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SEMI-WEEKLY EDITION

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

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PREMIER ASQUITH FLAYS THE PEERS

Both He and Lloyd George Have a Strenous Day—Balfour's Illness Causes Consternation.

Canadian Associated Press.

London, Dec. 1—Premier Asquith spoke four times and David Lloyd George five times today. Other cabinet ministers were also on the stump whilst ex-ministers and lesser stars orated everywhere. The premier at Liverpool made a strong pronouncement on the efficiency of the navy. He said Lord Cawdor's picture of Belfast as a German naval base showed the unwisdom of letting loose the hand of peers and pro-consuls who had made the welkin ring. Respecting fiscal matters he claimed Britain had shorter hours of labor, higher wages and lower prices of real necessities, and on the whole a less burden of unemployment than any protectionist country. The exportation of capital was one of the surest indications of the prosperity and productiveness of British industry.

Ridicules the Lords.

Upon the constitutional issue Premier Asquith sarcastically remarked: "Really they had better abolish the House of Commons altogether. (Laughter.) What need is there for it? What need, I ask, when by the mercy of Providence (laughter) at the other end palace of Westminster, there sit Lord Curzon and his friends, free from the dangers and temptations of an popular election (laughter) interpreting, with disinterested detachment, the true mind and permanent temper of the people." (Great laughter and cheers.)

The premier declared the sky was full of good omens.

Lloyd-George at enthusiastic meetings at Cardiff and Swansea again chastised the Lords. At least, he said, they blundered.

Garrotting of Liberal Bills.

"We are sick of this garrotting of Liberal bills. I am very glad the premier has said, 'Never again.'"

Respecting alleged scares he jested it was not the House of Peers but the House of Fears

"They are not there to protect honesty and industry against confiscation; they are there to defend monopoly, which plunders industry. They are not there as guardians of liberty; they are there as the garrison of privilege. We have dared them out and Britain will strip them of their pretensions." (Cheers.)

The Ring of Victory.

He could hear nothing but the ring of victory from one end of the country to the other. Lord Cawdor was so interrupted at Rochdale he had to appeal for fair play. He asked that the coming fight should be clean. He regretted they had not got a clear issue, fearing that the combination and confusion of issues might land the country in trouble which would be dangerous to the empire.

Lord Curzon was enthusiastically received at Burnley, where he replied to Winston Churchill. Walter Long, in Wiltshire, said tariff reform would produce 18,000,000 pounds sterling annually.

Windermere's Cable.

London, Dec. 21—The whole Unionist cause rests in so special a way upon Rt. Hon. A. J. Balfour that something like consternation spread through the Unionist clubs last night when the news came through that Mr. Balfour had been forbidden by his doctors to go one hour's journey from his house at Whittingham, to make a speech at Edinburgh. Miss Balfour, who devotes her life to her bachelor brother, has been inundated today with messages of inquiry. Every one is of the opinion expressed by the medical men that when Mr. Balfour left London last Friday week, a ten days' rest would banish the pulmonary catarrh, which had kept him to his bed the best part of the week, and it has continued to give his nearest friends some anxiety.

May Not Speak Till January.

He was sent back by his insistence, against the doctor's wishes, on going to the House of Commons on the fateful day when Premier Asquith moved his anti-Lords resolution, but now the doctors and Miss Balfour have him better in hand and refuse to allow him to make any public speeches till after the new year. The Unionists refuse to contemplate the confusion and dimay that would result should he fail to lead the campaign next month. If Premier Asquith fell behind, at least five men, including Sir Edward Grey, Rt. Hon. David Lloyd-George and Rt. Hon. Winston Churchill, could take his place at the front of the fight, but now that Mr. Chamberlain is disabled, Mr. Balfour stands alone as the Unionist leader.

However, today's reports from Whittinghame encourage the belief that with extreme care, Mr. Balfour will be able to throw off the attack, as he has done previously, and be ready for the platform the second week in January, if not the first.

Use of King's Name.

One who knows, tells me that the King greatly resents the use being made of him in the present conflict. That this was particularly offensive is reported in an incident at a Newcastle meeting yesterday, when Arthur Henderson, chairman of the Labor party, with a strange disregard of an elementary fact in the British constitution, said: "This is a grave business. Let me read the King's speech proroguing parliament. 'I regret,' said His Majesty, 'that your provision of the necessary supplies proved unavailing.' This showed me that some one besides the Liberal and Labor men regret the loss of the budget."

Local Option Repealed in Roblin.

Cartwright, Man., Dec. 21.—Local option was repealed in Roblin municipality today by nine of a mapority. It was carried last year by ten of a majority. Ward two, a country district, is responsible for the turn over. There was no election for reeve or councillors and the temperance people claim their vote in this ward did not get out.

STRATHCONA REFUSES MAYOR LEE'S OFFER

Southern City Will Not Give $50,000 For Single Fares Two Years After Bridge is Completed, But Offer That Amount For Single Fares as Soon as Bridge is Finished.

(Wednesday's Daily.)

With one accord, at the Strathcona City Council meeting last night, the aldermen placed themselves on record as being opposed to the latest high-level bridge contribution proposal, that Strathcona give $50,000 in return for single fares two years after the completion of the bridge. After prolonged discussion, however, they passed a resolution in favor of a $50,000 in return for single fares immediately upon completion of the structure. This far will they go and no further, and from the tenor of last night's meeting no more favorable offer will be secured from Strathcona. Even the offer outlined in the resolution was viewed with disfavor by some of the aldermen, and the resolution called for $45,000 at first but was afterwards changed to $50,000 after a delegation composed of Dr. Archibald, A. E. Austin and M. Farring had expressed themselves in favor of such a sum.

The council do not pledge themselves to secure the passage of a by-law for $50,000, but they will submit it to the people, in order that they may obtain the voice of the ratepayers.

Mayor Duggan's Report.

Mayor Duggan opened the discussion by reporting that last Friday he was invited to go to Edmonton by Mayor Lee. He asked if he would take any of the council, and he was told to never mind. He went over and found out that it was proposed to discuss the bridge question. Mayor Lee submitted the proposition as outlined in the press, single fare over whole system two years after completion of the bridge and single fare from either side to the other immediately on completion of the bridge would promised to bring the matter before the Strathcona council at their next meeting. The offer was a considerably better one than at first made. It was not thought that the money grant of $50,000 would have to be paid until the finish of the bridge.

Mayor Duggan further remarked that he had told Mayor Lee that he felt sure that $40,000 for single fare on completion of the bridge would carry, but he was not sure whether the offer made would be endorsed.

Alderman Richards Opposes.

Alderman Richards: "I think $50,000 is too much money, and two years after the completion of the bridge is too long to wait for a single fare. I think $40,000 for single fares on completion of the bridge is a good offer and we should not go any further. A great many ratepayers of Edmonton even now think that $40,000 is sufficient for Strathcona to pay."

Alderman Sheppard said that the Board of Trade, at a recent meeting before last conference, had outlined the wishes of the citizens. He thought the city would be straining a point even to pay $40,000, which in his opinion was more than Strathcona's share. He did not think that the ratepayers of Strathcona would endorse the proposal as stated by the mayor. By its adoption the people practically bound themselves to pay double fare for three or four years more. He was a large ratepayer in Edmonton and he had no ill feeling towards that city, but he wanted to see Strathcona get justice.

Alderman Bush: "I entirely disapprove of the proposal. On no condition will I support any grant unless single fares are forthcoming immediately upon the completion of the bridge. I would even favor a grant of $50,000 upon that condition. As it is now, the Edmonton people are merely dickering with Strathcona. It is up to this city to place itself on record for a certain proposal and stick to that. I do not think it is possible or advisable for Edmonton to construct the bridge with one set of car rails or with one sidewalk, as they say, between these two growing cities."

Alderman Congdon took the same ground as the other aldermen. He

(Continued on Page Two).

UNIONISTS ARE IN SORE STRAITS

Th ir Strongest Argument in Election Campaign, is Revival of German Menace.

London, Dec. 19.—The newspaper columns teem with reports of the speeches being made daily all over the country, but the campaign is not in full swing. The drums are beating out the people are not thoroughly aroused. It is already clear, however, that the compaign will be one of almost unprecedented bitterness.

John Burns has opened his campaign in Battersea declaring that the district will incur an ineffaceable stigma if it does not return him. His meetings are enthusiastic and unanimous but a little army of police guard the doors through which only carefully scrutinized ticket holders are allowed to pass.

Where such precautions are not taken, the speakers generally are unable to obtain anything like a fair hearing. It is especially the case w the Unionist meetings, and even Austen Chamberlain a couple of nights ago had to abandon his attempt to speak at a meeting in his own constituency.

A perfect flood of peers has been let loose on the country. They have been carefully selected and are good speakers, but their meetings have not been successful, though they have demonstrated that the hereditary peer without any vote is a good tempered fighter.

When writs of election are issued these members of the House must resume to private life for they are not allowed to take any part in the elections as it is only natural that they should protect their own house.

Blatchford's German Articles.

The feature of the week is the publication of a series of articles by R. R. Robert Blatchford, in the Spectator. These articles are devoted to proving that Germany is preparing to effect the downfall of the British empire. They are strongly worded and though they contain nothing new to the students of European politics, they attract attention in quarters where the subject has been heretofore little regarded and are being used to attack the government for neglect of both the army and navy.

The government supporters taunt the Unionists with deliberally fomenting a war scare. The Spectator admitting the articles that are abused as a stalking horse during the election, acknowledges Blatchford's sincerity, and expresses an agreement with his views.

"German warships," says the Spectator, "are built to engage our ships if necessary."

Together with these various points, there is being discussed academically, but with great interest, the question of how the government if returned to power, will free itself of the yoke of the peers. The creation of a huge number of Liberal life peers to commit political suicide in the upper house no longer even suggested.

It has been declared that the cabinet has decided to withhold writs of summons to the Conservative peers on the re-assembling of parliament.

The peers do not have the statutory right to be summoned to the House with the exception of three bishops, four law lords and the Scottish and Irish peers. By getting the King to withhold the writs therefore, the government could assure a majority. A semi-official agency declares this is not contemplated, the government's plan being, it returned, first to pass the budget, then a bill declaring that the lords in the case of money bills shall not have the power to reject or amend, and in the case of other bills, the veto shall not extend beyond one session.

Windermere's Cable.

London, Dec. 18—This has been a week of stupendous speech-making. Apart from thousands of smaller meetings held at all parts of the Three Kingdoms, there have been thirty-one speeches from peers, who proved, amid excited heckling, that they are not fools, knaves or cowards; thirteen from Unionist ex-cabinet ministers, winding up last night with great splashes from David Lloyd-George and John Burns.

If the platform fireworks alone counted, the ministers must win easily, for nobody on the Unionist side compares with Lloyd-George, Churchill or Burns in oratory.

Hon. Joseph Chamberlan himself adheres to his prediction made weeks ago, that the Unionists will have a hundred majority and the secretary of the Tariff Reform league tells me he expects a majority of 80 or 90. Leading members of the political committee of the Constitutional club, also the proprietor of a leading Unionist weekly journal, gives me his estimate of the Unionist majority at 30 to 40, and after also consulting the Radical experts, I should say if the election were next week, the Radical whirlwind would probably sweep enough of a usually unexcited residum into the Radical camp to secure a small Radical majority, but the interval of nearly a month before the polling is likely to reassert the sway of tariff reform with the electorate, which has been continuous since the general election four years ago, persisting even in by-elections such as Bermondsey.

Germany's War Preparations.

Since the budget has been introduced in the interval it is likely to strengthen the uneasiness at the continued disclosures of Germany's unprecedented naval preparations and the Radical ministers' disinclination to make a strong counter naval program. Hitherto Mr. Chamberlain's incurable malady has shielded him from personal invective, but last night the Radical Star, owned by the Great Quaker cocoa manufacturer, who also controls practically the News and the Morning Leader, comes out in the bitterest vein.

"Mr. Chamberlain," the Star declares, "is still the chief enemy. The Tory party is led today by the giant despair, who sits in malignant impotency in his cave and rages his strength against Liberalism. Yes, Chamberlain is the grand despair of the revolution. He has flung the constitution into his last made gamble and has staked the House of Lords in his insatiable haste to snatch a desperate victory out of the teeth of the inexorable forces which are arrayed against him. The whole Tory machine is controlled by the Highbury gambler who works in a cloud of secrecy.

"The pivotal fact of his fight is that the rejection of the budget was secured by an order from Highbury."

Much of the same kind of stuff follows. It will bring back the smell of battle to the mortally wounded campaigner in his Highbury retreat. Sir Francis Carruthers Gould also joins in the campaign of bitterness, and issues a cartoon of an almost naked person of most savage demeanor emerging from his wooded lair, carrying a murderous club. There is also a heraldic superscription. The savage in front is using language highly improper and ducally crowned or wreathed about the body with oak leaves, bearing in the dexter hand a club and the sinister leading on a leash a cockpheasant gorged. The motto is: "Damn the consequences."

The motto is taken from Lord Milner's speech, when he said the Peers would do their duty and damn the consequences.

ALD. GARIEPY FAVORS STRATHCONA'S OFFER

Mayor Lee Says That the Proposal Will Not Likely Be Discussed Until the Next Meeting of the City Council is Held on Tuesday Evening.

(Wednesday's Daily.)

The alternative offer submitted by Strathcona last night in reply to Mayor Lee's proposal as to the sharing of the cost of the high-level bridge, will not likely come up for discussion before the next regular meeting of the Edmonton council on Tuesday evening. Mayor Lee said this morning that there was no urgency in deciding the matter, as the money by-laws could not now be changed and would be voted upon irrespective of Strathcona's contribution.

"If these by-laws pass," he told the Bulletin, "there is no doubt but we will get the bridge whether Strathcona pays its share or not. If they will not contribute it means that we may have to leave off a set of street car rails or a pedestrian bracket for the time, but that will be all.

It was pointed out to him that Strathcona's one desire was to get single fares and that the people of the southern city felt aggrieved that they had lost the Strathcona franchise.

"I don't think Edmonton should be made to suffer for Strathcona's own act in giving away their franchise," said Mayor Lee. "At any rate, I think they are in a better position than if the company had the Strathcona franchise, for with the lines in Edmonton and Strathcona under different managements they could never expect to get single fares."

Alderman Gariepy's Opinion.

Alderman Gariepy, as one alderman, is in favor of coming to Strathcona's terms and granting the request for single fares immediately on the completion of the structure. To this effect he expressed himself this morning to the Bulletin. Alderman Gariepy said:

"If Strathcona will give $50,000 as their contribution towards the construction of the traffic deck of the high-level bridge, I am in favor of granting in return a single fare between the two cities as soon as the bridge is completed."

"There are many concessions also asked for by Edmonton," said the alderman, "but these need not be discussed at present, as I am sure Strathcona will grant them when the single fare is given at the time I have suggested."

Alderman Gariepy stated that if a special meeting of the council were called to consider the question he would be ready to make a proposition along these lines and to give good reasons why it should be taken up by the city.

NIGHT OPERATOR MURDERED.

Dastardly Crime Committed in the Wilds of Northern Ontario.

North Bay, Dec. 21—Red Water, a flag station on the Temiskaming railway, fifty-six miles north of here, was the scene of a brutal murder tonight, the victim being Night Operator W. J. Dyson. Men entered the station and became boisterous. Dyson tried to eject the intruders. In the struggle he was struck on the head with a club, fracturing his skull, death soon ensuing. The assailants were not known and made their escape. Red Water consists of a station and section houses. There are lumber camps in the vicinity. Dyson was 22 years of ago. He came from near Toronto. There will be an inquest at North Bay.

BIG CONTRACT FOR THE NEW RAILWAY

Dr. H. L. McInnis Will Supply the Ties, and Posts For Two Hundred Miles.

(Saturday's Daily.)

What is prabably the biggest railway contract of its kind given out in Western Canada, was awarded yesterday afternoon by the Alberta and Great Waterways railway to Dr. H. L. McInnis of this city. The contract which will reach a total sum of between one hundred and fifty and two hundred thousand dollars, calls for the supplying of bridge timber, culvert timber, fence posts and ties for the new railway reaching over a distance towards Fort McMurray of nearly two hundred miles, and touching the south shore of Lac la Biche.

The contract calls for the supplying of a large quantity of the material this winter and if the plans of the company are carried out as they now anticipate, the entire contract will have to be filled by next summer.

The contract was signed yesterday afternoon by the president of the company, W. R. Clarke, who left afterwards on return to Kansas City. He will be back in Edmonton in the course of a few weeks.

Dr. McInnis, when seen by the Bulletin this morning, corroborated the report that he had secured the contract.

Six Hundred Men at Work.

"We hope to have six hundred men at work within two weeks" he said. "We will get the timber largely along the right of way of the railway and will get it out as fast as we can. The contract is a big one, but we will be able to supply the material as fast as it will be needed."

Neither the officers of the railway company nor the contractor would state the exact amount of the contract. Indeed the amount has not yet been definitely ascertained as the bids were not made in the aggregate but on small portions of the material.

The competition for the contract was very keen and more than a dozen tenders were received from railway men in different parts of the province. The prices showed a great variety but when figured out by the engineers Dr. McInnis was shown to be the lowest.

The awarding of this contract is another indication that the company are going ahead with the work as rapidly as possible and is in keeping with the statement of President Clarke last week, that two hundred miles of the line would be completed by next summer.

SAME RATES FOR YEARS.

Manufacturers Oppose Prroposal to Increase Telegraph Rates.

Ottawa, Dec. 21—The complaint of the Canadian Manufacturers in regard to the proposal of the telegraph companies to double their charges on code messages was called in the Railway commission today, but only the evidence of A. A. Allan, of Toronto, was heard. He read telegrams from Hamilton, London, St. John and Halifax boards of trade in opposition to the proposed increase in rates. It was maintained on behalf of the Toronto board of trade that there was no necessity for an increase in rates as they are just as high to such points as Winnipeg as they were when the country was in a less advanced state of civilization. Mr. Allan maintained that there was no reason why the telegraph companies should not give a thirty cent rate from Ontario to Halifax and a 75 cent rate to Winnipeg.

SUNDAY WORK WAS NECESSARY

Prosecution of Saskatchewan Parliament Buildings Contractors Dismissed.

Regina, Sask., Dec. 21.—In case of the prosecution of W. H. Lecky, representing Peter Lyall and Sons, or causing work to proceed on the parliament buildings here on Sunday, November 28, Magistrate Trant at the hearing today dismissed the action on the ground that the evidence adduced by the prosecution was sufficient to show that the work done was not only necessary in the ordinary sense of the word, but that it was a case in which the reservations section of the act applied. The second charge that of working on Sunday, December 8, was withdrawn by the attorney-general.

WRECK ON MAIN LINE C.P.R.

Yard Engine and Freight Meet in Head On Collision.

Regina, Sask., Dec. 21.—A bad A bad wreck occurred on the C.P.R. main line half a mile east of this city at an early hour this morning, when a yard engine met a west bound reight in a head-on collision. The engine and tender of the yard engine were smashed into scrap iron, while the freight engine was badly damaged, five of the freight cars being completely wrecked. The caboose was destroyed by fire, started by a stove, but the remainder of the train was saved from burning. What the yard engine was doing on the main line at the time the freight was due is not known, but it is understood the C.P.R. officials will ask for an investigation.

Moose Jaw, Sask., Dec. 21—J. D. Simpson, secretary-treasurer of this city, has handed in his resignation to council and the same has been accepted to take effect Dec. 31. Simpson has been in the city's service seven years. He states that he intends starting a business.

LORDS DECIDE AGAINST UNIONS

Is Illegal to Levy for Parliamentary Representatives' Salaries.

London, Dec. 21—The House of Lords, the final court of appeal in this country, decided today that a trade union may not make compulsory levies on its members to pay its parliamentary representatives. In declaring that such levies would be illegal the second chamber sustains the decision of the appeal court handed down a year ago. The labor partp anounced some time ago that if the verdict of the Lords was against it in this case, would be promoted.

FATAL COLLISION ON LAKE SHORE RAILWAY

Passenger Train Crashed Into Rear End of Freight—Engine Hurled Over on Its Side and Engineer is Pinned Below It — Desperate Though Unsuccessful Effort Made to Save His Life By Amputating Legs.

Hillsdale, Mich., Dec. 21.—Engineer James Knapp, of Toledo, was killed, Fireman William Bush, also of Toledo, was seriously injured and a score of passengers were cut and bruised when Lake Shore passenger train No. 14, outbound, crashed into the rear cars of a freight train, a short distance west of the station here shortly before nine o'clock tonight. The engine struck the freight cars with such force that two of the cars were demolished, the engine was hurled over on its side and the baggage car telescoped it, while the following coach was thrown on the track at nearly right angles with the track.

Engineer Knapp went down with his engine and was found pinned beneath the engine by the legs, both of which were terribly crushed. In a desperate effort to save his life, Dr. W. H. Swayer, the railroad physician, amputated both legs of the engineer, but he died within an hour. Fireman Bush's head was badly cut, his shoulder fractured and he was severely scalded. About 20 passengers in the forward coach were hurled from their seats, but none seriously hurt.

IMPORTANT DECISION RESPECTING RAILWAYS

Chief Justice Sifton Holds That Where a Railway is Operated in Contravention of Lord's Day Act They Must Assume All Damages in Consequence.

At the last sittings of the Supreme court at Macleod before Chief Justice Sifton a very important question of law affecting the operation of railways was argued in a case of Rise vs. Canadian Pacific Railway company by C. C. McCaul, K.C., on behalf of the plaintiff and R. B. Bennett, K.C., on behalf of the railway company. The plaintiff Rise sometime in December, 1907, shipped a car load of stock from North Portal to Pincher Creek, entering into the usual contract with the railway company whereby he declared that no one horse or other animal was of a greater value than $200, and the company limited their liability for loss and damage to the sum of $200 for any one animal whether arising from negligence of their servants and employees or not. As the result of a collision that occurred on the 23rd of December, 1907 at Brockett, in respect of which Mullen, the C. P. R. telegraph operator at Pincher station, was tried for and acquitted of manslaughter, one of the plaintiff's stallions of the value of over $1,000, was killed. The collision was occasioned by a freight train which was being run from Crow's Nest to Lethbridge in contravention of the Lord's Day act, for which offence the railway company had been fined. The plaintiff Rise through his solicitor, A. C. Kemmis, of Pincher Creek, claimed from the railway company the full value of the stallion, but the company refused to pay more than the $200 limited by the contract. The facts were submitted in the form of a special case and after the argument at Macleod the chief justice reserved his decision, which has just been handed down in the following terms: "On statement of facts as herein admitted I am of opinion that plaintiff is not bound by his statement of value but is entitled to actual value of goods destroyed in the collision which resulted from the wilful misconduct of defendants company in running a train contrary to express provision of statute."

The point decided is an absolutely new one, and as it will affect all railways in Canada, in respect to trains illegally operated on Sunday, and is very far reaching in its effects, there is little doubt an appeal will be taken and it is quite probable that the case will eventually reach the privy council."

No Hope for Cardinal Satolli.

Rome, Dec. 21—Slight hope of Cardinal Satolli's recovery exists, but the physicians are striving to prolong his life a little while. This they consider possible in spite of their conviction that a cure of the complication resulting from the diabetes and nephritis is impossible.

PREPARING FOR 1910 EXHIBITION

Directors of Association Hold Annual Meeting—Four Months Ahead of Last Year.

(Wednesday's Daily.)

Plans for the Edmonton exhibition of 1910 are now as far advanced as the plans for the exhibition of 1909 were on the fifteenth of April last.

The annual meeting of the directors of the association for the purpose of organization, was held in the board of trade offices last evening, almost four months ahead of the time the organization meeting of the previous directorate was called. Sub-committees were appointed which will all meet within the month for organization work, and it is expected that the prize committee will have the prize list published inside of sixty days.

President A. B. Campbell occupied the chair and the following directors were present: Messrs. McGeorge, Dowsett, Warner, Stewart, Auld, Galley, Ottowell, McKinley, Lyons, West, Lubbick, Irving, Lee, Gariepy and Manager Harrison.

The attention of the meeting was largely occupied with the striking of standing committees.

A. G. Harrison, managing secretary of the association, urged upon the directors the necessity of taking immediate action with regard to the plan of management for next year's exhibition. As he had stated in his annual report it was high time that a manager was appointed to give his services entirely to the upbuilding of the exhibition and the aims of the association. The president was given power to appoint a committee to go thoroughly into the matter and a report will be made at the next meeting of the directorate when action will probably be taken.

The meeting was of the opinion that in the preparation of buildings for next year live stock men should be given first consideration. The arts building or main building might be built in part this year. Plans would be called for from local architects on a competitive basis for the various buildings.

The executive officers of the association for the year were anounced as follows:—

President—A. B. Campbell.

Vice-President—Dr. L. E. W. Irving.

Agricultural Directors—D. W. Warner, J. C. C. Bremner, Ed. Auld, W. D. Carspadden, Wm. Golley, A. J. Ottewell.

Racing Department Directors—Chas. May, D. R. Stewart, Wm. West, J. H. Morris.

Directors Appointed by the City—Robert Lee, R. J. Manson, J. H. McKinley, J. E. Lundy, G. D. Armstrong, W. Gariepy, J. B. Lubbock, J. H. Lyons.

Directors Appointed bp the Board of Trade—J. C. Dowsett, James McGeorge.

Exhibition Patrons.

It was decided to request the following gentlemen to act as patrons of the exhibition: Lieut. Gov. Bulyea, Premier Rutherford, Attorney General Cross and Hon. Duncan Marshall.

Honorary directors were elected as follows: Hon. P. E. Lessard, W. F. Stevens, live stock commissioner; and J. A. Davis.

The following standing committees were appointed:—

Finance—Messrs. Dowsett, Armstrong and Lee

Attractions—Messrs. Campbell, Morris, Cooper and Harrison.

Prize list—Messrs. Warner, Lyons, McKinley, Galley, Ottowell and Auld.

Grounds—Messrs. West, Lubbock, Stewart and Dwyer.

Racing—Messrs. Stewart, Morris, West, May and McKinley.

The following were placed in charge of particular departments:—

Light Horses—Dr. Irving, J. C. C. Bremner, Edwin Auld.

General Purpose Horses—D.W. Warner.

Heavy Horses—J. B. Lubbock, R. J. Manson, A. J. Ottowell.

Sheep and Swine—W. G. Carscadden.

Dairy Cattle—J. A. Davis.

Beef Cattle—Wm. Golley.

Poultry—J. C. Longmore.

Dogs—C. May.

Dairy Products—J. H. Gariepy.

Manufactures—J. H. Lyons and R. Kenneth.

Domestic Manufacture—Geo. S. Armstrong.

Horticulture—A. B. Campbell.

Races—D. R. Stewart and race committee.

Exhibits and Exhibition Buildings—R. J. Manson.

Judges and Judging—Dr. Irving.

Police—Mayor Lee.

Privileges—A. G. Harrison.

The directors of the association will meet fortnightly from now on, on alternate Monday evenings.

New Whaling Steamers in B. C.

Vancouver, B. C., Dec. 21.—Four more steamer whalers are to be brought to British Columbia to augment the whaling fleet engaged off the west coast of aVncouver Island and Queen Charlotte Islands. A steamer built in sections at Christianna, Norway, is on the way and will arrive in March and be put together here and used off Vancouver Island, and a whaling steamer built at St. John's, Newfoundland, has left that port for Victoria. Negotiations are on foot for two more to be used at Rose Spit, Queen Charlotte Islands.