of age, and had had no experience whatever of farming, has become a most successful farmer, and is now a man of means. He went out only seven years ago, with very little money and a large family of youngsters. He bought his land cheaply near Strathcona, though he could have registered a homestead for nothing further out, and in the first year lost money. In the winter he hired himself and his team out, and next year began to pick up. He is an example of what a little pluck can do in adverse circumstances."

MR. ASQUITH ON FREE TRADE.

People in Canada must not get the notion that there are no free traders left in Great Britain, or that they have abandoned the field to the tariff reformers. We hear more about the latter because they are the attacking party, but those who oppose the introduction of protection in any degree are still the preponderating mass of British people. Mr. Asquith and his ministry are squarely for free trade. At a meeting in Queens hall recently, where Premier Asquith spoke strongly in favor of free trade as the only policy for the United Kingdom, Lord Avebury presided, and was careful to explain that he was a Conservative, but, like many others in his party, a staunch believer in free trade. Lord Balfour, of Burleigh, also a Conservative, expressed himself along similar lines.

Lord Avebury said that in the last ten years the exports of France had increased $400,000,000; ours $850,000,000. (Cheers.) Our exports were $85,000,000 more than the United States, and $225,000,000 more than Germany. (Cheers.) They were in fact greater than any other country in the world.

* * *

Mr. Asquith, the prime minister, won great applause during the course of his speech, defending free trade as the only policy for Great Britain, and one that experience had demonstrated the worth of. He said:—

We are defending it on the platform and in the House of Commons on the ground that experience has shown that it is the system best suited, nay, that it is the only system fitted at all, to the actual condition of industrial exigencies, and practical everyday necessities of British trade.

Mr. Cobden may have been right, and we believe that he was—(cheers)—when sixty or seventy years ago he defended protection. (Cheers.) But that is not the question now. What we have been concerned to prove is this: That while protection may have been and was injurious in the days of our grandfathers, the revival of protection in any shape or form under the altered conditions of today—when we depend as a nation to an infinitely greater degreee for the bulk of our food and for our raw material upon the cheap and constant influx from the whole world—would be not only injurious, but fatal to our industry, to the wealth and comfort of our people here at home and to our commercial capacity in the markets of the world. That has been throughout, and continues to be, our case.

Mr. Asquith, after discussing the intricate operations of tariff and finance, declared that under free trade British capital has not only exploited British industry at home, but has built up the empire abroad, and the return which it brings is the supply of the food and the raw material without which Great Britain's industrial system could not be maintained. As to the proposed tariff he wanted to know who would get the benefit of the protection afforded. Would it be the English producer, the British producer, the British consumer, or what combination of the three? "Those," he said, "are the questions which remain as wrapped in obscurity today as they were sixty years ago." He continued:—

The whole affair of the foreign manufactured goods which come here, with the exception of, at times, the dumping processes, which I beg to remind you prevail quite as much, if not more in domestic than in international trade—fall into two or three classes—either raw material, and therefore ought not to be taxed, with unfinished stages, to be applied by our own manufacturers, or next they are articles which we could not produce at all ourselves; or, thirdly, they belong to the category of articles in regard to which for the time being, either through natural advantages or from a better training and education, the foreigner enjoys a prohibitive advantage.

In regard to the first two, no human being out of a lunatic asylum would propose to tax them at all, and in regard to the third, if you were to tax those articles you would not only be fining the British consumer but removing from the British manufacturers the main and only incentive for the improvement of their industries.

* * *

It is evident that free trade is not to go unchampioned in England: Mr. Asquith says it is not in danger, although it is going to be strongly attacked. A call has gone forth for two thousand speakers to defend it on the public platform, and volunteers are plenty. "There are no fallacies," he said, "more plausible to the superficial mind than the fallacies of protection." He summed up the benefits from free trade as follows:—

What is it—to sum up the whole matter—what is it that free trade has done and continues to do for us here in this United Kingdom? It has given us a higher standard in regard to wages and hours of labor—(cheers)—than is to be found anywhere else. It has enabled us to develop from these islands the fabric and the resources of the British empire. It has made our marine the chief carriers of the world's traffic—(cheers)— and our capital the clearing house of the world's commercial and financial transactions. (Cheers.) And last, but not least, by excluding from our politics the sinister and illegitimate pressure of selfish forces—(loud cheers)— and of artificially fostered and manipulated interests, it has maintained the purity of our public life. (Cheers.)

In Canada, where we hear so much about the activities of those who are urging Great Britain to go back to the protectionist theories of two generations ago, it is worth while to know that the real fight on this question has not begun as yet.

WROTE HIS OWN OBITUARY.

Son of General Chase Then Committed Suicide.

New York, April 1.—After carefully preparing a long obituary notice and handing it in at the office of the Herald for submission to the city editor, Acquilla Chase, a son of the late General Damiel Chase, and a cousin of Salmon P. Chase, secretary of the Treasury under President Lincoln, stepped out into Broadway at Herald Square yesterday and shot himself in the heart. He died within a few minutes.

Mr. Chase was sixty years old. He had been ill and despondent for some time. In the papers which he left for publication, he spoke bitterly of the fact that he had been unable to obtain employment in the government service.

"Uncle Sam wanted me badly enough in war time," he said. "My father and myself fought for the Union, and three of my brothers died on the battlefield."

He had been employed as a carpenter in the Brooklyn Navy Yard until three months ago, when a cut down in the force came and he was released.

Disastrous Fire in Montreal.

Montreal, March 31.—A fire which broke out at three this morning caused serious damage to the plant of the Consolidated Lithographing Company at 204 Parthonias street. Much valuable machinery was destroyed by fire and water. The loss is estimated at $130,000, with insurance forty thousand dollars on the building and sixty thousand on the stock.

Fell 90 Feet from Bridge.

St. Thomas, April 2—While crossing a Pere Marquette Railway bridge tonight, with friends, Mrs. Hewer, of Brownsville, was overtaken by a train and lost her nerve. She fell 90 feet to the ground, but apart from a shaking up and a broken jaw, there was no serious injury. The ladies were trespassing on the bridge which has only a space of two feet between the tracks and the edge and no railing.

P. Burns Makes Big Purchase.

Vancouver, March 31.—One of the largest deals of the kind was completed here today when P. Burns and company purchased the wholesale and retail business of Robert Porter & Son, butchers. Porter has been a competitor of Burns on the coast. It is understood that the purchase price was near one hundred thousand dollars.

Heavy Cost of Removing Snow.

Montreal, Que., Mar. 31—Figures compiled at the city hall show the cost of snow removal this winter to be greater than in 1908. The total spent this year was $217,300, half of which, according to an agreement between the city and the Montreal railway, will be paid by the company.

Big Cut in Wages.

New York, April 2.—Beginning on May 1st, the wages of two hundred and fifty thousand employees of the Steel Corporation will be cut from ten to fifteen per cent., according to reliable information this afternoon. The cut means an annual saving to the trust of twenty-five million dollars. No strike is expected.

New Carnegie Library in Hamilton

Hamilton, Ont., April 2.—The public library board has decided to accept Andrew Carnegie offer of $75,000 for a new library.

SEEDS THAT SATISFY. BRUCE'S

New Century Swede Turnip--The best all round variety

Sales Season 1901 when first introduced 16 lbs.—1906, 4,351 lbs.—1908, 9,370 lbs.

Besides its heavy cropping recommendation, it is the handsomest and best in quality of all Swedes. It is one of the few Swedes that resist mildew, the best shipping variety, and for cooking purposes cannot be excelled by any other Swede. It is a purple-topped variety, resembling Westbury, of splendid uniform growth, of fine quality and the roots are clean and of handsome shape. In sections where large quantities are grown for the American market the growers and shippers will have no other. 1-4 lb., 10c; 1-2 lb. 15c; 1 lb. 25c; 4 lbs. for 85c. If by mail add postage, 5c per lb. to Canadian points, 16c per lb. to United States and Newfoundland.

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JOHN A. BRUCE & CO. Seed Merchants, Established 1850.
HAMILTON

WILDLY IMPASSIONE SCENE IN THE H

(Continued from Page One.

whip: "Keep you bulldogs qu there."

Mr. Conmee: "You just ke we know all about your litt brand."

The Speaker again called fo and Mr. Foster complained Speaker that Mr. Conmee was ing him across the floor of the and expressed the opinion t sergeant-at-arms should take him. He added that what h was that contributions were for the interest of the party.

Not Afraid to Fight.

Sir Willfrid then got a chance the floor, and said: "After all, I shared that profit for party i That is to say, instead of putti my pocket, I put it into a party Well, I do not accept any such tion as that. I said that I ha manipulated any trust funds never touched any money politically or otherwise and a point of order therein and the ruling of the Speaker o Having said that, I leave it honorable friend to settle, and that he and I are too old par tarians to indulge in such l as he has indulged in this aft But I say I never court fight am not afraid to fight." (L beral cheers.)

Thereupon, Mr. Foster again a point of order and quoted R which prohibits any membe saying anything which is d able or offensive to another, serted that there could be n as to the Premier's intention.

In a voice and language wh perfectly appreciated by ever ber of the House, the Premi "I have never manipulated funds."

Hon. W. Patterson: "That i

Mr. Speaker: "Order."

Mr. Foster: "If there wa doubt—"

Mr. Hardy: "You called hi people's trustee before six o (Liberal cheers.)

"Cap Must Fit You."

Mr. Foster: "If there wa doubt in my mind, or the m any member, that, if that s had any reference at all, i meant to be directed to m charge me as a manipulator funds, I say that is offensive

Colonel Talbot: "The cap m you."

Mr. Foster: "And the Premie in perfect right and obedience rule, either withdraw the wo declare that they had no re to myself."

Once more the Premier rose sume his speech, but the upro tinued.

Sir Willfrid: "I tell the ho gentleman that I will not tole ing insulted in this House, reply to that is that he becom more offensive." (Loud cheer

The Speaker's Ruling.

The Speaker tried to throw the troubled waters by a ruling simply laid down the princi no offensive word could be u any member. He stated th Prime Minister had not charg Foster with having manipulat funds, and he had to take th as they were uttered. The sa might apply to the words used Foster, before six o'clock, w asked whether the "Prime had shared," but when ca order, added "for party adv Under these circumstance thought that the personal as the words was removed, and debate had better proceed.

Mr. Foster objected to th and both he and the Prem dressed the chair until the ruled that Sir Wilfrid had t Thereupon Sir Wilfrid attem proceed with the subject of bate, but Mr. Foster demand the Premier should retract hi

"It is no argument to say cause I transgressed a rule, before six o'clock, that he transgress it now by inferenc Speaker has ruled that th honorable gentleman's words apply to me. To whom el they apply? (Applause fr Liberal side of the House, la some time.)

Mr. Foster: "I say again, else could they apply, as th uttered? I know what the language means. The righ able gentleman applied the me; he meant to apply the and I ask him to withdraw

No Direct Applicatio

The Speaker ruled that if t had been applied directly Foster, they would have bee order, but he failed to see t application.

Mr. Foster: "Does not the think that the right honorab man was applying these to was addressing his argume and me alone. He meant t and no other man at that stand here and demand that honorable gentleman prove equal to the occasion and that insinuation."

Once more Mr. Borden stem the storm, and appeal Speaker for a ruling, that mier's language was unjust

The Premier again rose t and was met with cries from servative benches: "Take and the Speaker then ass is impossible for the Pre speak under these conditio

He Meant Mr. Foster

The disorder continued for or so, and then Sir Wilfrid portunity of saying, amid applause from his followers: never sailed on false pretenc never made an insinuation t not been ready to back up. I ter had not spoken as he di not have spoken as I did, and hesitation in saying that, in I did. I applied my words t ter. I state that like a man Mr. Speaker, I am in your r

The Speaker ruled that, whi words could not be used in failed to see that the expres were offensive in themselves if applied directly, they w been. This decision did not