THE EDMONTON BULLETIN

(SEMI-WEEKLY.)

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Manager.

THURSDAY, APRIL 8, 1909.

A BULLY UNDER THE LASH.

Mr. Foster roused the Premier's indignation the other day with an intimation of personal dishonor, and the result was precisely what any man but Mr. Foster would have foreseen. For once Sir Wilfrid "went after" the gentleman from North Toronto, personally, directly, with strict attention to business—and needless to say got him. The flaying was the more galling that it was administered by one of the most consistently courteous men who ever sat in ours or any other Parliament. No man in the House of Commons and none who has been there more carefully avoids unnecessary harshness, eschews personalities, and sticks to the business in hand more than Sir Wilfrid. In his spirit is no bitterness and he never attacks a man unprovoked. It is not probable indeed that he ever took a man to task in this manner before in his whole parliamentary career. His temperament and policy are for peace rather than war; of this he makes no secret and his opponents admit it quite as thoroughly as his friends proclaim it. If Mr. Foster thought this disincination to personal encounter was of fear he knows better now. The House knew better before he offered the insult, and it became apparent that Mr. Foster had received enlightenment on the subject when he began to plead with the chairman for protection from the castigation of the most invariably courteous gentleman in the House of Commons. The last man on earth with whom to provoke an encounter is a mild-mannered man.

The spectacle of Mr. Foster pleading for mercy from the "offensive" remarks of Sir Wilfrid Laurier is enough to make the statue of Sir John break into smiles. That sturdy old warrior was in the habit of taking what he gave like a man. Mr. Foster makes war like an Indian but demands to be treated according to the international rules of civilized hostilities. No man who sits in the House of Commons is more consistently, deliberately, intentionally and brutally offensive than himself. He studies to be insulting as the Premier studies to be courteous. Yet no man carries a thinner skin or a weaker heart than Mr. Foster. He cannot stand punishment. He will assail an opponent with a wealth of abuse possible only to himself and a fish-wife, yet if the opponent replies in kind Mr. Foster is on his feet whining and whimpering at the severity of his treatment. His sarcasm is the boast of his friends and the weapon he wields most frequently. And Mr. Foster seldom lays hand on this weapon that he does not slash at somebody's character. He does not often rise ostensibly to make a personal attack, but he seldom sits down without doing so. He cannot resist the temptation to turn from the business of public criticism and launch a thrust at the good name of some fellow-member. Yet let the fellow-member come back with one good swing and Mr. Foster simpers about "offensive" tactics and pleads the protection of the chair. In debating talent Mr. Foster ranks high among men; but the characteristics that gleam through the talent are those of the bully and the coward.

Mr. Foster is an unhappy example of garrulity turned to gall. Ten years ago he was the logical successor to the party leadership. In mental ability he equalled any rival and in debating power outshone them all combined. Yet it was impossible that Mr. Foster should become leader. The party would not have him and it was sure the public would have none of him. Mr. Foster realized the strength of his claims and perhaps also recognized the impossibility of their being gratified. The knowledge did nothing to lessen his disappointment. Rather it edged his bitterness and made choice the caustic spirit that had formerly been indulged on occasion. Exposure completed what disappointment had begun. The revelations of his conduct as manager of the Union Trust Co. robbed him of any lingering hope of recovering the confidence either of his associates or of the public. He had always been loquacious. His loquacity now became a kind of oratorical frenzy, into which he plunges almost daily and under whose spell he throws to the wind every consideration of fairness to opponents and even of welfare to his party, flinging taunts at men from whose blameless lives the arrows are certain to deflect and work injury to the cause he professes to champion. Mr. Foster has become the victim of his own unbridled tongue and embittered spirit. Once on his feet it is doubtful if he knows how far these are driving him until the language he has thrown at others comes back upon himself. Then the yellow streak shows up and he winces and cries for mercy. Mr. Foster might have become a great man if he had had more iron in his character, for his defects are of the man rather than of the brain. As it is he has become a common bully and whimpers like any other bully under the lash.

THE CLEAN-UP.

Mr. Brodeur has been creating vacancies in the marine department, rather, he has been relieving the anxiety in the minds of certain gentlemen temporarily suspended as to whether their services were to be further required. His reply has been in the negative in cases where the judicial commission found improprieties. The other suspended employees against whom no charge or finding of wrong-doing was made, have been reinstated. With the action of the minister the public are in hearty agreement. He did well to follow the course indicated by the commission. A judge having been intrusted with the task it was the proper thing to do to accept his finding and act accordingly. The dismissals and reinstatements are the last steps in the cleaning-up inaugurated by Mr. Brodeur when he entered the office of minister of marine and fisheries. It was not until he had undertaken reform measures that his opponents found out such measures were necessary. It must be admitted however that they made up in abuse of the minister what they had lacked in foresight. Reformers are traditionally distasteful to some people but no administrator in Canada who has set his hand to the detection and connection of improprieties in the public service has been so thoroughly and roundly abused as Mr. Brodeur by the Parliamentary Opposition. It is perhaps a coincidence that most of the men the judge found deserving of discharge were of the same complexion as the politicians who assailed the minister for starting investigation in the department. It is more complimentary to the national character to think so anyway.

DEFENCE, NOT MENACE.

It was not to be supposed of course that whatever attitude the Government chose to take on the naval question would meet with anything but hostility from some quarters in the opposite camp. It was a foregone conclusion that whatever the Government might decide to do, and whatever the Opposition in the House might agree with them ought to be done, a section of the Opposition press would respectfully decline to believe the Government animated by any other spirit than that of callous indifference to the welfare of the Empire, unless indeed they regarded the Government as inspired by an absolute desire to see the Empire go to eternal smash. Men have been known to be more Catholic than the Pope, and it seems to be considered an obligation by a portion of the Opposition press to disagree with the Government even when in so doing they have to disagree also with their leader and his parliamentary followers. Thus while Mr. Bourassa shouts through Le Nationaliste that Laurier has bound Canada hand and foot to Imperialism, other organs in the hostile camp inveigh against the Premier as an atheist in Imperial affairs. Though the resolution on the subject was accepted by both parties in the House and passed without dissent it meets with the distinct disapproval of these journals—by no means inconspicuous members of the party either. The Montreal Gazette grumbles characteristically while the Mail and Empire as usual comes as near swearing as the circumstances of the case admit. The view of the latter journal is that in naval matters the autonomy of the over-sea dominions should be thrown to the wind and an Imperial navy built up by the joint contributions of all portions of the Empire and controlled by one head. This proposal is not at all likely to be accepted by self-governing people in this or the other dominions of the Empire, but it is interesting as the alternative course suggested. If we should have one navy, then of course, all portions of the Empire should be bound by hard and fast rules or conventions to contribute regularly and proportionately to its support and increase. Construed in common language this mean that Canada should enter forthwith the mad race for battleship construction that is sweating the life out of the peoples of Europe. And if we did so, and if the other over-sea dominions did so, what must be the result? We believe Canada and South Africa and Australasia are the countries of the future, the powers which in a generation or so will make war or peace in the world. So do Germany and the other European powers believe this. If then, these coming nations began to arm themselves with the weapons of offense what would be the policy forced on the older power? They would be obliged as a matter of self-protection to redouble their efforts and multiply their battleships—unless indeed they took the other course and joined to crush the rising menace in its youth. For Canada and the other over-sea dominions to combine in an Imperial construction program would be death to the hope that their influence in the world is to be for peace, and notice served on the powers that they must protect themselves against us. The Dominion should serve no such sinister notice on the powers. Rather they should give it to be distinctly understood that so far as their influence goes they stand for peace, and that the measureless strength which is promised them in the coming days will be devoted to something more noble and useful than the manufacture of destructive enginery. There should be no doubt in any nation's mind as to where we stand in a war that involves Britain, but neither should our legitimate measures of self-protection be so mistakenly directed as to give the impression that we intend something more than this.

RAILWAY FENCES, FARM CROSSINGS AND CATTLE GUARDS.

On March 30 Mr. Wilbert McIntyre, M.P. for Strathcona, asked the minister of railways what action would be taken regarding farm crossings of railway tracks. The question and answer follow, from Hansard:—

Mr. Wilbert McIntyre (Strathcona)—I wish to ask the minister of railways whether he has received any representations regarding the width of the openings at private railway crossings. As the minister is well aware there will come into being hundreds of such crossings in the west this year. The act provides that the maximum width of such openings shall be 16 feet, but the fact is that a great deal of the farm machinery now used in the west cannot pass through such an opening. It is contended that the minimum width should be 18 feet. In view of such representations I would ask if the minister intends to bring in legislation to remedy this defect in the law?

Hon. Geo. P. Graham (minister of railways)—I have just received a communication from the chief of the board of railway commissioners with reference to this matter, but I have only had time to glance over it. I should judge however from the communication that legislation in this respect is not necessary. With his usual practical turn of mind the chief commissioner has already prepared a draft order with reference to the width of openings at crossings, and fences, and gates, and other matters in connection with the railways in the west in particular. This draft order he is sending out to the different railways and he will give those interested an opportunity to be heard at a meeting of the board in Ottawa in May next. I think it is quite safe to say that the order will provide that the openings shall be at least 18 feet wide.

The draft order mentioned is reproduced below for the benefit of parties interested in the mater. It will be noted that the order deals with not only the width of farm crossings, but the fencing of railway rights-of-way and the provision of cattle-guards at highway crossings.

Upon hearing complaints from many individuals, public bodies and municipalities that railway companies are not complying with the provisions of section 254 of the Railway Act, and that much hardship is caused by the exemption provided for in subsection 4 of the said section, and upon request being made that the Board intervene, as provided for by said subsection, and upon hearing what was said upon behalf of the railway companies,—

It is ordered—

That all railway companies subject to the jurisdiction of this Board, shall, as to all railway lines completed, owned or operated by them, whether or not the lands on either side of the railway are enclosed, settled, or improved—

1. Within one year from this date erect and maintain, on each side of the right of way (1) fences of a minimum height of four feet six inches, with swing gates, eighteen feet in width, at farm crossings, with minimum height aforesaid, with proper hinges or fastenings; (2) cattle guards on each side of the highway at every crossing at rail level. Provided that sliding or hurdle gates, constructed before the 1st day of February, 1904, and farm gates of a minimum width of sixteen feet, constructed before the 1st day of April, 1909, may be maintained.

2. The railway fences at every highway crossing shall be turned into the respective cattle guards on each side of the highway.

3. All fences, gates, and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

4. As to lines not yet completed or opened for traffic, or in course of construction, all such companies shall

(1) Erect fences, gates, and cattle guards as aforesaid as the line of railway is graded.

(2) If not yet opened for traffic, then such fences, gates and cattle guards as aforesaid shall be erected and maintained before such railway shall be opened for traffic.

(3) Where the railway is being constructed through enclosed lands, it shall be the duty of the railway company to at once construct such fences so that cattle and other animals cannot escape, or injury be caused by them to crops.

5. Where in mountainous, or other sections of the country, it shall be made to appear to the Board that no necessity exists for the fencing or other works hereinbefore directed, the company or companies may apply to the Board for exemption from fencing, and other works, and such exemptions may be made as the Board deems proper.

6. All railways now in operation shall, within one year, construct and maintain suitable and proper highway crossings at all such as may be opened for travel, and additional ones at once upon such highways being from time to time opened for travel.

7. All railways not yet opened for traffic, or hereafter constructed, shall, before the same are opened for traffic, construct and maintain suitable and proper highway crossings at all such as may be opened for travel, and additional ones at once upon such highways being from time to time opened for travel.

8. All such crossings shall comply with the standard conditions of the board, which are as follows:

1. That, unless otherwise ordered by the Board, the width of approaches to rural railway crossings over highways be twenty feet road surface on concession and main roads and sixteen feet on side and bush roads.

2. That a strong, substantial fence or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (1½ inches by 6 inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, be constructed on each side of every approach to a rural railway crossing, where the height is six feet or more above the level of the adjacent ground,—leaving always a clear road-surface twenty feet wide.

3. That the width of approaches to rural railway crossings made in cuttings be not less than twenty feet clear from bank to bank.

4. That, unless otherwise ordered by the Board, the planking or paving blocks or broken stone, topped with crushed rock screenings, on rural railway crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) be twenty feet long on concession and main roads, and sixteen feet on side and bush roads.

PROJECT MUST BE COMPLETED.

The Montreal Star suggests that if the fourth mortgage bonds on the G. T. P. prairie section are not sufficient security for the proposed loan the Government might purchase common stock in the company. As to whether or not the loan should be made it admits there is only one course, bearing in mind what the paralysis of the enterprise would mean in the destruction of our credit abroad and the discouragement of enterprise at home. It says:—

The proposal of the Government to loan the Grand Trunk Pacific ten million dollars, will meet with the approval of the country. Whatever may be said about the agreement which was written between the Government and the new railway, there cannot be the slightest doubt now that the nation is committed to the enterprise and must see it through. Nor would it be common business prudence for the Government to compel the company to market its fourth mortgage bonds at the present time. They would not bring anything like what they are worth, and their failure to do so would depress the prestige of all Canadian securities. To prevent such a calamity is the part of statesmanship; and the Government has pursued the right course in frankly and ungrudgingly coming to the support of this great national enterprise.

We must not forget that there are many other enterprises on foot in this country in these growing times; and that their success is all more or less bound up with the continuously increasing prosperity of the nation. Now if so conspicuous an undertaking as the building of a transcontinental railway under Government patronage were to receive a severe "set back" just at this juncture, the upward heave of the wave might be checked; and in a thousand offices, where plucky young Canadians are taking advantage of our returning prosperity to launch private schemes of their own, the weakness would be felt. This is no time to talk "blue ruin" or to discount the prospects of the immediate future. Canada held her own staunchly through the commercial depression which afflicted the whole world; and it now desires above most things to make what progress it can with the flowing tide.

Thus it is both good business and good statesmanship for the Government to steady the advance of this enterprise which carries so many of our hopes. Yet, as the finance minister said, it is a plain banking transaction which is proposed; and in banking transactions, about the only question that seriously arises is that of security. On this point, Mr. Fielding is frank. He admits that he is not getting very good security, and that he does not place too much value on it. New enterprises, he tells us, do not produce "gilt edged securities." The truth of this is demonstrated in the present case where the first mortgage bonds of this section of the road had to be guaranteed by the Government. A bond on a road which is only projected does not attract capital very strongly and this is particularly true when it ranks behind three previous bond issues.

CURRENT COMMENT.

Afghan soldiers have adopted the kilts. "Draw the sword, Scotland!"

Admiral Beresford says we must have a fleet that can fly. Which reminds us that the ship in which he won renown wa called the "Condor."

Many of us do not approve Mr. Carnegie's methods of making money. But seeing that he has it this is not a good reason for refusing to let him give it away.

Persian revolutionists rejoice in the acquisition of an Irishman and an American to their ranks. It is all up with the Shah.

PETER VEREGIN'S IDEAS.

Toronto Globe—Peter Veregin's criticism, that the land homesteaded but not earned by individual Doukhobors might usefully have been left part of their area for communistic settlement, is misdirected. This country has had all the experimentation with communal institutions it desires to try, and it prefers to leave the present communities to the wear and tear of time. The lesson from the Mennonite villages in Southern Manitoba is not encouraging, and it will be surprising if after the lapse of another generation the Doukhobor communities do not show signs of disintegration. For better or for worse the constitution of Canadian society is individualistic, and the shadow does not go back on the dial.

ALBERTA STOCK SHOW.

Calgary News—The Alberta stock show, which opens today and will continue for three days, promises to be the biggest event of the kind that ever has taken place in the Middle West.

The judging will begin today, and the evening will be devoted to the annual meetings of the different associations.

Tomorrow the regular evening performances will take place and already preparations are being made for a large attendance. Weeks ago the box privileges were disposed of and the other accommodation will be pressed to its limit.

There is every reason to believe that the management will make the event the grand succes sthat it deserves to be and, undoubtedly will be.

BLACK HAND MAN CAPTURED

Telephoned Doctor For $3,000 Inside An Hour or Lose His Life.

Chicago, April 6.—Vincezzi Geraci, who is said by the police to be the leader of the Chicago blackhand was arrested today in the office of Dr. Peter Gutrera, from whom the Italian had demanded $3,000 on pain of death.

Geraci, it is said has given evidence concerning his associates in the plot and the police expect to arrest several others soon. It is said that the members of the Chicago society are in close touch with the New York gang who brought about the death of Lieut. Detective Petrosino of the New York police department in Italy. Dr. Cutrera several days ago received a threatening letter demanding $3,000, but he paid no attention to it. A second letter was received. Today the physician received a telephone message from a man who said he wrote the letter.

"Unless you pay us the money you will be killed within an hour," said the man on the telephone.

Within a short time there came a rap at the door and Geraci entered.

"I have come for the money," said he. Just as the physician was handing the package over, the dectives jumped out and grabbed Geraci. He fought hard, but was finally overpowered.

END LONGSHOREMEN'S STRIKE

Importation of Strike Breakers Finishes Vancouver Trouble.

Vancouver, B. C., April 6.—With the arrival of an additional 98 men from Winnipeg yesterday, the longshoremen's strike may be said to be ended, for today work on all steamers was resumed. Strikebreakers were turned to at the Monteagle and the Empress of India and a large percentage of the old hands have returned. The City of Pueblo, from San Francisco ,arrived at 2 o'clock with 350 tons. Three gangs of the new men were put to work on her and the vessel cleared at 11 o'clock last night, on time. Extra precautions were taken by the C.P.R. this morning to keep the tracks and waterfront clear. A fire which pratically destroyed a box car yesterday is alleged to have been incendiary and as a result no persons are allowed on the C.P.R. tracks or wharves unless having business there. Constables are stationed at all the approaches.

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