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(SEMI-WEEKLY.)

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## SOME REASONS FOR OPTIMISM.

The Sovereign Bank of Canada has gone out of business. In part, its troubles were no doubt due to the abnormal monetary conditions prevailing, but it is by no means sure the institution could have been pulled through in the best of seasons. It was re-organized last summer in a frantic effort to evade the consequences of a policy of reckless expansion. The entire rest fund was applied to the payment of losses sustained in bad investments and the capital reduced from $4,000,000 to $3,000,000 and new officers put aboard. Yet with this shortened sail only fair weather could have made the venture prosperous, while bad weather almost certainly meant disaster. The bad weather came, and the directors, instead of plunging ahead until they swamped, looked matters squarely in the face, recognized that a condition must ensue in which the operation of the bank would not be profitable, and decided to quit while the assets were large enough to pay off the obligations. Arrangements were accordingly made with older banks, and the branches of the Sovereign opened next morning as branches of other banks of unquestioned stability. As a result the depositors and customers of the Sovereign do not lose their money—their accounts were merely transferred to the other banks.

The wonder is not that one bank should have found it unprofitable to continue business; the phenomenon must be that only one has found it so. The others continue to do business at the old stands with no signals of distress flying. There is little profit in boasting our superiority, but we may be pardoned a measurable pride, not unmixed with gratitude, that conditions here are not as they are south of the boundary. There financial institutions have been suspending payments, and resorting to all manner of expedients, while many have gone to the wall, leaving thousands of customers to suffer; here the banks have been driven to no extreme measure aside from a stringent shortening of credit, and only one has been forced out. The difference should suggest something to our neighbors to the south. Not less notable to them must be the ease with which a Canadian financial institution withdraws from the field without creating panic, entailing loss to customers or in any way disturbing the economic conditions of the country. With them a "bank failure" means ruin to many and loss to more; with us there is no such thing as a "bank failure" in the commonly understood implication of the term—a bank merely hands over its business to the others, and shuts up shop. None are ruined and none suffer loss except perhaps those who own the bank stock, and upon whom the losses, if any, should properly fall. Whatever we may think of the timely or untimely conservatism our banks display at times, no one can question that they know how to preserve their solvency, and that they practice the knowledge with admirable persistency. To the public this means that the man who deposits a dollar in a Canadian bank may rest easy that he can get it when he wants it.

Bradstreet's thus reviews the betterment in the general financial situation in the Republic: "It would be "impossible, even if desirable, to "close one's eyes to the fact that a "great change making for cheerful"ness and confidence has come "over the general situation, and "especially the financial position, "since the dark days of late Novem"ber and early December. Signs of "this change have been, perhaps, slow "in making their appearance, and "their gradual approach in itself has "sometimes prevented a correct ap"praisement of the importance due "each happening, but it is beyond "question that a lessening of the fin"ancial tension has occurred in the "past month, and especially since the "turn of the year. For some weeks "before the end of the year call mon"ey was at prohibitive rates and "time money practically unobtain"able, owing to the necessity of mak"ing arrangements for end-of-the-year "disbursements. The currency prem"ium practically died with the old "year, and the first week of January "saw call money ease, time money "once more reappear in the market, "and stocks begin to advance."

The same journal gives the failures in Canada for the week ending January 18th as 44, compared to 63 in the preceding week, and 23 for the corresponding week in 1907. The latter figure was unusually low, however, for the failures for the corresponding week in 1906 were 36, in 1905 37 and in 1904 25. The average of Canadian failures for the week during the four years was thus something over 30, and the record for the present year showed an increase of not quite fifty per cent. Still more significant is it that not one of the 44 firms who failed had more than $5,000 capital. The mortality this side the border is thus absolutely confined to smaller concerns, and it is a pretty safe guess that it is confined to such of these as were started on a speculative basis. During the past four or five years numbers of enterprises have been started with capital only sufficient to float them in very favorable conditions while mercantile establishments have come into being where present business was not sufficient to warrant, but where there was a promise of larger trade in future. Establishments of this character could of course only subsist by having their capital always available. A time of "hard collections" meant ruin. The wonder is not that so many have collapsed, but that so many have not gone under.

At the annual meeting of the Bank of Commerce a few days ago Mr. Byron E. Walker as usual reviewed the general situation in Canada, and touched on the reflective conditions abroad. Alluding to our large imports, Mr. Walker said: "While Cana"dians have taken a natural pride in "the great growth of their foreign "trade, which has increased from "$257,168,000 in 1897 to $617,944,000 in "1907, some remark has seemed ne"cessary each year upon the large ex"cess in our imports. For the year "ending midsummer, 1906, the two "had so approximated that the ex"cess of imports was only $37,680,000 "in a foreign trade of $550,854,000, but "for the year ending midsummer, "1907, we have an excess in imports "of $101,601,000, our exports being but "little larger than for the previous "year, while our imports are about "65,000,000 more. The first three "months following mid-summer, 1907, "showed no tendency towards im"provement. We cannot build a third "transcontinental railroad in addition "to providing for the large growth of "older systems; we cannot take care "of an enormous and unprecedented "inflow of immigrants; and we can "not build up new towns and cities "by the hundred, without largely in"creasing our purchases as compared "with what we have to sell."

Mr. Walker concluded with an optimistic forecast that should strengthen the weak-kneed gentlemen who have been viewing the prospect through azure spectacles: "The situa"tion bears little relation to that fol"lowing the troubles of 1893, either as "to currency conditions and stan"dards, crop conditions, or volume of "manufactured goods relatively to the "demand, and, provided the usual "crops are harvested next year, a very "full measure of industrial activity "should prevail throughout North "America. The marketing of the ac"tual products of the field, forest and "mine of itself requires that large ad"ditions should be made to railroad "equipment and that other building "operations should be carried out, "and if the world generally can be in"duced on the one hand to exercise "its power of saving to a greater de"gree, and on the other to moderate "somewhat the pace of its industrial "expansion, especially as regards the "fixing of capital in betterments of "all kinds, we need not fear for the "prosperity of the farmer throughout "North America or that our work"shops will be idle to an extent which "should interfere with a sound and "reasonable prosperity."

## THE BIOGRAPHY OF BOWSER.

Attorney-General Bowser of British Columbia occupied the attention of Parliament at Ottawa a few days ago. If the biography of that gentleman as presented by the members who know him best is to be relied on he is a sufficiently interesting subject to engage the attention of any assemblage of gentlemen concerned in the knowledge of human character. The legal member of the McBride Government, it seems, is an exceedingly versatile gentleman. He is a lawyer and also a provincial parliamentarian and he succeeds in keeping the two characters sufficiently separate to profit both his pocket and his position. As lawyer for instance, he was solicitor for the C.P.R. in 1902, and for them concluded an agreement with a gentleman named Gotah for the importation of Japanese laborers to work on the railway; yet as parliamentarian he has posed before the electors of his Province as the implacable enemy of Asiatic immigration, a kind of human bulwark against an Oriental inundation. Not only so, on the eve of the general provincial elections he sprung a story that it was the G.T.P. who were importing the Japanese. Thus while the lawyer concludes agreements for importing Japanese for his corporation allies at so much per, the parliamentarian makes the hillsides echo with declamations against the impending submergence of the white race by a flood of chocolate-hued humanity. For scientific handling of the double role the biography of Bowser has the great Druce mystery faded to a dull grey. Only once do the diverse characters appear to have encountered. Even then it was no come-by-chance collision with humiliating revelations for the performer, but a tete-a-tete skilfully arranged to shower shekels on Bowser the lawyer while it shed lustre on Bowser the parliamentarian. As with the actor who played both Caesar and Brutus, there came a time when both characters must appear on the stage at once, and when in the logic of things one must finally extinguish the other. But Bowser was bigger than the crisis. While the parliamentarian considered the electors, the lawyer remembered Bowser. The electors demanded the Natal Act; the parliamentarian prepared it for the Legislature. Bowser needed the wealthy client; the lawyer left a loophole in the Act whereby the importation of Japanese navvies could go merrily on. The forty-two legislators slumbered peacefully in their easy chairs while the Act was read a third time and finally passed and sent up to the Governor for approval. Meantime McBride the Premier had been in Ottawa, and informed the Secretary of State there that the Act would not be assented to. How he knew can only be explained by the genius of Bowser. The man had cast the horoscope of the Natal Act and projected its fate through the intervening ether to his distant colleague. Thus was the wrath of the public directed to Dunsmuir, while Bowser the lawyer maintained his wealthy client and Bowser the parliamentarian paraded as the baffled hero of the populace, warring against official stubbornness to preserve the Province from the invasion of Asiatic hordes. Confronted with the records of his genius Bowser could only affirm that he had never done business for Gotah nor been legal advisor to the Canadian Nippon Co., of neither of which anyone had accused him. Considered in the light of his accomplishments these small omissions must be credited either to lack of opportunity or oversight, and as nothing detracting from the verdict that great is Bowser of the Columbians.

## THE ORGAN OF "RUMORS."

The Edmonton Journal is dissatisfied with the esteemed senior leader of the Opposition to the extent of believing either that Mr. Robertson does not know what he wants or that he does not know how to ask for it. His questions anent the purchase of the city courthouse site did not provide much basis for political attack, wherefore the Journal takes the subject out of Mr. Robertson's hands. It invests the public with a curiosity to know what was behind the questions asked by Mr. Robertson, a suppositious query that could surely be best answered by the honorable member for High River himself, did he consider the matter of sufficient importance to throw light upon it. This the honorable gentleman did not do, wherefore the Journal essays to do it for him.

We are informed that there are "vague and indefinite rumors floating about" with regard to which "perhaps no notice can be taken" by the Government, but which the Journal carefully gathers up and invites the public to notice. "The bald facts of the case" (as revealed presumably in these "vague rumors," of which it is proper "no notice" should "be taken"), are stated to be that the site sold to the Government for $27,000 had been previously bought for $17,000. Why the rumorists should have curbed their zeal at this particular point we are not informed. No doubt it would be entirely in accord with the logic of events to say that the man alleged to have sold the property for $17,000 bought it for $1,700, and to cite the probability that the man who sold it for $1,700 bought it for 1700 cents. If selling property for more than it cost be a crime who is scathless, and if buying property for twice what it was formerly worth be a mark either of ineptitude or venality, who that has bought property is either sensible or virtuous? But that this property could have been bought when the Proivnce needed it for less than the Province gave for it, the spokesman of the rumorists does not aver. That is the whole point in which the public, the Government, and the Legislature are concerned.

The Opposition, with the aid of their local organ, have surely established a precedent in Parliamentary practice. The Opposition leader, or one of them, asks a series of questions which are answered as fully as the Government's information goes. But the questioner does not say why he asks the questions; that is left to his newspaper supporter. Why it is so the Journal itself makes clear. The questions were founded on "vague and indefinite rumors." Of these "no notice can be taken" by the Government. Wherefore if they are kept as rumors and prevented becoming other than rumors they can be used as weapons against the Government and weapons which the Government can take no measures to foil. But if a member of the House discussed them in debate he would be challenged to convert them into charges and abide the issue. Mr. Robertson declined to stake his reputation on the tattle of the street; the Journal, having no such possession to risk, may mouth the rumors with impunity, serenely confident that its standing cannot farther deteriorate.

## THE GIBBONS PROPERTY.

It is by no means gratifying to the ratepayers to learn that the quantity or the availability of the coal on the Gibbons property is by no means assured. This property, comprising upwards of two hundred acres, was acquired some two years ago at a cost $25,625. It is located a few miles up the river, and was bought as a site for the power house when the westward extension of the city shall oblige us to take the water supply from a point higher up stream. The main reason for the purchase of this particular site was the belief that an abundance of coal could be easily mined on the land, and that the cheaper cost of producing electric power at the pit's mouth would more than counterbalance the increased cost of transmitting the power to the city. The council discovered last week, however, that the best available coal is a three and one half foot seam some 223 feet below the surface, and the superintendent of the power house is anything but sanguine that this can be easily mined, owing to the presence of water. This suggests that our information when the purchase was made was not as full as it should have been, but however well founded, criticism of the purchase will not now amend matters. The point of importance is that we have the property, that it cost us $25,000, and that we must find some way of utilizing it to advantage, or of at least getting our money out of it. To move the power house there would be folly in view of the uncertainty regarding the coal supply, it remains only to make what extensions are necessary to the present plant. It might be worth while, however, to undertake a thorough examination of the property to see what we really have or have not. Other seams might be found which would enable us to carry out the original intention with advantage, or to make other satisfactory disposition of the land. At the worst, we can only make certain what we now suspect, and in any event knowledge is worth more than ignorance.

## INFORMATION DENIED.

The impudent Opposition in Manitoba were shown "where they were at" a few days ago. One J. A. Campbell, a troublesome Grit member, made some allusions anything but complimentary to the Roblin Government anent the voters' list for the Dauphin district—alleged that names of detested Grits had been expurgated from the document or something of the kind. Mr. Roblin immediately became impressed with the temerity of the venturesome legislator, and pompously warned him that his charges were very serious and that if they were proven incorrect it would be up to him to apologize to the House. But Campbell refused to be appalled; he invited Mr. Roblin to produce the voters' list and prove the charges incorrect, leaving the apologizing till it should be decided whence it was due. The Opposition backed him up, and demanded the papers. The bluff being called, there was nothing for the Government to do but admit it. They did so and called on their supporters to vote down the motion. The Opposition got neither the original documents nor copies of them, excerpts, extracts nor verbal explanation of the contents. Clearly anything may be expected from the Legislature which endorsed compulsory ignorance.

## WILLING TO PURCHASE BUT NOT TO BRIBE.

The proposal that the Provincial Government buy out the Bell telephone system in the Province may or may not be a good one. If the system can be secured for a fair price, it would be cheaper to buy it than to build and operate a rival system, and in this event, the Premier has announced the willingness of the Government to purchase. But if the Company are unwilling to accept a fair price it remains only to extend the present provincial system into their territory as business warrants and public requirements demand. What the Bell system in Alberta may be worth is a matter to be determined by telephone experts after careful enquiry, but it seems a pretty safe guess that no purchase would be contemplated on the exceedingly liberal scale paid by the Manitoba Government for the Bell property in that Province. So far as known, the Company have not intimated their willingness to sell the Alberta system at all, though the logic of the Manitoba sale is that they intend withdrawing from Western Canada. Whether so or not it is as well that they should understand that the people of Alberta want telephone communication and are convinced that this would be more satisfactorily secured by a system Government owned and operated covering the whole Province. There is no unreasoning antagonism to the Bell Company; there is a public feeling that neither they nor other telephone corporations should be allowed to occupy new territory and that if practicable the private systems now in existence should be secured by the Government; but there is no disposition on the part of either the Government or the public to pay any company twice what its property is worth.

## SOME FACTS ABOUT CANADIAN RAILWAYS.

Railway Statistics is the title of a blue book issued by the Department of Railways and Canals, containing an immense amount of valuable and interesting information of the railways of Canada. Something over a year ago the Department provided the various railways with schedules requiring information on many points concerning which no official record had been kept. The current number of the blue book contains the statistics gathered by this means, and it may be properly considered one of the most exhaustive publications issued by any government on this very important branch of national activity.

There are 22,452 miles of railway now in operation in Canada. This has all been constructed during the past seventy years, the first sixteen mile stretch being laid in the year 1836. About 1,100 miles were added last year, beside 324 miles of single track changed to double. Including double tracks, sidings and yards, the total length of track in the Dominion is 27,611 miles. During the year there were 3,000 miles of track actually under construction, not counting of course lines projected but not under contract.

Of this total Ontario has 7,637 miles, Quebec 3,515, Manitoba 3,074, Saskatchewan 2,024, British Columbia 1,685, New Brunswick 1,502, Nova Scotia 1,329, Alberta 1,323, Prince Edward Island 267 and the Yukon 90.

There is a mile of railway in Canada for every 287 inhabitants; in the United States a mile for each 381; in the United Kingdom a mile for each 1,821; in France for every 1,590; in New South Wales for each 686; New Zealand each 358; Victoria each 360; and India each 10,119. We have more miles of railway in comparison to population than any other country indicated.

For each mile of railway we have 161 square miles of territory, the United States 13 square miles, the United Kingdom 5, France 8, New South Wales 46, New Zealand 43, Victoria 25, and India 61. Thus our railway mileage is the smallest in comparison to area of the countries enumerated.

Aside from the cost of Government railways, Canada has aided railway construction by subsidies aggregating $181,298,412. Of this the Dominion provided $128,127,648; the provinces $35,123,130 and municipalities $17,346,633.

Beside this the Dominion gave in times past 31,762,954 acres of land to railway companies—every acre in the West. The items are as follows: Alberta Railway and Coal Company, 1,114,368 acres; Calgary and Edmonton, 1,888,448; Canadian Northern, 3,321,408; Canadian Pacific main line, 18,206,986; C.P.R. Pipestone branch, 200,320; C.P.R. Souris branch, $1,408,704; G. N. W. Central R.R. Co., 320,000; Manitoba and N.W., 1,501,376; Manitoba & S.W., Col. R. Co., 1,396,800; Manitoba and S.E. R. Co., 680,320; Qu'Appelle, Long Lake and Saskatchewan, 1,625,344; Saskatchewan & Western R. Co., 98,880. Besides, Quebec has granted 13,324,950 acres to various companies, but converted this into cash subsidy on the basis of 52½ cents per acre; British Columbia 5,287,387 acres; New Brunswick, 1,647,772 acres, and Nova Scotia 160,000 acres. This brings the total land grants made in Canada to railways up to 52,783,063 acres.

The total capital invested in Canadian railways exceeds $1,100,000,000, beside $100,000,000 put into Government railways.

The capitalization of Canadian railways is $56,995 per mile. Dominion owned railways cost $51,590 per mile and the Ontario Government railway $76,047 per mile.

Comparing this with other countries the result is found to be:

| | Per mile. |
|---|---|
| United Kingdom | $273,437 |
| United States | 67,936 |
| New South Wales (actual cost) | 63,063 |
| Victoria (actual cost) | 63,113 |
| India (actual cost) | 56,796 |
| Canada | 56,995 |

Our railways last year carried more than 32 million passengers and more than 63 million tons of freight. The increase of passenger traffic over the preceding year exceeded 4,100,000, and of freight traffic 5,899,000 tons. Of the freight, agricultural products provided about 10 million tons and live stock and animal products 2½ millions, a total for the farmer and rancher of about one-tenth the whole volume. The mines provided 18 million tons, or more than one-fifth; the forest 10 millions or nearly one tenth; and manufactures about 8 millions, or one-seventh the total freight traffic.

The total earnings of the railways of the Dominion for the year was over $146,000,000, an increase of $21,000,000, or 17 per cent. Operating expenses were $103,000,000, an increase of $16,000,000 or 19 per cent. over the previous year. Of the total revenue $95,000,000 came from freight and $45,000,000 from passenger traffic. The operating expenses were 70 per cent. of the revenue.

Last year 3,504 engines were reported in use on Canadian railways, an increase of 573 over the preceding year; 113,514 freight cars, an increase of 16,949; 3,642 passenger cars, an increase of 323.

The record of accidents for the year shows 70 passengers killed and 352 injured; employees killed 249, injured 1,126; trespassers killed 195, injured 125; non-trespassers killed 70, injured 88; postal clerks killed 3, injured 7; total killed 587, injured 1,698. These are the largest numbers both of killed and injured in the history of Canadian railways, but during two years the numbers of passengers killed exceeded that of last year.

Last year 124,012 persons were in the employ of Canadian railways, and the total amount paid in wages exceeded 58 million dollars.

## ENGLISH MUNICIPAL GRAFTING.

Investigations recently held into some phases of English municipal life are disconcerting to those of us who have been taught to look to the Old Land as a country free from civic unrighteousness. The investigations were undertaken on the initiative of Mr. John Burns, President of the Local Government Board, and reveal that in the art of grafting the Boards of Guardians in some English cities have rivalled the accomplishments of the Tammany machine in New York. Half a dozen of the forty or more Boards in the London district have been subjected to enquiry, with the result that one contractor and five guardians are in prison, while other prosecutions are pending. The doings of the West Ham Board were first looked into. This is a populous district, where the expenditure for the relief of the poor is very large. It was found that every office within the gift of the Board was put up for sale. The master of the workhouse paid $500 for his job, the medical officer $5,000, relieving officers $100 each. The contractor who supplied coal to the institution was allowed to supply an inferior quality and to charge for twice the quantity he supplied. Other contractors were similarly indulged, and all paid money regularly to the Guardians. Five of the Guardians and the coal contractor are now in gaol. At Hammersmith, where a $500,000 workhouse was needed, a palatial mansion was erected at a cost of $1,500,000. The Poplar Board, though not found guilty of dishonesty in their own behalf, had simply shovelled out the money of the ratepayers in maintenance of the Hotel de Poplar, as the workhouse was commonly called. It was run as a shelter for tramps, ne'er do wells and riff-raff generally, who had never resided in the district, and had no claim for relief there



## THE RAILWAYMAN'S GRIEVANCE

The Legislature on Saturday endorsed a resolution asking the Dominion Parliament to make certain amendments to the Railway Act for the relief of railway employees. The plaint of the railway men is that at present, when an accident occurs entailing loss of life or destruction of property, the train crew or other employees of the road, are liable to be prosecuted without the point having being established that they were responsible for the accident. This they consider a grievance and ask that the law be amended to provide for an investigation into the cause of the accident before prosecution is begun. The request seems most reasonable. It is a request, not to be relieved from the liability of prosecution when prosecution is due, but to be freed from liability of prosecution until it is established that prosecution is due.

## ON THE SIDE.

An exchange demands to know which is the greater triumph of civilization—a hockey match or a bull fight. Well, that is the question.

Curiously enough, every Conservative paper is convinced that the proper way to reform the Senate is to appoint only Conservatives to the vacancies.

Premier Roblin decided a few days ago that when the Manitoba Opposition have any talking to do, they must do it first, and that the debates shall close with the presentation of his own august deliverances. Which recalls the adage that the first prevaricator has no chance there.



## THE NORTH COUNTRY DEMANDS GOOD ROA

(From Monday's Daily.)

**Meeting Held at Peace River C ing when Mr. Brick, Membe District Was Given Instruc —Want Main Road From L Slave Lake to the Crossing.**

Previous to his departure Peace River Crossing to attend annual session of the Legislatu Alberta, Mr. T. A. Brick, M.P.P Peace River, held a public meeti the electors and settlers of the trict. Many of the prominent zens of the district gave addre the burden of which was better t portation for the north. Among who spoke besides Mr. Brick Rev. Mr. Holmes, Messrs. St. man, Benjamin La Pret, and He soll.

The speakers all made clear definite statements with regard the needs of the north, expresse confidence that Mr. Brick woul his utmost to present their case fore the Government and Legisla at Edmonton. Mr. St. German a clear and masterful analysis o policies of the two political pa and expressed his sympathy with Brick in his efforts in the past t tain reforms and the redress of g ances, and also expressed his co ence that Mr. Brick would be faithful to the interests of the set in the future.

Mr. La Pret, who is familiar the needs of the country, was em tic in presenting the claims of people of Peace River to a better from Lesser Slave Lake to the Cr ing, and for a ferry at this point.

W. H. Carson, J.P., occupied chair, and introduced the speak with appropriate remarks, refer particularly to work of the mem for Peace River in presenting claims of his district to the consid tion of the Government at Edmon

**Game Ordinance and Wolf Bou**

In his address, Mr. Brick gave resume of the legislation enacted ing the last year. He cited the Ga Ordinance, which was modified in interests of the half breeds and farmers of the north. Through representations to Hon. Mr. Oli permission was granted to the sett to cut timber on the islands in Peace river, which was a great b to the settlers. The provincial g ernment had given substantial aid improving the live stock of the trict by undertaking to pay for transportation of pure-bred bulls i the country. Liberal grants, too, been given to the schools of the trict. He next explained the act of the government in enacting wolf bounty regulations, pointing its effect. Referring to the impo tion of pure-bred stock, he stated although the grant had been m two years ago, only one man had en advantage of it. Speaking of ro he said that there seemed to be an willingness on the part of the peo to work on the roads, and if m men could have been secured to the work on the roads much grea improvement in this respect wo have been attained. The grant ma by the government for road build had not been spent, because th were not men enough to earn it. concluded by asking the electors the district to state their reque and views fearlessly and definite that he might serve them better the legislature at Edmonton.

**Improvement of Main Road.**

Rev. Mr. Holmes was the n speaker. He thanked Mr. Brick what he had already done, a thought the game laws and w bounty a great benefit to the coun He stated the necessity of impro ing the road between Lesser Sla Lake and Peace River Crossing, th being a main road, the governme should take energetic action in pu ting it in a passable condition. Th he said, was the cause of much d satisfaction to people coming into t country; that by the time they arri ed at Peace river they were so di gusted and disheartened by what th had come through, they were rea to turn round and go back aga without really seeing the countr He also asked Mr. Brick about t funds granted to schools. He sa the Shaftesbury school had not recei ed any grant as yet; that it was mo ly supported by private effort an church funds. He thought the go ernment should be more careful an not let so much liquor come into th country.

Mr. Brick, in reply, dealt at som length with the road question, an the schools. He stated that owin to the unsettled state of the count he and Mr. Bredin had advised th government that there was no use organizing school district at presen and that the system in vogue at pre ent should be supported. The go ernment had promised to make grant of $200 the year for an avera attendance of 18. The governme had also promised to pay all arrea on the same basis. Mr. Brick e pressed surprise that the grant h not been received and promised put the matter right when he wou go to Edmonton.

Mr. St. German, in forcible a sometimes eloquent language, outli ed the history and the policies the two political parties in this cou try, and was enthusiastically rece ed by the gathering. He drew atte tion to the great need of better tra portation which would draw settle and increase the wealth of the cou try. He gave it as his opinion th the department of public wor should have constructed a ferry the Crossing last summer.

**Appreciates Members' Troubles.**

Mr. Benjamin La Pret's remar were listened to with great attentio He spoke of the great difficulty experienced in crossing from t