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SEMI-WEEKLY EDITION

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

VOLUME V. EDMONTON, ALBERTA, CANADA, THURSDAY, SEPTEMBER 29, 1910 NUMBER 532

..NADIAN MANUFACTURERS WERE GUESTS OF EDMONTON

Delegates Returning From the Big Convention At Vancouver Were Shown the City By Special Street Cars and Are Dined At City Hotels

EXPRESSED THEMSELVES AS DELIGHTED WITH THEIR RECEPTION THROUGH THE WEST

Spoke of the Development That They Have Seen, the Advantages Derived From Their Trip and Upon the Tariff Issues That Are Now Arising In Canada

After more than an hour's delay, caused by the snail-like passage from Strathcona to the C. N. R. station over the eight miles of E. Y. & P. railway, the special train of the Canadian Manufacturers' association, in two sections, with about 250 passengers, pulled in to the station at First street shortly after eleven on Monday the city council and the board of trade immediately took the visitors in charge and in special street cars many were taken for their trip over the city system. Others were met by friends and local business men with motor cars and whisked away for private entertainment.

In the party are many of the leaders of industry throughout the Dominion, returning from the annual convention which has just closed in Vancouver.

A beautiful western, fall-like day greeted the visitors, and the Edmonton weather will go a long way to make their stay here one to be remembered. There are many in the party who were in Edmonton four years ago and their surprise at the changes that they see is equalled only by their admiration at the city which has grown up since they were last here.

Throughout the West the trip from Winnipeg to Vancouver and on the way back, has been one continuous round of entertainment and all are delighted with the receptions they have received.

"We have been kept so busy that we have been hardly able to get our knives from our mouths," was the humorous way in which one of the party expressed himself to the Bulletin in speaking of the trip.

The Genial President.

Leading the visitors with his mind ever bent on the pleasure of his party is President W. H. Rowley. Mr. Rowley is vice-president and general manager of the E. B. Eddy Manufacturing company, owning match factories and paper mills in Hull, Quebec, opposite Ottawa. He is a well known business man, and devoted many years to banking before becoming identified with the vast industrial enterprise at Hull.

"This is simply grand," said Mr. Rowley as he stepped off the last car of the second section and was welcomed by Mayor Lee and others of the reception committee.

"I had no idea that you possessed such splendid weather at this time of the year."

Mr. Rowley's ejaculation of surprise was but an illustration of the prevailing feeling of the visitors who saw what was in store for them in Edmonton's sunshine would be even better than the best they had experienced before.

The wideness of the streets and the many new buildings that were being erected impressed the visitors most favorably in their trip through the city. At the exhibition grounds all were delighted at the lay out and the buildings and when told of the rapidity with which they had been erected there was general surprise.

After viewing the packing plant the cars returned and the visitors were entertained to luncheon at the various city hotels, the King Edward, Alberta, Yale, Cecil, Windsor and St. James being selected for this purpose.

THE EAST SPEAKS TO WESTERN CANADA

President W. H. Rowley, of the E. B. Eddy Co., Ltd., Hull, Que.—"Speaking from the manufacturing point of view I believe in protection with a capital "P," but that does not necessarily mean tariff protection. Protection is many sided, and the public does not have the proper conception of the term. I would protect the resources of the country, especially the forests. I have nothing to fear even though the tariff on British goods entering Canada were removed or lessened. I believe Canada could hold its own in the manufacturing line in any case. The west is Canada's backbone, and particularly British Columbia, which has only been merely touched, much in the same way as a hen scratches on the surface of a heap."

J. Wright, Bennett & Wright, Toronto—"I can conceive of no manner in which such valuable information can be gained by a business man, as on a trip of the present nature. The ability to gain first-hand knowledge of the possibilities of trade along each particular line of interest to the members makes it of inestimable value. Judging by the splendid business conditions existing in the east there can be very small doubt that the prosperity of the west is all that it is said to be.

G. Jeffries, Poison Iron Works, Toronto—"The Manufacturers' association does a splendid work in the organization of these business tours through the country and everyone making the trip feel that they gain considerable insight into business conditions in the west by taking part."

E. T. Wright, E. T. Wright & Co., Hamilton, Ont.—"I have taken advantage of the present tour in order to consider the prospects of establishing a number of new agencies for our goods, and I feel that no better means of accomplishing my end could have been chosen. It is seven years since I was last in the west and I was fully prepared to see the vast change in conditions since that time.

S. McLaughlin, McLaughlin Carriage Company, Oshawa.—"The present trip of the Manufacturers' association has been of great benefit to eastern firms, as in no way can a better idea of conditions in the west be gained than by a personal inspection of the ground on which the company is doing business. The steady growth of the west is evidenced by the steadily increasing volume of business that is coming our way in both automobile and carriage lines, and it has been necessary to largely increase our eastern factories in order to take care of the business."

R. A. Robertson, of Robert Duncan & Co., of Hamilton—"This is my first visit to Edmonton. It will be a long time before the centre of manufacture will be removed to the west. Take the iron and steel trade for instance. How are western cities going to compete against the old established firms of the east. I understand that experts are paid in the west one and a half times more than we pay such men in Hamilton. Such added cost and the cost of the transportation of the raw material would militate against the chance of western firms holding out against the eastern ones. Besides you send us grain to the east by the thousand car loads, and you don't suppose that those cars will be sent back empty to the west. I believe in reciprocity."

H. G. Wright, E. T. Wright & Co., Hamilton—"It is a treat to have an opportunity of looking over this country. For years we have had a fair market for our goods here, but recently the orders have increased to such an extent that it is probable a change will have to be made in the near future. Instead of selling through an agent it will probably be necessary to open a branch. Such an increase speaks for itself as to the country."

Henry Bertram, the John Bertram Co., Hamilton—"We are not altogether unknown in this country and while many of our machines are designed solely for use by the railways, the west is giving us a great amount of business. Yes. We are supplying part of the equipment for the new G. T. P. shops, which, when completed, will be a plant that Canada may well be proud of.

J. J. Carrick, president H. E. Ledoux Ltd., Montreal, and vice-president Pigeon River Lumber Co., Port Arthur—"This is more or less a pleasure trip for me, but I am always glad of an opportunity to see the west. This is a great party to travel with and that some of them have got their eyes opened somewhat. Many of them know Canada, and some of them are just learning about it."

T. A. Russell, general Manager Canada Cycle and Motor Co., Toronto—Mr. Russell smiled when spoken to. "Oh, I guess that you see enough of automobiles around the city without my telling you much about them. From the numbers shipped west there must be a fleet of them." He smiled still broader when asked about a recent deal which his firm is reported to have made. In effect it is that the company has invested $1,000,000 in the new Knight motor, which will be one of the attractions of next year's machines.

"Business prospects have never looked better than they do at present and the tour of the association throughout the west has given all those taking part a clear insight into trade conditions that is of untold value."

A. F. Matthews—"This is my first visit to the west since 1889."

THE MANUFACTURERS FAVOR PROTECTION

The Manufactures' association as an organization is opposed to any general reduction in the tariff and has made this point clear to the Dominion government and the country at large. The recent invitation of the United States to Canada o resume negotiations for a reciprocity arrangement which has been accepted has caused the association at its recent session to take steps to submit a memorial setting out their views to the Dominion government. This report, broadly speaking, is opposed to any reciprocity arrangement with the United States and unqualifiedly calls upon the Dominion government to adhere to the principle of protection of the farmer and manufacturer.

Following are the views of some of the members of the visiting party on the tariff question:—

"We need more protection than we have at present," said Mr. C. C. L. Wilson, of the Ingersoll Packing company, meat packers and cheese exporters of Ingersoll, Ont.

"I have no objection to a revision of the tariff by an expert commission. Parliament should frame a tariff suitable for the whole country—one in which the interests of the East and the West should be harmonized. However, in my opinion little revision is needed," was the declaration of Mr. Henry Bertram, of the John Bertram & Sons Co., Ltd., tool and machinery manufacturers of Dundas, Ont.

"If the prosperity of the country is to be maintained only one thing is needed—and that is protection. I really don't believe reciprocity with the United States would help the people of Canada and it might do them harm. One result would be to make the Dominion the dumping ground for their surplus products. This would demoralize vested interests and create unstable business conditions. So far as my own business is concerned I could compete in the American markets if reciprocity were adopted," said H. L. Piper, of Montreal, manufacturer of headlights, train lamps, etc.

"I don't see how any intelligent individual can favor any downward revision of the tariff. It is the policy of protection that has built up Canadian industries and has contributed largely to the development of the country," said Mr. W. K. Hoyer, a manufacturer of mathematical instruments, of Toronto. "Of course, I realize that conditions change and that changes are necessary from time to time to meet new conditions. Personally I have no objection to the proposal of the government to appoint a tariff commission to take up the question, provided experts are selected.

"I can not see any benefits would be derived from a reciprocity arrangement with the United States. With our twenty per cent. tariff we would then be trying to compete in the same market with a nation which enjoys a tariff twice as high, a tariff which has built up that country and put it in the aggressive position to seek foreign markets for their surplus products. As it is now the Canadian farmer and Canadian manufacturer are protected. The western farmer, I observe, is clamoring for reciprocity. He is considering the question from a very selfish standpoint and not from the point of view of the complex life of a young nation. He is absorbed with the idea of effecting a little saving on a threshing machine or some other article he may need. He is looking into the wrong end of the telescope. Our western farmer seems to forget that his own farm products are protected and that any surplus he has for export naturally seeks the European market where he meets the competition of the American farmer.

"Reciprocity in manufactured articles would be positively harmful. It would demoralize business conditions as Canada would be at the mercy of any caprice of the United States senate. Any arrangement negotiated might be nullified within five years. This would involve the Dominion in disaster. Here our manufacturers

(Continued on Page Seven.)

THEIR OWN NEWSPAPER EXPRESSES APPRECIATION

"Our sense of gratitude would be indeed dull if we did not appreciate most deeply the countless acts of kindness which have met us at every turn. From Port Arthur and Fort William, at the head of the Canadian lakes, to Victoria, on the coast, one spirit of generous hospitality has reigned. Members of the party have been enabled to see the West under the most favorable conditions, and with a sight of it has grown a strong admiration of its progressiveness, its virility, its optimism. We enter upon our return trip with a greater appreciation of Canada, recognizing more clerly than ever its national possibilities and its essential oneness of purpose, the determination to build up on this continent a people that will bulwark the empire. "On the Cars and Off" feels tht it is expressing the feeling of every member of the party in returning thanks for the hospitality which has been shown them, and in trusting that this intercourse of the people of all parts and all interests of Canada may expand and nourish the national sentiment of our common country.—From "On the Cars and Off," a daily newspaper printed on the special train of the manufacturers on the trip through the West.

WRECKED CREW RESCUED.

Ship Set on Fire to Prevent Her Being Derelict.

Halifax, N.S., Sept. 28.—The Allan line steamer Siberian, from Liverpool, brought to port three shipwrecked seamen, Joseph Devlin, J. Christmas and John Joe, who had shipped in barquentine E. C. West Queen at Dalhousie, N.B., bound for Buenos Ayres, lumber laden. The left Dalhousie on August 10 and a few days afterwards sprung a leak and became water-logged. The deck load was thrown on and pumps were worked day and night. The pumps became choked and the vessel was almost awash when the German mail boat Koningen Louise came along and took off the crew of nineteen all told. This was on September 24. Captain Alex. Forsythe, of Windsor, N.S., was in command of Harvest Queen. The ship was set on fire so as to prevent her being a dangerous derelict.

CRIPPEN IS GUILTY OF WILFUL MURDER

Coroner's Jury Say That Unknown Body Was That of Mrs. Crippen, Poisoned by Hyocsin.

London, Sept. 26.—The coroner's jury today returned a verdict of wilful murder against Dr. Crippen in connection with the finding in the Crippen residence last July, of the mutilated remains of the body supposed to be Crippen's wife. The verdict reached by the jury was to the effect that the mutilated body found buried in the cellar of the Crippen home was that of Cora Crippen, who had been wilfully murdered by Dr. Crippen. The verdict added that the cause of death was poison by hyosin.

London, Sept. 26.—No evidence beyond that given at the Bow street police court, in the case of Dr. Hawley H. Crippen and Ethel Clara Leneve, his typist, was produced at the resumed inquiry today of the coroner, into the finding of the mutilated body believed to be that of Ethel Elmoral Crippen, the actress wife, in their Hilldrop Crescent residence, and the police made the announcement that they had nothing further to submit.

William Long, who was formerly connected with the accused, and who purchased the coat's suit which Miss Leneve wore when arrested on board the steamer Montrose, off Quebec, was asked by the coroner whether he had ever bought lime. He answered in the negative.

The chemist from whom Dr. Crippen purchased hyosin, traces of which compound Dr. W. H. Wilcox, the scientific analyist of the Home Office, testified he had found in the buried mass of flesh, said that the order for the medicine was given several days before the drug was taken away. He also declared Crippen never personally had purchased hyosin at his pharmacy. The coroner will sum up his case this afternoon.

FULL INQUIRY INTO TELEGRAPH RATES

Decision of Railway Commission Taken to Mean That the Whole Question Will Be Opened Up.

Winnipeg, Sept. 26.—Business men generally, but especially those members of the board of trade and grain exchange actively interested, are jubilant today over the decision of the Railway Commission that a full investigation must be held into the rates charged by the telegraph companies on business in and out of Winnipeg. It is pointed out that the decision is of immediate interest to all business men in Canada, because a general investigation is promised into rates all over Canada connecting with Winnipeg, or in other words a review of the rates in every part of the country.

OFFICIALS SCARED.

Expected Trouble When Secretary of State Visited Printing Bureau.

Ottawa, Sept. 26—Hon. Charles Murphy, secretary of state, went to Printing Bureau this morning and resumed his personal inquiry into affairs of that institution. This is the first time Mr. Murphy, himself, has been there since the disappearance of Gouldthrite and his visit caused a flutter in the department.

Premier Murray Well Again.

Halifax, N.S., Sept. 26.—Premier Murray leaves tomorrow morning for Chicago for the purpose of procuring an artificial limb which will be set by specialists. The premier has been resting at his home at North Sydney for the past three months and he is in excellent health. After returning from Chicago, Mr. Murray will resume his duties as first minister of the province.

Prosperity Everywhere.

Vancouver, Sept. 26—"Vancouver enjoys no monopoly of prosperity for I see vast constructive forces at work in the entire region from Lake Superior to the Coast," said Honorable Col. J. M. Gibson, Lieutenant-Governor of Ontario, who with his party on the private car of the Ontario Government arrived here today.

MADE THE TRIP THROUGH RAPIDS

Northland Call First Steamer to Successfully Navigate the Little Slave River

Grouard, Alta., Sept. 26.—The Northland Call, of the Northern Transportation Company's fleet of steamers, arrived here this morning with passengers and mail. She is the first steamer to make the through trip from Athabasca Landing to the west end of Lesser Slave Lake, having navigated the Athabasca River from the Landing to Mirror Landing, seventy miles up the river, proceeding up the Little Slave river through the previously unnavigable rapids to the east end of Lesser Slave Lake, and thence across the hundred miles of the lake. The event is being celebrated here today.

This trip was made possible by the excellent stage of water in the rivers, and also by the construction by the Dominion public works department of wing dams in the Little Slave River. These dams were built at a cost of $35,000, by Engineer Darling, under the supervision of Engineer Malholt, of Calgary, chief engineer for the Dominion Public Works Department in Alberta.

The effect of the dams, which, as the term by which they are described suggests, are simply wings built out from the banks toward the centre of the river, is to raise the level of the water in the channel and reduce the speed of the current.

The Northland Call is not a large steamer. She is about 40 feet long and 8-foot beam. She is equipped with powerful engines. She was built last year by Capt. Barber, of the Northland Sun, at Athabasca Landing.

CANADIAN CORPS IN A DASHING CHARGE

Queen's Own Rifles Take Part In Army Manoeuvers at Aldershot—Lord Methune Advises Establishment of Military College in South Africa.

London, Sept. 24.—The quality of peaches shipped to Covent Garden from the Niagara district, Ontario, is stated to be very satisfactory.

Aldershot, Sept. 24.—The Queen's Own Rifles had a big part in battle concluding the manoeuvers here yesterday. They participated in dashing charge on the enemy's position. The whole army regrets their return to Canada.

Pretoria, Sept. 24.—Lord Methune adverts to the elaboration of the commando system in South African military affairs, with an element of discipline. He also recommends the establishment of a military college on the lines of the Royal Military College at Kingston, Ont. These, he believes would furnish the best form of a defence force.

CHARGED WITH INFANTICIDE.

Young Woman in Barrie Alleged to Have Murdered Illegitimate Child.

Barrie, Sept. 26.—The Grand Jury returned a true bill against May Dolin, aged 24, a comely woman, charged with the murder of her illegitimate offspring, by throwing it in the Narrows on Mach 26. The girl evidently feels her position keenly. Thos. McNully, Orilia, the alleged father of the child, was also indicted by the Grand Jury, having, it is alleged, incited the woman to the crime.

SAD FATALITY AT TEESWATER.

Child Killed on Improvised Stretcher on Which Father Came Home.

Teeswater, Ont., Sept. 26.—Conductor G. R. Campbell, stepping from one car to another of a way freight at Wroxeter, when the cars parter, and falling to the ground broke his ankle Monday afternoon. He was carried home on a car door. The latter was used by his six-year-old son, Charlie, for sliding, when the little lad fell, striking the back of his head on the door and died in a short time the same evening.

NO DIRECT PRIMARY LAW.

Utah Republicans Defeat Motion to Make This a Plank.

Ogden, Utah, Sept. 26—A direct primary law was the only bone of contention in the Republican state convention held here. After one hour's debate tonight the adoption of a direct primary plank was decisively defeated by a viva voce vote. The platform adopted by the convention endorses the national administration. It also includes a plank providing for local option.

MUTINEERS PAY FINES.

Closing Episode in Bricklayers' Lockout in Winnipeg.

Winnipeg, Sept. 26.—The closing episode in the recent lockout of masons and bricklayers was the payment of fines assessed by the union on the five men who sought to form a national union. The payment was made under protest, pending an appeal to the International executive.

C.N.R. IMMIGRATION WORK.

Salvation Army Officers to Take Over the Management.

Toronto, Sept. 26.—Lieut.-Colonel T. Howell, head of the immigration department of the Salvation Army in Toronto, has resigned that position and will take charge of the big immigration scheme of the Canadian Northern Railway company. Mr. G. Southwell, who has been working for the Salvation Army under Lieut.-Col. Howell, follows his chief to the railway company. While the head offices of the new department will be in the Canadian Northern offices in this city, Lieut.-Colonel Howell and Mr. Southwell will do a great deal of their work in Britain. The intention of the company is to bring out farmers and farm laborer from the Old Country and to settle them on farms along the route of the Canadian Northern in Manitoba, Saskatchewan, Alberta and British Columbia, or in Ontario.

DAMAGING EVIDENCE IN HOSPITAL ENQUIRY

Engineer in Toronto Isolation Hospital Was Required to Remove Dead Bodies and Then to Handle Milk Supply Without Having Disinfected Himself in Any Way.

Toronto, Sept. 27.—"I had to remove the bodies of patients from the diphtheria and scarlet fever wards, and also the poultices and the garbage. I had to send up the milk. I dipped it out of the cans into bottles and put them on the dum-waiter. I did not take any precautions. I never received orders that I had to disinfect myself."

These statements, made by Wm. Russell, second engineer of the isolation hospital, after persistent questioning by Corporal Counsel Dr. Ayton in the hospital enquiry, constituted by far the most damaging criticism of the management of affairs at the hospital brought out by the investigation.

The engineer in his evidence showed that he had gone into both the diphtheria and the scarlet fever wards on the same day without disinfecting himself in any way, had removed dead bodies, taken infected mattresses to pieces, and had then handled the milk supply of the hospital.

IS ARRESTED ON SUSPICION.

Finn at Cobalt is Accused of High Grading.

Sault Ste Marie, Sept. 26.—Warned by a wire from Cobalt, a Finn named Summonen was arrested here today. Summenen recently made a trip to Finland and brought back his bride and returned to the Cobalt mines. He was under suspicion of high grading in March, but disappeared when the famous cases were on. It is expected the arrest will lead to the arrest of several of his countrymen and confirm the suspicions of the mine managers that lareg quantities of contracts and silver is marketted in Chicago.

FOUGHT BATTLES IN STREETS OF BERLIN

Fifty Strikers and Many Police Wounded in Series of Engagements—Strikers Stormed Fire Hall and Church—Police are Bivouacing in the Streets.

Berlin, Germany, Sept. 26—The police and coal strikers had a series of pitched battles in the Moabit precinct. Fifty strikers were wounded by shots and sword thrusts during the police charges. Twenty of them were taken to the hospitals severely injured. A very large number of police, forty or more, also were wounded, some of them badly, while protecting strikebreakers. About midnight thousands of strikers stormed the fire station and the Reform Church in Duesseistrasse, wrecking the windows and doors. The police were compelled to charge repeatedly and to use severe measures. They are now bivouacing in the streets throughout the night. In consequence of the frequent use of firearms in public places during the present labor troubles, the commissioner of police has forbidden the carrying of weapons without a license.

Royal Betrothal Expected.

London, Eng., Sept. 26—It is stated that Princess Alexandra, eldest daughter of the Duke and Duchess of Fife, shortly will be betrothed to Prince Christopher, youngest son of the King of the Hellenes. The Princess was born May 27, 1891, the Prince August 10, 1888.

Wanted Fair Fight.

Saratoga, N.Y., Sept. 26.—A letter was read to the Republican state committee from vice-President Sherman regarding the charges that his election as temporary state chairman was to be brought about by trickery, stating that if he charges were subsantiated he would not care to serve.

West Point Under Custody.

West Point, Virginia, Sept. 26.—Although the board of inquiry into the attempts of cadets to silence Captain Longan has not reported, the entire academy is under practical arrest, and denied all privileges and permitted to see no one, unless officially connected with the staff.

LINING UP FOR THE FRAY

Rival Factions Muster at Saratoga and a Battle Royal is in Prospect

Saratoga, New York, Sept. 26.—Saratoga seethes in political turmoil tonight, the evening of one of the most important Republican state conventions ever held. The "old guard" are making their battle on the issue "Shall Theodore Roosevelt rule the Republican party in New York?"

Col. Roosevelt reached here late today and within five minutes had plunged into the situation, taking full command of the progressive forces and rounding up the wavering unpledged delegates. The ebb and flow of political tides finally set in for the progressives tonight, and the colonel, after a conference with his lieutenants, repeated his declaration made at Troy: "We have beaten them to a frazzle," he said.

Vice-President Sherman came in this morning from Utica and went quietly to his room. Few knew of his arrival. Mr. Sherman had nothing to say, and spent most of the day talking with friends. Mr. Sherman, it was learned, entertains no very exalted hopes of his selection to the temporary chairmanship, but he says he is in the fight. With the arrival of Col. Roosevelt, the "Old Guard" doubled their efforts to capture the palm of victory.

Lieutenants of William Barnes, who is leading the "Old Guard" forces, say tonight that they have made a few gains but are not ready to claim a majority. The wavering delegates are being eagerly sought by both sides. Mr. Griscom announced tonight that the progressives had five hundred and seventy-four delegates out of one thousand and fifteen in the convention, which would give them a good working majority. He said that since Roosevelt's arrival the progressives had gained four votes.

Committee Reaffirms Decision.

Saratoga, N.Y., Sept. 26.—By a vote of twenty-two to fifteen, the Republican state committee at a special meeting tonight reaffirmed its selection of vice-President Sherman over Colonel Roosevelt as chairman.

BIG FLEET OF AIRSHIPS.

United States War Department is Getting Interested.

Washington, Sept. 27—John Barry Ryan, son of Thomas F. Ryan, the New York millionaire, spent today in the war and navy departments and succeeded in getting the officials into a state of enthusiasm over the proposition to provide the army and navy with a fleet of airships that would augment tremendously the efficiency and defensive powers of the twin services.

The attractive feature of Mr. Ryan's proposition was its economical side; he did not ask a dollar of government money in return for the creation of a reserve of about 1,000 aeroplanes that might be called immediately into service by the government in time of need. What he did want was the moral support of the two devices.

partments. This was given him with hearty good will.

Efforts will be made to develop aeroplanes of greater size than those now in use, so as to transport a corporal's guard and carry sufficient ammunition for effective bombardment.

CATHOLICS MAKING A FIGHT.

In Spain—Newspapers Predict Canalejas Retirement.

Madrid, Sept. 26—The Catholic newspapers here are filled with columns of cabinet dissension and many predict that the manifestations to be held next Sunday will force Premier Canalejas to retire on the eve of the assembling of the Cortes on October 3. They say further that Count Romanos, president of the chamber of deputies, will succeed Canalejas. The latter's friends declare that the reports are part of the clerical campaign.

WOULD CANCEL AGREEMENT.

Winnipeg Controller Would Make C. P. R. Put Up $1,000,000 Taxes.

Winnipeg, Sept. 26—Controller McArthur stated today, that the negligence of the Canadian Pacific railway in providing proper stock yard accommodation was sufficient provocation for cancelling the agreement between the company and the city, and also for the collection of many thousands of dollars in taxes from which the company has been exempt for thirty years by virtue of this agreement. This amount the controller set at $910,836. He said $84,264 was forfeited this year and that it was up to the city to collect arrears represented by the larger amount.

Smash-up in New Brunswick.

Moncton, N.B., Sept. 21.—No. 75 train was derailed this morning about 11 o'clock between Memramcook and Calhouns. Cause unknown, but supposed to be a broken rail. Two engines and six cars are off the track, quite badly damaged. The track is torn up for some distance, and traffic was held up for about four hours. The drivers and firemen of both engines escaped unhurt.