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R SALE—SIX PURE-BRED STAG- hound pups. Price $25 each. Ap- E. Cullen, care of A. Clark, Clover

RAYED — FROM THE UNDER- signed at Morinville, brown horse, ars old, weight about 1050 lbs, curly e and tail, old visible scar in left k with curly hair grown over it. der will receive $10 on returning nal to Gideon Moross.

ANTED — FIRST OR SECOND class teacher for Spruce Grove ool District. State qualifications salary wanted. W. Bristow, Secy.-asurer, Spruce Grove.

ANTED — TEACHER HOLDING second class certificate, for the ny Plain Centre S. D. No. 381. Ap- , stating salary and qualifications, to Draper, secretary, Stony Plain, Alta.

TRAYED — TO MY PREMISES about November 1st, two spring ves and two yearlings, two dark and red. J. W. De Bond, S.W. 14-2-2 West of 5th, Stony Plain.

TRAYED — TO MY PREMISES A bay mare yearling; no brand visi- Owner can have same by proving perty and paying expenses. Geo. Mc- lan N.E. 1-4 of 8-58-26 West 4th. , Independence.

OPLAR LAKE SCHOOL DISTRICT 185.
Trustees of above district beg to ind the Ratepayers that their taxes uld be paid at once, to enable them meet the liabilities of the district.
MR. GEO. SPALDING, Sec.-Treas.

OR SALE—350 BU. FEED BARLEY 40 per bushel; 250 bu. feed wheat, er bushel; 12 ton good hay $3.50 per Inquire of E. W. Auten, Namao

OST—SINCE JUNE FROM ST. EM- ile, Legal, one buckskin mare, ght between 900 and 1000 lbs., no d, two marks on left hip, white on forehead, one white hind leg; a mare about 2 1-2 years old, dark white spot on forehead, white hind Reward for information leading covery or on return to Alphonse La- che, St. Emile, Legal, Alta.

OTICE IS HEREBY GIVEN that Board of trustees of the Tiffin ol district, No 1499 of the Province Alberta wants to borrow the sum of 00 upon the security of the said rict. For information refer to
J. VAN WELD,
Sec.-Treasurer,
Riviere Qui Barre P.O.
Alta.

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Private Funds to Loan.
aylor. J. R. Boyle.
Wilfrid Gariepy.

Wm. Short.
Hon. C. W. Cross.
O. M. Biggar.
SHORT, CROSS & BIGGAR
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fices at present in Cameron Blk., new offices of Merchants Bank anada after May 1st, next pany and private funds to loan. Edmonton, Alta.

BECK, EMERY, NEWELL & BOLTON.
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. Beck, K.C., Public Administrator
E. C. Emery. C. F. Newell.
S. E. Bolton.
icitors for the City of Edmon- rial Bank of Canada, Bank da, Bank of Montreal, Hudson's Co., Canada Permanent Mortgage oration, Canada Life Assurance B. C. Permanent Loan and Sav- Co., the Reliance Loan and Sav- Co., the Dominion Permanent Co., the Colonial Investment Loan Co., Credit Foncier Franco- dien.
ce: McDougall street, near new rial Bank building.

Fist Fight in Congress.

shington, Dec. 20.—Immediately af- he house adjourned to-day, Repre- tive John Williams of Mississippi Representative Rearmond of Mis- became engaged in a personal en- er on the floor of the house. The closed in and dealt each other a Friends rushed to separate the hen Mr. Williams face was stream- with blood.

PEACE RIVER—DREAMLAND OF CANADA

A Story of Interest to Edmonton and the North Country. Especially Written for The Montreal Herald.

Is there a name in Canadian topography about which a more haunting glamor gathers than about those three mystic words, Peace River trail? We are speaking of the glamor of things as they are today, not of that which clings around certain historic localities from immemorial deeds and conflicts. In that respect, too, the Peace River trail has its fair share of romance; the roll of its heroes is long and notable, and their memory is deeply enshrined in the hearts of the people. But here is no needed to project ourselves into the past in order to catch the glamor of those three words: it is a glamor of today, of things as they are, of a land separated from the Montreal of 1907 not by the impassable barrier of time but the easily traversed barriers of space. Barriers? we say. What barrier is there when a man can step from a palace car run straight out of Winnipeg and find himself in close contact with the uttermost ends of the earth? Edmonton has two railways, and will shortly have four. It is the nearest gateway into the Land of Heart's Desire. It has a summer like the islands of Greece, and it is the outer door of the North Pole.

Peace River! The name haunts. Amid the mighty-sounding titles of those vast rivers of the northern watershed—Athabasca, Saskatchewan, Great Slave—that single, weighty monosyllable stands out like a monoith. It seems as if the genius which is required for the discovery of great rivers and great natural features of any kind is closely allied with the poetic genius required for their proper naming. Certain it is that the men who baptized the great rivers of the world have ever been particularly fortunate in their selection of names; and "Peace River," in its daring simplicity, its imaginative symbolism, is among the happiest of such poems.

The River of Stillness.

"Reaching from one's very feet away back into the distance until lost in a curve of the hills, the broad ribbon of sparkling water, reflecting the green of the timbered islands with the blue of the sky, seems to carry in its depths the secret of the ages past, as it surely does the secret of those to come. . . . From where the river breaks through the Continental Divide (the Rockies) making a canyon which is destined to become world-famous and the bottom of which no living man has ever seen to Fort Vermilion, a distance of 550 miles, its bed is a trough-like depression of ever-increasing depth below the level of the surrounding country, ranging from 1,200 feet at the canyon's mouth to about sixty feet at Fort Vermilion. The average width of this trough is about three miles from rim to rim."

It was not the behaviour of the river itself, placid though that is, which suggested Peace to the first white discoverers. There is an atmosphere about all this northern land, an atmosphere which the district above Edmonton possesses in a peculiar degree, an atmosphere in which Nature seems to stretch out a mighty, soothing hand over all the insignificant troubles of human life. It is a fascination that is hard to analyse. Partly it may be due to elevation; the atmosphere is rarefied enough to be inimical to the health of a few people with very weak hearts. Chiefly, probably, it comes of the climatic operation of the Rock Mountains, in sending up to a great height above the surface of the earth those aerial disturbances which here in the East touch us from a sky that we seem as if we could reach with the hand. Partly again is it due to the fact that the trees grow excessively close together, where their own dead leaf deposits can shelter their roots from the fierce frosts of winter; and thus no isolated trunks stand out to testify by the wavering of their boughs to the breezes that can hardly be felt an dino way seen. Whatever the scientific causes, certain it is that this west land is the land of peace, of silence, and of rest. Few who have ever known that rest get away from it permanently thereafter. None ever forget it.

The Railroad's Limit.

Lines of latitude are not much guides for climate. Edmonton is a few miles north of Liverpool, speaking geographically. But it is also a great many miles north of Winnipeg which is a tolerably cool place at the right time of the year, and it is the most notworthy main line railway station on the continent except its two next door neighbors five or ten miles further.

Edmonton undoubtedly has a very severe winter, though whether appreciably severer than that of Winnipeg may be doubted. But its summer is one of the most wonderful things on earth. There is not the slightest climatic reason why Edmonton should not become as great a community as Winnipeg, and there are excellent economic reasons why it should become nearly so. Winnipeg today is as commonplace and as old-world as Chicago, and the chief interest of its streets is in th epassing show of Icelanders, Roumanians, Galicians, curiosities from the unknown quarters of the old continents. Edmonton is the only readily accessible place on the continent where one can come in contact with the old life of the old pioneers of Canada, unspoiled by railroads and untainted by "civilization." It is the gateway to the Peace River trail. From the doorsteps of some of the most delightful homes in Canada one can step out into the limitless north land. Next to the Alaskan trip from Vancouver and Victoria which is mainly in American territory and is becoming so popular as to be almost commonplace, the trip over the Peace River trail is the easiest and the most interesting invasion of pioneer country ythat is now possible to the ordinary Canadian. But in three years it will be necessary to go a long further north to get the same results Edmonton will always be the antechamber, but there will soon be a line to Athabasca Landing, and another northeasterly to a far-north pass over the Rockies. The portal will be pushed further up.

The Beauty of the Rolling Land.

No one would accuse the ordinary prairie country of Western Canada of beauty. For tw obrief seasons of the year—when the young green wheat pushes its head above ground and ripples to the lightest breeze like a sea; and again when that same wheat turns to the fullest and richest of gold and beckons for the harvester, the landscape presents an attractive scene. It may be that the market quotation enter a little into the aesthetic feeling provoked by the latter scene. But the rolling country of the district behind Edmonton is sheer beauty in itself, at any season of the year. There is a majesty about these hills, smooth as an English down with the grass of ages, rolling knoll behind knoll as far as eye can reach, that is very different rie. There is a mystery about these dense-packed clusters of trees, so close that man cannot penetrate far into their midst, so thickly leaved that the eye can scarcely descry the birds that inhabit them. Photographs do but a poor justice to this elusive suggestive beauty. As well photograph the Northern Lights that make the night a thing of overwhelming grandeur whenever there is any night lasting more than an hour or two; for in summer it is scarcely longer than that that the suggestion of daylight is absent from the northern sky. Only a few hundred miles separate this land of magic from the absolute commonplaceness of Kansas, and not a single natural barrier comes in between.

Go fifty miles from Edmonton, and you may find yourself in one of the most fascinating hunting and trapping countries in the world. Scores of new settlers every year keep themselves rolling financially over the first summer by the profits of a season in the woods the winter before.

Here, within an easy jaunt of the railway, the rarest fur-bearing animals of Canada flourish and Edmonton itself and the posts back of it are the headquarters of an enormous trade with the Indians and "breeds," who live by the pursuit of animals. If is his quality of the closeness of high civilization and culture—for Edmonton is a government town and boasts an extremely desirable society of its own—and the most picturesque phases of wild life that makes this part of Canada peculiarly attractive.

You will not find these points of the picturesqueness of the life of Northern Alberta, nor of the beauty of its landscape, nor of the fascination of its atmosphere and the glory of its Northern Lights, nor even of the allurement of its social attractions, put forth in the advertising literature of the province, and quite rightly, for they are not considerations that affect the average settler.

And yet there may be still a few people who would like to move out West if they could be assured that it is not all dead-level prairie, as devoid of trees as of the pleasures of society and the delights of nature.

If there are such, they should consider the case of Edmonton and the Peace River country. The latter is only beginning to be discovered as far as agriculture is concerned. An American farmer who passed through the country on an exploring tour two years ago had this to say of the Edmonton district, which lies mainly to the back and north of the provincial capital.

"After travelling for the last six months through the Dakotas and Minnesota, and through many districts in the Canadian Northwest, and carefully examining all these different states and provinces and districts, I have come to this conclusion, that for all purposes as a general farming country I am satisfied with the Edmonton district. I look for a great future for it as an agricultural country. I have never seen its natural resources beaten anywhere in my travels. I go back to my old home in Illinois and return perfectly satisfied with the country, and in the near future I shall return and purchase country real estate. As to the city of Edmonton, it certainly has a bright future before, and is bound to make a great city of Northwest Canada. I shall return and purchase residence property in the city this spring. In my return home I have a large circle of acquaintances who are landseekers and I will fully reveal all the good qualities of the Edmonton district to them. Upon examination of the grains produced in the Edmonton district, I pronounce them far superior to grains raised on our Illinois lands worth $150 an acre."

Here is part of the official crop bulletin No. 1, 1907, in so far as it refers to Central Alberta: "The past season has been one of unparalleled prosperity for the Alberta farmer, and it is to be regretted that the final report on the yields of the various grains, as compiled from returns made by threshing machine operators, is not yet available for publication owing to threshing operations having been delayed.

"It should be borne in mind when studying crop bulletins issued by this department that the yields given are based upon threshers' measure, and not by weight, thus the actual yield is much heavier than that reported. For example, the standard weight of oats per bushel is 34 lbs., but those grown in Alberta average from 40 to 48 lbs. per measured bushel; therefore the yield of oats if given by weight would be at least one-fifth to two-fifths greater, bringing the estimated average yield for 1906 up to fully 50 bushels per acre.

"The following are the averages for the province of the various grains based upon returns to date:

Average Yield Per Acre, 1906—

	Bushels.
Spring wheat	22.75
Winter wheat	23.04
Oats	40.82
Barley	29.04
Flax	10.14
Rye	22.61
Speltz	27.91

Three quarters of the Province of Alberta is in a state of nature. The Peace River district, in spite of the fact that it sent to the Chicago World's Fair of 1893 a sample of grain which captured a first prize, is only just beginning to be understood. The idea that further north means sharper cold has been the handicap of Northern Alberta, and it is not true. Apparently, too, the idea has prevailed that the further west one went the nearer to the Rockies and the higher in elevation, the colder it would also grow. People argued that because the centre of the continent is cold, and the Red River country has severe winter, the conditions further west must be even worse. But as a matter of fact the shelter of the Rocky Mountains and the tempering warm winds of the Pacific Ocean make the climate of Alberta a delightful one. This has been recognized of the southern portion of the province, and is equally true of the northern part. Any map showing the northern line of growth of trees and cereals, shows a wonderful curve to the north taking in the whole of Northern Alberta. The same is true of isothermal lines. A surveyor who recently went down the Mackenzie River valley stated on his return that what could be grown a thousand miles north of Edmonton.

Regular lines of steamers ply on the Athabasca and Peace rivers, and by using the waterways it is possible to make a most enjoyable and instructive pleasure trip through the north country. It is regularly taken by those in search of adventure and sport and it is not uncommon nor particularly difficult for ladies to make the trip for a great distance northward. Here may be felt to the full that strange fascination of the wild north of whier so much is to be read in the literature of the day. In a few years the country will be almost as full of farmers as the south districts, but its wonderful atmospheric and scenic attractions will always remain.

THE DETAILS OF THE TERRIBLE MINE HORROR

At Jacob's Creek in Pennsylvania—Two Hundred and Fifty Men Were Caught Like Rats in Trap—One Man Escaped.

Jacob's Creek, Pa., Dec. 20.—An explosion of gas in the Darr mines of the Pittsburg Coal Co., located here, yesterday entombed between 200 and 250 miners, and there is scarcely a ray of hope that a single one of them will be taken from the mine alive. Partially wrecked buildings in the vicinity of the mine and the condition of the shafts were found to indicate an explosion of terrific force had occurred, and it is not believed that anyone could live in it. In all 30 bodies have been taken out up till nine o'clock, and all were terribly mangled.

This is the third mine disaster since the first of the month in the veins of bituminous coal underlying western Pennsylvania and West Virginia, for the Naomi mine near Fayette City, and the two mines at Monongah, W. Va., are located on the same belt as the local workings. This swells the number of deaths due to mine gas to between 550 and 600.

That yesterday's disaster does not surpass in loss of life the West Virginia disaster is due to the devotion of a considerable number of miners. In observance of the church festival, many of the four hundred or more men employed in the mine, did not go to work this morning. Those who escaped through this reason are members of the Greek Catholic church, and they suspended work to celebrate St. Nicholas Day. As was the case at Monongah, the explosion followed a brief shut down, the Darr mine was closed Tuesday and Wednesday. It was just 11.30 o'clock when the tenth trip of loaded cars had been brought out and there came an awful rumbling sound, followed immediately by a loud report, and a concussion which shook nearby buildings, and was felt within a radius of several miles. At the same time there came from the mouth of the mine an immense cloud of smoke and dust that floated across the Youglogheny river. Intuitively everyone in the vicinity knew what had happened, and all started for the one place—the mouth of the mine. Only a portion of those who started for the scene were able to reach it, there being scant facilities for crossing the stream. The smoke and dust pouring from the mines seemed to indicate flames back in the workings and from this source came reports that were persistent until late in the day that the mine was burning.

Only One Man Escaped.

The ventilating fans were kept in operation almost without interruption, however, the power plant having withstood the force of the explosion, and up to this time the rescuers found no one in the mouth. So far as known only one man who went to work this morning escaped. Joseph Mapleton, a pauper, emerged from one of the side entrances shortly after the explosion. He had left the part of the mines where the men were working, and was on his way to the engine room for oil.

"I was near entry 21," said he, "when I heard an awful rumbling. I started towards the entry but the next instant I was blinded and for a little time I did not know anything. Then I got to the side entry and worked my way out."

The Rescue Party.

William Kelvingstone, superintendent of the mine, was not in it when the explosion occurred, and he quickly organized rescuing parties, with reliefs at short intervals. While the officials have not the slightest hope that any of the men are living, all work is being carried on the theory that some may have found places or safety, and every point of the workings will be explored at the earliest possible moment.

About 1,500 feet from the mouth of the mine a heavy fall of roof was encountered by the rescuers. It is believed that most of all the men will be found nearly a mile and a half beyond this point. How long it will hequire to remove the debris to open a passage to these remote parts, can only be conjectured, for it depends upon how frequently these falls are met with. It is hoped from the progress made up to now, however, that the farther section will be reached early to-morrow. There are several side entrances and through which some of the men will be reached.

One remarkable feature of this disaster is the almost complete absence of the harrowing scenes usually enacted by women friends and relatives of the victims on such occasions. Conditions preventing of easy access to the mouth of the mine are partly responsible for this, and those in charge of the work are doing everything possible to keep the women and children away from the scene.

The blacksmith shop has been fitted up as a temporary morgue and a number of physicians are in waiting to render any service that may be required of them.

A considerable number of the miners were Americans, some officers tonight estimating that probably more than half of the victims are Americans, as many foreigners did not work to-day.

The Dar mine is located on the west side of the Youghlogheny river, forty miles southeast of Pittsburg, and is one of the largest of the Pittsburg Coal Company, having a daily capacity of two thousand tons, and it is modern in all equipment, including a complete electrical plant.

A new air shaft for the mine is being constructed, working having been started on it several months ago. Had this been completed it is said the loss of life would have been much less.

Some Imprisoned.

Smithton, Pa., Dec. 20.—The most reliable estimates obtainable at this hour place the number of men caught by the explosion at the Barr mine of the Pittsburg Coal Company at 250. No one has come out of the mine since the explosion but there is hope that some of the men are still living. It is expected that the imprisoned men will be reached by midnight.

CONDITIONS IN COW COUNTRY

It has always seemed to me that with respect to the interests of the farmers who are isolated contributors to the stores of the world, the ordinary commercial papers give little attention to stock taking over the whole field of this industry. Every other producing and distributing interest, particularly that of a town or city, has its day to day editorial analysis of conditions and its expert forecast. It is a blessing that our agricultural journalism in Canada is of outstanding merit but our agricultural papers are perhaps not appreciated and supported as they should be. Their stock taking is generally worth while and it should be taken advantage of to a greater extent than it is.

From an Alberta stand-point the stock taking that seems to be of greatest present importance is that relating to the condition of the beef industry. The changes that have been taking place in the character of beef production, and a feeling that the production interest has not been getting its due, are the causes that impel to a study of the question.

There has been a feeling current among superficial observers that the "passing of the range," which is a term that has become rather fashionable meant the same thing as the "passing of the steer." If this were the case we might save the time and energy involved in an analysis of the subject, leave it as a dead issue and turn to a more live theme. But this is not the case. A glance at the volume of beef exports from the province over the past six years shows that the contrary is the case. As the returns cannot be given accurately for the province before inauguration two years ago, the figures given for 1901-2-3 and 4 must be regarded as approximate rather than absolute. In 1904 the exports of beef from Alberta were about 86 per cent. of the exports from the whole of the territories and if the same proposition held for the three previous years the figures would be about as follows for the six years: For 1905 and 6 the figures are taken from the stock inspection records of the province and may be regarded as correct.

1901	34,156
1902	51,643
1903	33,398
1904	42,330
1905	54,464
1906	80,385

The exports from the whole of the territories in 1901 were only 39,763, by which it will be seen that the exports for Alberta now are a little over twice what they were for the whole of the territories six years ago and are two and a third times what they were for our own province at that time. The production for home consumption has probably increased in at least the same proportion. Incidentally it is worth noticing what our growth in a general way has been when we recollect the progress in grain, forage and root growing that has gone on during the same time and which is probably proportionately much larger than it is in reference to beef growing.

From a study of figures showing the output at different points, it appears that most of the output is from points including Calgary and south of Calgary to the extent of perhaps 90 per cent. This probably does not represent the proportionate production in the lower part and more dense population in the centre and north; the amount required for home production is much greater in the latter than in the former section. Though the exports north of Calgary are relatively small it is worth noting that the number exported in 1906 is twice as large as in 1905, which shows the growth of a desirable tendency to produce more export beef in the mixed farming area, the number being 7,663 in one case and 3,776 in the other.

It will appear from this that the beef problem is practically the range problem, if we may still be permitted to use the term for the country which in the past has been the centre of the pastoral industry. Medicine Hat is the largest individual shipping point with 11,567 in 1905 and 11,531 in 1906, which is the highest total for two years combined. The recent inquiry by the beef commission inaugurated by the Alberta government must be presumed to have been prompted by the existence of a feeling of dissatisfaction with returns from the beef industry in the southern part of the province.

A study of the methods of production and marketing of this stock must be undertaken in order to explain the conditions. It is the case that the bulk of the stock is marketed during four or five months in the year. Shipping generally begins early in July—it was later this year—and continues until about the end of November, with a few later than this and a number of light shipments scattered over the winter months. It will appear from this that the exported cattle are grass cattle and that feeding to finish is so far from general that it may be considered on the contrary as exceptional. No doubt feeding for ordinary sustenance and the providing of some shelter are more general to guard against actual loss, but our beef production is still a grazing rather than a feeding proposition.

This method has obvious disadvantages. In the first place the failure to distribute the supply over the year makes it impossible for the producer to get the advantage of the best market in the old country—particularly the spring market—and also puts him into the position of one who has to sell as respects the middleman. The distance from the market, of course is very long and makes it necessary for the dealer to buy at a safe margin as the British market is a very sensitive and fluctuating one. This probably cannot be remedied or avoided.

The neglect of feeding has another important disadvantage. It lowers the proportion of export stuff and leaves a glut of light grade stuff for home consumption. This is an important matter as it is estimated that 50 per cent. of our beef is used for home consumption. If half of this residue were raised to export quality it would raise the whole of our output to export price and not leave the small producer of fair butcher's cattle at the mercy of the local buyer.

The shipping of range cattle is wasteful in the extreme. Wild cattle when put on the cars frequently refuse to eat or drink for three or four days and the shrinkage must be large This, of course, must come back on the producer. Shipping on the hoof is likewise wasteful as it involves freight on meat and offal alike. This is a question for the trade and commerce department along with the Dominion department of agriculture Cold storage shipment must ultimately form part of our transportation system. Our output, if fed, could be supplied at any time and if cold storage were available shipped at any time. At present the shipments in the fall happen to come at the time that grain is moving, which is a strain on our transportation facilities and gives rise to dissatisfaction with transportation service. It is not to be supposed that the railways are not anxious to see shippers satisfied and to meet demands. Their anxiety of course increases step by step with competition. The little shippers are the ones that complain of want of attention to their needs. The railways want to handle all stuff and handle it expeditiously. In the administration of a big concern, however, the strong shippers get their own way easily with machine subordinates and the little fellow has to sit back. It is perhaps about right to say that the policy of efficiency in the heads of the large directors of transportation does not filter down in any degree of strength into the noddles of the local agents. It is probable, however, that the railways would like to have the business shipping consolidated as it means economy for them and it is equally the case that the exporters and commission men would like to discourage the small shippers. There is no reason why the railway commission should not demand and secure scheduled stock trains to offset, for the sake of the small shipper, the natural advantage now held by both the big company and big shipper and the ease with which they plan inot each others hands by reason of their strength and importance.

It is impossible to avoid the conclusion to which producers have come in the West that Gordon and Ironsides control the export price and Burns the local price in Alberta. With regard to this, Burns' own statement is good evidence. Before the beef commission, Burns reported as follows: "There are a lot of people in this country who think it is the right thing to knock the C. P. R., Gordon and Ironsides and Burns, but I want to say that we three have made this country and it is a pity that there are no more Burns' and Ironsides' in this country. Without us the country could not eat. Men like Gordon and Ironsides have been the making of the West. Through adversity they have held on and persevered. Nobody knws what good their existence has done this country. They have nothing to do with me or I with them excepting that if I have stuff they want to buy I sell to them. Why, if I were to close down tomorrow, in ten days the people in this country would be starving." This burst of eloquence on the part of the famous butcher, I presume, gave the commission the information that Burns' position was such as to leave him in control of the beef business both with respect to live stuff and the distribution of dressed stuff. It does not appear that he has abused his advantage inordinately though his influence is dangerous for both producer and consumer, and there is no doubt but that Burns' power is no better for both than any other monopoly would be. Burns has had the ability to profit by his position. He got a good start and organized the retail business skilfully and comprehensively. He keeps good clean stalls and disposes of some good beef and some of the other kind by displaying it well and handling it properly. We are not specially concerned with the question as to whether the C. P. R., Gordon and Ironsides and Burns—"We Three"—made the country or not. Labor has frequently been considered the source of wealth b yold-fashioned economists, but Burns seems to have got mixed up with a later school of thinkers who put the juggling and packing about the nation's produce as the fundamental thing in national economy. We are inclined to concede to him the honor of originating the theory until someone else claims it. "We Three" are taking on large responsibility in claiming to have made the country. If Burns had just gone on in the time-honored way and claimed to be a self-made man he would have been taking on additional responsibility which would have been a considerable relief to an overworked Providence. We had Pat Burns up on a neat substantial pedestal as a shrewd, outstanding bupsiness operator who has gone away beyond his neighobors in swinging a comprehensive proposition successfully, but he will away disappointingly in his sacrifice of reserve and deceny in his talk to the beef commission. No doubt he felt relieved when he delivered himself.

But it is relief for the stockman that is more greatly needed. Some of the fellows tried the Chicago market. There are different opinions about the success of the trial. The men who shipped are no doubt slow to admit loss. The best stuff did alright and the poorer stuff is more than doubtful and in a general way 27 1-2 per cent. duty is as it was intended to be, a prohibitive barrier.

The railways are not trying to make experiments of this kind successful any more than the railways and exporters are trying to make it easy for the grower to export his own little bunch to the English market. One trouble about the small shipment is that only the top are winners and the rails are still a drug, whether the market exploited is Chicago or Liverpool.

The United States at one time suffered from the same plethora of light stuff. These found their way later on a profitable basis to competing feeding lots in the Corn States. The establishment of competing packing plants was the right solution of the finished beat question. The establishment of competing packing plants will be our salvation here. A large dressed meat business is already developing from Burns' slaughtering house at Calgary. This is for Burns' convenience in supplying his retail centres steadily. Burns has sufficient start to give him a long lead against incoming competition, but conditions are against the packing industry being a large success as yet, and this brings us back to the point of saying that the farmer must also mend his ways materially. For the success of the packing industry there must be a steady supply of neat all the year round, and this we have not as yet. Out of the 65,000 head of cattle handled by Burns last year, he himself fed 15,000; a large part of his supply from January till July is made up of his own hay-fed cattle. The relief for the rancher depends upon his learning to do chores. He must make a larger proportion of his output export quality and must have fat cattle going in the market at all times of the year.

It is just as hard to change a range steer into a byre beast as it to change the cow-puncher into a chore-man. The change from range to feed lot will have to be made gradually. Neaps and the curry-comb will not play a part for a good while yet. Hay-feeding is all that is necessary or advisable, at present, with sufficient shelter without confinement to prevent waste of flesh or lowering of vitality. Range steers do not thrive in close stables.

Another thing we have to remember is that we have to feed our own stuff. Manitoba and Saskatchewan are less ready for feeding enterprises than we are. Their ideal is still wheat-farming and on the extensive rather than intensive model. They will not become our feed-lot salvation. We are away ahead of them to handle the meat-making proposition. We have the stock now; we already have mixed-farming notions; we are past the wheat only stage; we are trying to get past the range stage. Our salvation is in trying our stock and our clover and oats together. We have good stock now. The encouragement to breeding of pure-bred stock given by our bull sales and exhibitions has had notable results, as for example in the Lacombe district. We grow the best oats in the Dominion. Alfalfa is a success and deserves the best boost that our Government and people can give it.

This year will probably tax the patience of the small cattlemen to the limit. They had heavy losses last winter, they have had a late spring and a poor summer and it is estimated that not more than 15 per cent. of the stock is fit for export against 50 or 60 per cent. in other years. For many individuals it will be a rather hard season; for the industry as a whole the present adversity, like the financial stringency with the speculator, may be the finest discipline in care and wisdom and may make the opening of a new era in beef production in the West but we must get busy with the oat-can.

Signed Extradition Treaty.

Mexico City, Dec. 19—An extradition treaty between Mexico and the Netherlands has been signed, the signatory parties being the secretary of foreign affairs, acting for Minister Mariscal, and Janker D. Demares Von Swindevin, the minister to the United States and Mexico from Holland. The minister left for Washington last night.

No Compromise in Harden Case.

Berlin, Dec. 21.—The judges suspended the Harden-Von Moltke trial for forty-five minutes to-day in order to give the principals an opportunity to talk over the terms of a compromise. The effort was unavailing and the taking of testimony was continued.

Vanderbilt's Crazy Intention.

Newport, R.I., Dec. 19.—Alfred Gwynne Vanderbilt will next year drive a public coach in England on the route from London to Brighton. Vanderbilt will take his coach "Venture" and sixty horses to England and drive daily from May 1st to June 15th.

A Case of Suicide.

Alexander, Ont., Dec. 18—A man who registered at the Commercial hotel as Moore, of Ottawa, was found dead on Kenyon street last night with a bullet wound in the head and a revolver lying alongside. It is supposed to be a case of suicide. He was a man about sixty years old, and apparently a commercial traveller.

Asylum Inmate Suicides.

London, Dec. 20.—John Strong, an inmate of the asylum, broke away from his party today and drowned himself in the reservoir of the institution. He dived through a hole in the ice. The body was not found for 15 minutes. He was sent from Hensall a year ago as not a dangerous lunatic.

Hibernians Banquet Devlin.

Montreal, Dec. 19.—The ancient order of Hibernians tendered a banquet to C. R. Devlin, M.P.P., at the Windsor hotel. Mr. Walsh acted as chairman, and many prominent Liberals were present.

Death of Mrs. Baker.

Kingston, Dec. 20—Mrs. Baker, daughter of Prof. M. B. Baker, of the School of Mining, died last night, aged 32. She was a daughter of Jos. Franklin, of Winnipeg.

A Marine Disaster.

West Brook, Conn., Dec. 20.—An unknown two-masted schooner collapsed and sunk off this place early to-day, and it is thought every man of the crew perished.

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