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SEMI-WEEKLY EDITION

VOLUME V.

COMMISSION TO INVESTIGATE ACT

Body of Municipal Experts Will be Chosen to Look Into Draft of Proposed Legislation.

A new municipal act having relation to all the municipalities of the province existing or to be created, and abolishing the special charters of the various cities, was tabled in the legislature Friday afternoon. It will not be taken up for discussion, however, but will, during the next few months, be submitted to the municipalities and towns of the province for suggestions.

During the coming summer a commission will be appointed by the provincial government to look into the working of the various charters and to investigate the draft of the proposed municipal act. By the next session of the legislature, when it will come up for discussion, the government will have all the available information at their disposal.

The proposed legislation embodied in the draft of the bill, while covering all the powers now held by Edmonton and Calgary, inaugurates several new ideas in municipal government. Among these is the provision that a city council may provide for the payment in the provincial treasury of the annual amount to be levied on account of sinking fund, the city or town to be allowed for per cent on such amount until the 1-1-1910, after which the sinking fund is applicable to come payable. The amount so paid the government may be invested by the provincial treasury in the city debentures for which the sinking fund is created or in any other way as directed by the provincial treasury act. The provincial treasury thus becomes a private bank for the municipalities.

The act provides, if desirable, compensation for officers and members of the council for not more than \$3 per meeting, the annual amount not to exceed \$150. It makes provision for the annexation of suburbs by a two-thirds vote of the residents. The ward system may be inaugurated by a referendum and there may be more than six electors for each ward.

The act provides for the date of the annual meeting of the last Monday

in November and the elections the second Monday in December.

LABOR LEADER SPEAKS.

John Mitchell Willing to Serve His Nine Months in Prison.

New York, Feb. 20.—John Mitchell, the vice-president of the American Federation of Labor, who with the other officers of the federation was sentenced yesterday for a violation of the Supreme Court of the District of Columbia to serve a term in prison, spoke on the subject at a smoker of the Telegraph and Society held last night in Beethoven Hall. While disputing the authority of the judge to sentence Mitchell, primarily for a violation of an injunction without a jury trial, he declared that if the opinion was rendered by the Supreme Court to the United States he would serve the nine months sentence imposed on him.

He made no attack on the integrity of Judge Wright, but partly apologized for him on the ground that his long association with corporations and corporation lawyers might unconsciously have prejudiced his mind, as his own he confessed, was prejudiced in favor of union labor.

LUMBERMEN'S ASSOCIATION.

Gigantic Organization Formed in B. C. Representing Millions.

Victoria, Feb. 19.—Every branch of the timber industry is represented in a new organization formed today, the British Columbia Lumber, Logging and Forestry association, which absorbs the British Columbia chamber of commerce and forestry. The new organization's chief objects are the promotion of mutual interests, obtaining legislation for all branches, including the recent request for a law giving the promotion of title to present 21-year timber licenses and the conservation of the forests of British Columbia, which has the largest quantity of marketable timber in the world for the municipalities.

The officers are: President, A. D. McRae, of Fraser River saw mills, with the largest mills on the Pacific coast; Leitch, of the Victoria Lumber company; M. S. Logan, Vancouver; Peter Lund, Werner, B.C.; T. P. Strathcona, Vancouver, with an executive committee of seven and an advisory board of 42 members. The association represents the largest vegetable interests of any ever formed in British Columbia, running into many millions.

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Eastern Capital to Develop Yellowhead Pass Coal Fields

Mr. J. O'Brien, Cohalt Millionaire, at Head of Company Which Will Invest \$250,000 in the Development of Bituminous Coal Mines West of Edmonton—Company Has Claim of 5,120 Acres—Preliminary Work to be Commenced This Summer.

M. J. O'Brien, of Renfrew, Ontario, a man who has made a mint of money in the Cohalt, has organized a company, incorporating under the name of the Yellowhead Pass Coal and Coke Co., Ltd., which will commence this summer the development of a hard bituminous coal field west of Edmonton. Eastern capitalists, who have had their eyes on the ground, have discovered the possibilities of the country lying between this city and the Rocky Mountains, but have been waiting for the O'Brien Company to first definitely announce their intention of demonstrating the fact that in this country there is a large degree of authority about the mineral possibilities of the country west of Edmonton.

Mr. O'Brien, who is the head of the Yellowhead Coal and Coke company, has secured the coal between Edmonton and the Yellowhead Pass, and there is an enormous quantity of it outside of the claims of the O'Brien company, which he has secured. It will be possible to lay down coal in Winnipeg from the Yellowhead Pass at a price which will make it available for consumption there. In addition to this, the extent of which it is difficult to estimate, to realize there will be three transcontinental railways to serve with coal from this district.

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Some Areas at Crow

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THE LINES WHICH C.N.R. WILL BUILD

Second Reading of the Bill Granting Charter to Subsidiary Company to Canadian Northern.

No application for a railway charter to the Alberta Legislature has caused such interest as that of the Alberta Central Railway Company. When the bill to grant this charter came up for a second reading on Friday it met with unanimous support and the schedule in the charter of the Alberta Central Railway Co.

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WEST CRIES OUT AGAINST C. P. R.

Dr. McIntyre and J. G. Turiff Protest With Billy Maclean Against Granting Favors to Co.

Ottawa, Feb. 19.—The House of Commons spent this afternoon debating the recent authorization of an additional C. P. R. stock issue of fifty million dollars. W. F. Maclean, who yesterday had laid on the table of the House all orders-in-council in respect to stock issues since the C. P. R. was incorporated, came back to the subject and received vigorous support from J. G. Turiff (Lib., West Assiniboia), and Dr. McIntyre (Lib., Strathcona). Mr. Maclean at the outset said that the various orders-in-council showed that while the original capitalization of the company was increased to two hundred million dollars, during the past six years an increase of one hundred and thirty-five millions had been authorized, or an annual increase of fifteen million dollars. These figures, he said, were not to be taken as a whole, but as a whole, he said, he had been issued to stockholders to the extent of no less than fifty million dollars. He pointed out that unless something was done this policy of "cutting a million" every year or so would be continued indefinitely. Mr. Maclean said that as soon as a new issue of stock was authorized shareholders who held less than one hundred shares were given the right to double their holdings at par. Instead of buying more shares, however, the average stockholder sold his "rights" to brokers for from sixty-five to seventy-five and put the money in his pocket. The man who bought "rights" paid the difference for the stock. Mr. Maclean argued that the power of issuing stock, given to the railway, was a trust which should be honestly administered. It should be used only for the purposes of the railway, and not as a "bonus." The fifty millions requested by the C. P. R. could have been raised by the sale of thirty millions of stock at the market value.

The Company's Intention.

It was the intention of the company to see that their earnings would always be only ten per cent on the original capital stock, so that there would never be any necessity to reduce their freight rates. Dealing with the question of the lands still held by the C. P. R. Mr. Maclean declared that the company was holding this land in reserve, which was a highly improper proceeding. He made the charge that in the west the company refused to sell, except at exorbitant prices, land lying along the Canadian Northern and G. T. P. lines. In some instances the land along the Canadian Northern was held as high as twenty dollars per acre just because the C. P. R. did not desire to see the Canadian Northern profit by having them cultivated. The government, he said, should have taken advantage of the opportunity offered to compel the C. P. R. to sell these lands and thereby relieve the settlers from the disadvantage under which they struggled earlier in the session that the company should have issued bonds instead of new stock. He said, the C. P. R. could afford to pay ten per cent on its stock it could pay four per cent on its bonds. Mr. Maclean then declared that the newspapers of Winnipeg and the west were unanimously against the methods being followed by the C. P. R. in connection

with its issues of stock. They believed that the present practice ought to be changed. As for himself, he considered that he was doing a public duty in so often bringing up the question. He was making a fight for a square deal for the people.

Greatest Importance to West.

J. G. Turiff said at the outset that to the people of the West the question was the most important which had been discussed this session, or was likely to be discussed. While the Western people were in favor of lower duties the question of tariff changes was insignificant as compared with the problem of lower freight rates. He was the representative of an old settled district in Saskatchewan, in any section of which railway facilities were not what they ought to be, and this was his excuse for discussing the matter. Mr. Turiff then dealt with the reasons which had been advanced by the minister for the railway in an earlier debate in support of the additional privileges extended to the C. P. R. The Minister had taken this stand:

1. Because the C. P. R. is one of the best managed railways in the world.

2. Because it was necessary in order to maintain the credit of the company.

3. Because another issue of bonds would have the effect of a stock issue.

These reasons, Mr. Turiff argued, were not sufficient justification for what had been done. The C. P. R. was fairly well, but not ideally managed.

Branch Line Policy Bad.

The people, for instance, had a general grievance in respect to their branch line policy. In building these lines they were seldom thought of. The company considered its own interests only and constructed lines simply for the purpose of cutting its opponents. The lines were constructed with five or ten miles of existing lines which settlers fifty miles away from a railway were allowed to boycott them. In one end of the constituency, in the other end, the farmers were forty and fifty miles away from a railway. No man could draw wheat that distance and make what was worth his pay. The situation, Mr. Turiff said, was a very serious one and if the railway were not made to toe the mark pretty soon hundreds of settlers would be compelled to get out. The responsibility for the existing state of affairs rested upon the government and not upon parliament. There was no possibility of either body divesting themselves of their responsibility for the lines of the railway being dealt with at arms' length, when they came asking for favors, they were not to be given.

(Continued on Page Two.)

A REPORTED PLOT TO DETHRONE THE CZAR

Story Related in Connection With the Recent Death of the Grand Duke Vladimir—Said That Reactionists Wanted a Regency in Russia.

St. Petersburg, Feb. 20.—A sensational story of a reactionary plot to dethrone Emperor Nicholas and proclaim a regency in Russia is being related in St. Petersburg in connection with the recent death of the Grand Duke Vladimir, the Emperor's uncle.

The authority for the story is a high judicial official of St. Petersburg. According to this individual the plot was uncovered in connection with the revelations concerning the Axel and Lopukhin cases, while the authorities were investigating the relations between Axel and the reactionary organization.

Axel is the man who had been condemned to death by the organization because of his alleged treachery. The investigating department of the government found indications that the organization, dissatisfied with the present policy of the government, desired to substitute a strong handed reactionary regime and had formed a plan to establish a regency under Grand Duke Vladimir.

How far the Grand Duke was cognate with this plot cannot be said, but the official in question said that a search of the documents in Vladimir's palace was about to be undertaken when the Grand Duke suddenly died. This put an end to the project.

INTERNATIONAL CONFERENCE.

Conservation of National Resources Will Be Discussed.

Washington, Feb. 20.—President Roosevelt's today announced that he had determined to invite an international conference on the conservation of national resources to be held in September at the Hague. It is possible that he will appoint the American representative to the conference before the expiration of his term of office. It was explained today to correspondents by the President that the idea grew out of the success of the local conservation conference and of the present conference of American, Canadian and Mexican delegates. The official statement authorized by the president shows that he has sounded the principal nations of the world to ascertain whether they would agree to such a conference. It is stated that the responses so far have been favorable and a formal invitation has been now extended for the meeting at the Hague.

Italian Royal Birth Expected.

Rome, Feb. 20.—The Courriere d'Italie says that Queen Helena is soon to become a mother.

G. T. P. BRIDGE AT THE PEMBINA RIVER

The Construction Camp of John Gunn & Sons, Contractors for the Sub-structure of This Bridge, Which Will be the Highest Steel Structure on the Grand Trunk Pacific System.

The construction camp of John Gunn & Sons, contractors for the sub-structure of this bridge, which will be the highest steel structure on the Grand Trunk Pacific system.

ESTIMATES WILL BE DOWN TO-DAY

Will Contain Item For \$50,000 For Packing Industry and Cold Storage—Total About \$3,500,000

In the estimates which will be brought down in the legislature on Monday there will appear, according to semi-official information, an item for \$50,000 being the first estimate for the establishment of a government packing industry and to provide for cold storage facilities.

Following the report of the pork commission this item is significant. What the exact purport of it is remains for the government to announce.

Even should the government undertake to establish a packing plant it will first be necessary for the farmers of the province to guarantee the production of 50,000 hogs per year. The securing of this guarantee will require some considerable time, and it is unlikely a government plant, should the guarantee be obtained, could be more than commenced this year.

From the same semi-official source as that from which the foregoing information was obtained it is learned that the estimates will total something over \$3,500,000.

Crusade Against Corsets.

Bucharest, Feb. 20.—Carmen Sylva, Queen of Roumania, has just initiated a crusade against corsets by issuing a manifesto to the women and girls throughout Europe, appealing to them to boycott them on the ground that they destroy the natural beauty and injure the health. The manifesto is being widely circulated in a dozen different languages. It asks mothers to teach their children to abhor corsets.

Expected Earthquake Today.

Paris, Feb. 20.—Emile Marchand, director of the observatory on the Pic du Midi, in the Pyrenees, in Southern France, says that he has made calculations which lead him to believe that there is a likelihood of a severe earthquake will occur some time today. His calculations are based upon the position of the sun, the moon and the moon then will have attained

(Continued on Page Two.)

THE RAILWAY COMMISSIONERS EXPEDITIOUSLY HANDLE CASES

Hon. J. P. Mabee Gives Legal Gentlemen of the City and Others a Revelation of the Way by Which Thousands of Complaints Are Satisfactorily Dealt With by the Board—Forty-Five Cases Heard in Two Sittings—Street Railway Successful in its Appeals.

The chairman of the railway commission, Hon. J. P. Mabee, who had already a record for expeditious handling of the cases that come before the board, gave a revelation to local lawyers and laymen yesterday in the manner in which he disposed of the forty or more applications, complaints and other matters in the street railway management in the cases in which they were connected. The commission took a much more favorable view of the city's rights than has heretofore been held by the commissioners and council, and it was evident that a municipal owned street railway will not suffer before the railway commission when they are involved in disputes with railway companies.

The complaint of the Alberta Farmers' Association respecting the condition of the Saskatchewan bridge brought R. P. Ottewill, Clover Bar, to his feet in support. He complained that the bridge was overcrowded, that at one time he counted 25 rigs on the bridge at once. The street cars and steam cars were, in his opinion, a source of danger to the vehicular traffic.

The Chairman: What do you suggest that we can do, the steam railway and the street cars are both there by permission of the authorities?

Mr. Ottewill: Then the farmers will be cut off.

The Chairman: "Yes, the farmers will have to drive right through the river." (Laughter.) I don't see that we can do anything. If we could compel another bridge to be built we would.

Want Railway to Treat.

The applications of J. C. Dumont, J. G. Campbell, S. P. Mayer, Isaac Pican and Wm. Johnson for orders directing the G.T.P. Railway Company to treat with the applicants in respect of the damages sustained by them by the construction of the company's line up Twenty-first street, Edmonton, and an order that the company's plan be cancelled and annulled as to said Twenty-first street locations were next heard.

Mr. Biggar appeared for the applicants, contending that the railway line was graded from three to five feet above the street grade, making access to the properties affected very difficult.

The G.T.P. solicitor, D'Arcy Tate, replied that the lots and street were

in a slough and would have to be graded.

Judgment was reserved in the matter and it was referred to the board's engineer to ascertain if damage was caused in excess of the lines of the railway company by the Railway Act.

City Applications.

The City of Edmonton applied under section 227 of the Railway Act to cross at level with the lines of its electric street railway, with the necessary poles and wires to transmit power, the lines of the G.T.P. Railway Company at the intersection of the lines of the companies at Syndicate avenue, at or near the intersection with Griesbach street and at Alberta avenue between Charles and Phillips streets.

D'Arcy Tate read a consent of the G.T.P. to straight rail crossings for the present, but asked that diamonds be placed on the lines of the street railway on the same, as ordered on First street and Namany.

Chairman Mabee: "I didn't know the situation in connection with these cases before, but I know it now. The railways have only easements to construct a municipally-owned street railway the companies have the hardship to ask the city to bear the expense. There won't be any order of the board that effect. You may make an agreement if you want to, but the board will make no order."

With reference to the crossing on Syndicate the O.N.R. took exception, claiming that the street railway crossed their line on a curve. The engineer of the railway commission was instructed to look into the question and report after which an order will be made.

The application with reference to Norton street was withdrawn.

Clover Bar Application.

W. F. Stevens brought up the complaint of the Clover Bar farmers that the subway under the tracks of the G.T.P. between sections 12 and 13, township 33, range 23 west of the 4th is not fourteen feet wide as provided by a previous order. John Farmer gave evidence of measurements which showed that the clear space was only 13 feet, 7 inches, which would not permit some kind of farm machinery to pass through.

R. W. Jones, G.T.P., resident engineer who has a temporary overhead crossing would be put over the rails about 100 feet on each of the subways and would be completed by April 1st. This would be kept up until a wider permanent subway was made later.

An order in accordance with the statement of Mr. Jones was made by the commission.

As no one appeared in connection with

(Continued on Page Two.)