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SEMI-WEEKLY EDITION

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

VOLUME V. EDMONTON, ALBERTA, CANADA, MONDAY, SEPTEMBER, 6, 1909 NUMBER 384

ROMANTIC AND REMARKABLE CAREER OF LORD STRATHCONA

Life Story of Man Who Will be a Distinguished Guest of Edmonton on Monday and Tuesday.

THOUGH MANY YEARS IN CANADA VISITS EDMONTON FOR FIRST TIME

Citizens Will Meet Him at Strathcona Station on Monday Night —Receptions and a Banquet on Tuesday.

Secret of His Success Was Preseverance and Natural Ability—A Man of Iron Will and Sperior Mental Qualifications—Began in a Humble Capacity and Gradually Forged to the Forefront—Always Had Supreme Faith in the West.

LORD STRATHCONA, G.C.M.G., F.R.S., LL.D., P.C., D.L.
High Commissioner for Canada.

On Monday evening at eight o'clock, as the festivities of the holiday are drawing to a close, the people of Edmonton and Strathcona will receive as a visitor to their cities a man whose life for almost three-quarters of a century has been identified with the growth of Canada from its earliest years of development till its attainment to the dignity of nationhood.

Lord Strathcona, in his nintieth year, a world-famed and venerable statesman, but still wearing lightly the four-score years and ten, will for the first time visit the Twin Cities upon the Saskatchewan, one of which has for almost a century been a chief trading post of the company for whom he was long a servant and the other of which has honored him and itself with his name.

To Edmonton people the visits of Strathcona will have especial interest for it was to the sister of one of its most illustrious old-timers, Chief Factory Richard Hardisty, whose widow, Mrs. E. V. Hardisty, still resides on Fifth street, that he was married many years ago, while yet far from the position that he now occupies.

Big Reception Will be Given.

The reception to be tendered the distinguished guests will be such as is due to one of the foremost builders of Western Canada. His special train is expected to arrive at Strathcona at 8 o'clock on Monday evening. Here Lord Strathcona will be met by His Honor Lieutenant Governor Bulyea and a joint committee from the two cities. The procession, headed by a military guard of honor, will proceed to Government house, where Lord Strathcona will reside during his stay in the city. On Tuesday he will visit the university grounds and at 12.30 an address will be presented at the university buildings. In the afternoon a reception will be held from four o'clock till six at Government house, and in the evening a dinner will be given by Mayor Lee and the corporation of the city of Edmonton.

The distinguished guest will afterwards leave over the Canadian Northern on a visit to Regina and other Canadian points.

Noble in bearing, courteous and kind,
And richly gifted with an inner grace
That animates the features of your face,
Where life's unerring record well is lined,
A fitting temple for a mighty mind;
First of an old indomitable race,
Whose sons have reached the earth's remotest place;
Scots though at home where e'er blows heaven's wind.
These spacious halls we thoughtfully behold,
Whose massive portals wear your honored name,
A worthy monument to one whose days
Make glad by gracious deeds unweighed by gold.
So gratful hearts shall ever speak your praise,
While these strong towers reflect the sun's bright flame.

These lines penned by Charlotte Eaton are a fitting tribute to Lord Strathcona. As high commissioner of the Dominion, a post of ever-growing honor and responsibility, he is the man who must uphold Canada's interests in Britain.

Canadians visiting in England call at the high commissioner's office, partly as a matter of duty, but chiefly as one of pleasure, for there they will find a piece of Canada, the Canada they know, with a Canadian welcome. And the presiding genius of that office, the man who has made it the Mecca of Canadian globe trotters is Lord Strathcona, one time Donald Alexander Smith, who earned a bare sustenance by his own unaided efforts. The second of these he has chosen for his motto. He is one of nature's noblemen in whom the great mother of all has centred many of her choicest gifts, and that the graces have not been forgotten is shown by the fact that though honors have been showered upon him he is ever the same kindly gentleman whose charities have added materially to the advancement of education in Canada.

Should you have occasion to visit the office of the high commissioner, and should your business be of such a nature as to necessitate a personal interview with Lord Strathcona the impressions left with you will be many and varied. Though 88 years of age on August 5, last, Lord Strathcona has lost none of the powers which placed him in the position of Canada's leading financier many years ago. His is a friendly manner and in conversation he will draw his chair close alongside and follow each sentence closely. It is not difficult to see that it is the mind that has placed the man where he is today, a mind which can grasp details and by force of conviction carry through any course of action decided upon. The early life led by Donald Smith demanded an iron will. Men of equal strength but with lesser mental qualifications of average have failed under the test while he passed through it in triumph, and his adopted country honored him accordingly for his works, while his native country was equally generous. He risked his all and the all of many of his friends and relatives on one throw, but he knew that he was right, and today Canada has in consequence the development of its west, which depended upon his success or failure. Governments have claimed the credit for the building of the Canadian Pacific railway, but it was Donald Smith more than any one else who thought out the great enterprise and put it through.

Secret of His Success.

And the secret of his success is "perseverance." In an interview he explained why he chose that single word for his motto. He says:

"Every man should prepare himself for his work. Prepare is a word I like. I wish every boy could understand the necessity of preparing himself for his position. Mr. Carnegie, when he was a common blacksmith, prepared himself; he worked hard; he did his best. Today he is a very rich man. I have no friend that I think more of than Mr. Carnegie.

"So it was with Mr. Hill. When he was a mud clerk on the levee in St. Paul, working for fifty cents a day, he prepared himself for his work; then, too, he saved his money. His old clothes didn't make him less of a gentleman. Mr. Hill told me his only luxury in those days was books. He was very fond of studying scientific subjects, and the money other would have spent on clothes he spent in buying books. I never met a man who possessed a greater fund of knowledge than Mr. Hill. He is a power in the financial world today. I should like to tell every young man starting out in life the necessity of preparing himself for his work.

"Then he must be honest and save his money. The great trouble with the people today is they all want to be rich without first having been poor. I was very poor when I began life as a boy, very poor."

He was asked: "Isn't one happier amid such surroundings as yours?"

"No," he replied, "great wealth connot bring happiness. Real happiness must come from a contented mind and hard work. Great wealth is a burden for one has to think very hard how to make best use of his money. I would not advise any man to strive after great wealth. I would rather be a very good man than a very rich man."

Life Story Reads Like Romance

The story of Lord Strathcona reads like a romance. In 1838, when Van Buren was president of the United States, when Victoria of England had held the throne but a year, he came into the life of Canada. At that time he was 18 years of age. He was born in Scotland, of Highland parents, and he came to the new country to seek the fortune his own land had denied him.

For nearly thirty years he labored in the service of the Hudson's Bay company. After ten years of it in the Labrador wilderness, the record finds him promoted from the trader's vocation to be an agent of the company on the bleak coast of Labrador. Little of hope there was in that. It is the most dreadful place on all the continent, this forbidden land of Labrador. Black, iron-bound, storm-beaten through the spring and summer and autumn; white, frost-bound, wind-swept through the long months of winter—there is no single thing of beauty, gentleness nor charity in all the life of it.

Soon he gained the reputation of a trader who, no matter how bad the season, might always berelied upon to show a balance on the right side of the ledger; and he advanced, steadily from one post to another, until, in 1868 the greatest prize, save one, the company could give him fell to his lot, and he was appointed chief executive officer in Canada, becoming governor-general of the company in 1889. That thirty years in the wilds did not deteriorate the furtrader's innate refinment and courtesy of manner may be gathered from the following extract from a letter written in '69 by a newly joined officer of the company: "I called today to pay my respects to Donald A. Smith, our great Mogul of the service, and was surprised to find him so affable and unassuming, with no trace of the ruggedness you would associate with the wilderness. You'd think he had spent all his life at the Court of St. James instead of Labrador, and I came away feeling I was going to be made a chief factor right away, instead of having to wait about fifteen years more for that promotion."

Nearly fifty years of age, already possessed of an ample fortune, Donald Smith after thirty years of unremitting toil might well have looked forward to spending the rest of his days in ease. But in reality his career was just beginning. For the successful man of business was ripe for development into the buisness statesman, such as Cecil Rhodes was.

It was as a special government commissioner to enquire into the causes of the Red River rebellion, and, if possible, to adjust the difficulties, that he first came into prominence in Canadian public life. The ability and prudence manifested in the discharge of this mission were so effective in the settlement of these troubles that the opinion was widespread in the west that the offices of Donald Smith, if given scope at an earlier date would have prevented the uprising.

First Elected to Parliament.

Hitherto known to a comparatively limited sphere, the Hudson Bay company officer, while retaining his position as chief commissioner, now in 1870 stepped into the arena of politics at a most important point in the first legislature of the new province and only the men of western Canada, can realize all the west has since owed to this man. He was fifty years old then and brought the cumulative experience and strength of many years to his new duties.

The powers of statesmanship, which have won the encomiums of able men on both sides of the ocean, were at once apparent in him, training in the guidance of men and choice of policy having been already received in the services of the company. His advent into Federal politics marked a fuller realization in legislative circles of the possibilities of the vast region lying between the "Grand Portage" and the Pacific, and of Canada's duty to strengthen her position as an integral Dominion.

Provision for a transcontinental railway, which he perceived to be a necessity, was urged upon parliament by Mr. Smith, as well as Sir John Macdonald and Sir Charles Tupper. Here the tenacity and self-reliant courage that had marked his life from youth was again apparent. Opposition to a railway scheme that struck many as quite disproportionate, was tremendous. But Donald Smith knew it was essential to the west, and worked as such a man can work. The railway was built, a bond of steel

(Continued on Page Three).

WILL ACCEPT AMENDED TREATY

Federal Cabinet Will Oppose Ratification of Waterways Treaty.

Ottawa, Sept. 2.—Ambassador Bryce who arrived in Ottawa from Washington this morning, had a conference with Sir Wilfrid Laurier at his residence. So far as is known there is no serious difference between Canada and the United States which necessitated the visit of the ambassador to Ottawa.

Mr. Bryce was in Montreal yesterday to see Premier Ward, of New Zealand, and came on to the capital to spend a few hours with Sir Wilfrid and incidentally to discuss matters which are in process of adjustment between the two countries including the waterways treaty. It is understood that the question of ratification of the waterways treaty to which a rider was attached by the American senate will likely be accepted by the cabinet. Ambassador Bryce, Sir Wilfrid and members of the cabinet at present in the city attended the dinner in honor of Premier Ward, of New Zealand.

BALTIMORE AND OHIO EXPRESS IS WRECKED

Flyer Derailed by Train Wreckers—Five of Crew Killed, Another Fatally Hurt and Twenty Passengers Reported Injured—Relief Train Sent Out.

Pittsburg, Pa., Sept. 4—The Royal Blue flyer on the Baltimore and Ohio, westbound from this city to Chicago, was wrecked shortly after midnight at Newcastle Junction, about forty miles from here, supposedly by train wreckers. Five trainmen were killed, another fatally hurt, and twenty passengers are reported injured.

A posse has been organized at Newcastle Junction and started in pursuit of the robbers. The trail was soon taken and it was thought that some of the robbers have been surrounded in the woods several miles away from the scene of the derailment.

As soon as word of the wreck reached Newcastle a relief party was organized. Physicians were hurried to the scene and an improvised hospital was arranged by the road-bed. The injured were cared for as well as possible until further supplies could be bought and the patients taken to hospitals. Some of the injured, it is thought, may die.

At the first report only two deaths were recorded in the train crew. It is feared, however, that several passengers may have been in the wreckage. The supposition that the train carried treasure and deposits is supposed to have attracted the robbers. Just what amount of money was on board at the time is not yet known.

Result of Drunken Spree.

Fort William, Ont., Sept. 3.—Harold M. Johnson and Gus M. Gunderson, employed in C.N.R. camp two miles from Kakabeka, in a drunken spree last night began fighting. The first man is alleged to have stabbed Gunderson with a penknife in the head and back. Johnson is being held in jail for eight days pending the condition of the other man, which, however, is said to be not serious.

Bullet Through His Body.

Lyndsey, Ont., Sept. 3.—Dominic Spratt, aged 14, son of R. P. Spratt, is in the hospital in a very critical condition. He was shot through the stomach early this afternoon by a 32 calibre revolver bullet, which was deflected by striking the water after Jake Smith had shot at a mud hen. The boy was in a lumber yard fifty yards away. The bullet went through the body.

A Manitoba Threshing Tragedy.

Elgin, Man., Sept. 3.—The first tragedy of Manitoba threshing occurred Thursday afternoon, when the explosion of the boiler of S. H. Hathaway's outfit killed J. R. Rogers, an Englishman who had been in Hathaway's employ some three years. Some minor repairs to the separator caused Rogers to be the only man near the engine.

Winnipeg Hotel Changes Hands.

Winnipeg, Sept. 3.—The Clarendon Hotel, Portage avenue and Donald streets, passes on October 1st from the hands of C. V. Gregory to George H. Nicholson. The consideration is in the neighborhood of $32,500. Mr. Nicholson was for four years proprietor of the Horse Shoe Inn at Hamilton, Ontario.

Penitentiary to Cost $54,000.

Regina, Sask., Sept. 3.—The contract for the Prince Albert penitentiary has been awarded to the Saskatchewan Building and Construction company of this city. The contract price is in the neighborhood of $54,000.

Senator Ferguson Dead.

Charlottetown, P.E.I., Sept. 3.—The death of Senator Ferguson took place at 7.40 tonight at his home in Marshfield. By his death the province loses one of its best citizens.

New Civic Enterprises.

Hamilton, Ont., Sept. 30.—The city engineer will prepare an estimate for the submission of a by-law to construct a new sewerage system in the west end and a sewage disposal plant.

Great Northern Agent Resigns.

Winnipeg, Sept. 3.—A. L. Craig, the well-known general passenger agent of the Great Northern, has resigned his position.

IS NO LAND AT THE NORTH POLE

United States Flag Floats From Flagstaff Sunk in the Ice—Dr. Cook Interviewed.

Copenhagen, Sept. 3.—A correspondent of the Danish newspaper Nationaltidece, boarded the steamer Hans Egede today while the ship was passing through Spagerback and interviewed Dr. Frederick A. Cook, who is returning to his home in Brooklyn after discovering the North Pole.

Dr. Cook told of his investigations in the boreal region and stated that he had ample proof that he had actually reached the latitude of 90 degrees north on April 21, 1908.

"I have kept the records of my astronomical observations during my journey," he said, "and believe them to be an accurate and certain means of checking the truth of my statements.

"I am very proud of the fact that I am the man that planted the stars and stripes at the North Pole, but I do not regard that as the most solid result of the two years I have spent in the Arctic region. I look with greater pride on the fact that I have traveled around more than 30,000 square miles, of hitherto unknown land and have thereby opened a new field to explorers."

"My journel and the record of my observations will prove conclusively that I actually reached the North Pole.

"I found no land at the pole, nor did I observe during my travels the slightest trace of the Peary expeditions."

Dr. Cook looks very well for a man just come out of the frozen north and who underwent the hardships he suffered to gain his goal. He expresses his hearty thanks to the Danish government for arranging the reception in his honor.

It has been officially announced that Dr. Cook arrived here at midnight, but will not land until 9 o'clock tomorrow morning.

Could Not Measure Water.

"Owing to my lack of the necessary instruments I was unable to measure the water at the pole," said Dr. Cook.

"From the day I left Heiberg Island, March 18, 1908 until April 21, when I reached the pole, attended only by two Eskimos, I was continually making observations and trusting to the correctness of these. I am convinced that I was standing at the North Pole at mid-day on April 21, when I hoisted the American flag.

"The Eskimos even appreciated the event and were happy that they had reached the desired goal. My observations I am prepared to submit to any scientific authority and let the truth of what I say be tested by them."

Dr. Cook adds that he was quite prepared to hear that jealousy was at work endeavoring to lessen the importance of his discovery. In reply to a question as to whether he encountered the Peary expedition Dr. Cook answered: "I have seen nothing of Commander Peary's men."

The Pole Wholly Ice.

"How does the north pole look?" was asked.

"Well," said Dr. Cook, smiling, "it amounts to the size of a 25 cent piece. There is nothing to see but ice, ice, no water, only ice. There were more holes there than at the 87th degree which shows there is more movement and drift there, but this and other observations I made afterward when I got more settled. I stopped two days at the pole and I assure you it wasn't easy to say good-bye to the spot."

He desired to express the deepest gratitude for the help he had received from Danish sources in Greenland.

It seemed today as if the elements had joined in the storm of controversy which Dr. Cook's achievement has aroused, for when the now historic government packet rounded the Skaw, she did so in the teeth of a buffeting westerly gale that made it most difficult for a pilot boat to board her, and the same unfriendly elements are battling against her progress as tonight she is ploughing through the Skager Rack, trying to reach Elsinore by 9 o'clock in the morning when the official receptions are to commence.

"My Esquimos" said Dr. Cook "were brave and helpful throughout. At night we slept in snow huts, our 113 dogs camping outside. At times the cold was intense, the thermometer registering occassionally 85 degrees below zero fahrenheit. But we all kept well. Hunting was good often, and our larder was stocked then with the meat of bears and muskox.

Great Day of His Life.

"The twenty-first day of April was the great day of my life," continued Dr. Cook. "We were only 15 seconds from the icy spot so hotly coveted. I yelled, 'Youre in luck, Fred,' and went on. The last stretch was the easiest of all. I had to make only two more observations.

"The ice was broken, but my spirits were high. I shouted with a school boy's glee. Much to my surprise my two stolid Esquimaux failed to understand my exultation. My last observation proved to me that I was standing on the North pole. I will prove it to every one easily.

"What were my feelings Well, I was too weary to feel much. I thought only how pleasant it would be if I

(Continued on Page Two.)

THE MARKETS

FARMERS' MARKETS.

Grain and Feed.

Oats	38 to 40c
Oats to dealers	32c to 35c
Feed wheat	70c per bushel
Barley	38c per bushel
Dairy crop	$1.25 per cwt.
Oat chop	$1.65 per cwt.
Bran, per cwt.	$1.30
New Timothy hay	$10 to $14

Dairy Products.

Dairy Butter	20c per lb.
Dairy Butter to dealers	13c to 15c
Creamery Butter	20 to 25c per lb.
Eggs	20 to 23c per doz.
Cheese, local	12 to 13c per lb.

Live Stock.

Grass-fed Steers	3½c to 4c per lb.
Steers 1,000 to 2,000 lbs.	3 to 3½c
Fat Heifers	2¾ to 3½c per lb.
Medium cows and heifers	2½ to 3c
Fat Cows	2½ to 3¼
Choice Calves	4c to 5c.
Medium Calves	3 to 4c
Hogs	7¼c to 7½c

Vegetables.

Carrots, onions, radishes, etc., 30c per dozen bunches; dry onions, 3 lbs. for 25c; cabbage, 40c per dozen; new potatoes, 50c to 60c per bushel.

FRIDAY'S GRAIN MARKETS.

Winnipeg, Man., September 3.—All markets were rather quiet with a fair amount of trading and relatively steady in tone in view of the continued reports of heavy Russian shipments. The market was almost purely a scalping one in Chicago and the opinion was expressed that any further advance in prices in Chicago would be apt to attract wheat from Duluth, where the market is three cents under Chicago.

In Winnipeg there were no new features. Receipts were good for the time of the year and the grade well sustained. Exporters stated that there was not much doing. There was a reasonable demand for cash wheat, especially for cars passed Winnipeg.

Winnipeg cash wheat—No. 1 Northern, 1.01¼; No. 2 Northern, 95½; No. 3 Northern, 96; rejected 1-1 Northern, 95½; rejected 1-2 Northern, 92¾; rejected 2-1 Northern, 92½; rejected 2-2 Northern, 90½; rejected 1 Northern for seeds, 94; rejected 2 Northern for seeds, 91.

Oats—No. 2 white, 36.

Barley—No. 3, 45½.

Winnipeg options: Wheat—September closed 98½; October 94½, 95; December 91, 91⅞; May 96, 96¾.

Oats—October 34⅞; December 33⅛, 32⅝; May closed 35¼.

Flax—September closed 1.27; October 1.26½, 1.27.

American options: Chicago—September 98⅞; December 94⅛, 94½; May 98¼, 97⅞.

Minneapolis—September 95, 95¼; December 93¾, 93½; May 98, 97⅛.

CHICAGO GRAIN MARKETS.

Chicago, September 3.—The average wheat trader is astride the speculative fence and any such position like awaits a leader. A man with an influential following, be he bull or be he bear, would have nearly every professional in the market at his heels by making a pronounced stand.

Many of the talent rallied around Patten in his recent May deal. They made money. They have attempted to rally around George Marcy and the Armour Grain Company in the present September deal, but the Armour concern is not unlike the flea—difficult to guage. The talent in wheat art on the whole without an opinion and a bellwether would be chosen from the field as soon as it was discovered that an opinion was to receive the backing of a good-sized bank roll. Some of the more careful speculators look upon the wheat markets as a dangerous proposition at the moment. It may truthfully be called a weather affair, as the "probabilities" are eagerly scanned upon arrival in the morning, whether they are generally acted upon or not.

Sunshine is greatly desired in the spring wheat country, where the crop is standing in the shock awaiting the thresher. Private and public cables say that importers of wheat are anxious re sellers. Winters on spot were offered at declines of ¼ to 1d. The quality of the arrivals at Liverpool was unsatisfactory.

Primary receipts were 1,700,000 bushels, against 814,000 bushels last week. Shipments 546,000 bushels, against 946,000 bushels. The sales of 300,000 bushels. Cash corn attracted no little attention and it overbalanced the estimated receipts for 380 cars today. One good-sized line was thrown into the pit, but it was gobbled up by the hungry talent not unlike the festive duckling hiding the June bug.

Conflicting crop reports were received from Iowa, Kansas and Nebraska. Those who have been claiming large losses refuse to back down.

September was the stronger month of the list. It closed ½ higher. December was unchanged, while May was off ¼c.

The oats market closed ⅛ to ½c higher, it advanced ½ to ⅝c early on, covering by local shorts, and in sympathy with the early strength in other grains. The September future showed the most strength, but the demand was satisfied by the principal holders, who sold September and bought December. Most of the advance in prices was lost toward the close. The cash market was steady to ¼c higher. Car lots 277, with 245 estimated for tomorrow.

The features of the provision market was the buying by shorts and the

(Continued on Page Two).

CITIZENS OPPOSE THE AGREEMENT

Proposal to Give Radial Franchise to Brutinel Strongly Condemned by Public Meeting.

If last night's public meeting held in the Separate school hall to discuss the Brutinel Radial Railway agreement be taken as any indication of public opinion upon the question there is little probability that the by-law will be endorsed by the ratepayers when it is submitted on the 20th of September. The hall was filled with citizens who gave close attention to the different speakers but strongly endorsed by applause the remarks of those opposed to the agreement. On the other hand those who defended it realized at once that the large majority of the audience were not in sympathy with their views upon the question.

The chair was occupied by Mayor Lee and there were also on the platform Aldermen McInnis, Armstrong, Lundy and Gariepy. The first three with John A. McDougall, M.P.P., W. W. Short and Jos. Clarke were the speakers of the evening. The mayor in opening the meeting said there were only two things the city could do in connection with the radial franchise, either build railways itself or allow some outside company to do so. The latter course had been decided upon and the Brutinel franchise had been endorsed by a majority of the council. The citizens had now an opportunity to discuss the agreement as it had been placed before them.

Strong criticisms were offered by Aldermen Armstrong and ex-Mayor McDougall, while Aldermen McInnis, William Short, the company's solicitor, and Jos. A. Clarke spoke in defence. The meeting gradually melted away till by the time Mr. Clarke had finished, at near midnight, there was a mere handful in the hall. These were not desirous of hearing anything further upon the matter and rising en masse left the hall.

Alderman Armstrong Opposes.

Alderman Armstrong was the first speaker. He stated amid applause that he was one of those who opposed the agreement. The city charter for radial railway lines expired shortly but he thought that the time would be extended if the city showed that they would shortly begin work. He explained where the second agreement had been brought before the council, the reason being that in the first agreement the purchase of the Strathcona charter was arranged for but one of the shareholders refused to sell. He took up the different clauses of the agreement criticising a number of the provisions which he claimed would be detrimental to the city. He contended that the agreement provided that only thirty-five miles of suburban railway might be built by the company in seven years and stated that far more than that could be built by the city itself in that time. He did not know of another city in existence that gave the same number of concessions to a company as this agreement gives to the radial railway company. He drew a lesson from the experiences of the city of Toronto, pointing out that notwithstanding the best legal talent employed, Toronto had got much the worst of its bargain with the Toronto street railway.

Alderman McInnis Supports.

Alderman McInnis was the second speaker. He said that the agreement had not been hurried through, but was gone over night after night for ten weeks. Either the city or some one else must build a suburban line. The value of such a line is admitted. He thought the agreement taken as a whole was a very fair one. He took up a number of the different clauses pointing out where the city stood to gain by the provisions.

A number of questions were asked by W. H. Morris and some sharp repartee passed between him and Dr. McInnis which was greatly enjoyed by the audience.

Ex-Mayor Opposes Agreement.

Ex-Mayor John A. McDougall, M. P.P., thought it would have been a good thing if the agreement had been discussed in public meeting before the city. The radial franchise he considered a valuable one for those who would get it for all time to come. It would have been the proper thing to find out whom the city was dealing with. The city had already had some experiences in this regard and in one case received $10,000. He would like to have seen a similar forfeit in the present agreement. He would like to know whether bona fide capitalists were behind the proposal or was it only a scheme of a promoter. A few years ago the city, large through Mr. Short's initiative, had gone in for municipal ownership and had got a charter for radial lines which doubtless it was then intended to build in the new future. Now however, by the passing provisionally of this by-law the council appeared to think that it was better not to build lines outside of the city limits. If the city however, was not to build these lines outside the limits they should not act the dog in the manger and refuse to deal with a responsible company.

Will Vote Against It.

"I may read this agreement one way," said Mr. McDougall, "and a lawyer may read it another way but for myself I don't intend to vote for it (Applause.) I think it would be money well spent to have got some outside legal advice upon the agree-