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AN EXPOUNDER OF THE LAW

(Friday's Daily)
 The Mail and Empire, of all others, has the most to say on the subject of the sale of irrigable lands to the Southern Alberta Land Co., not only in its editorial comments and undertakes to spread the Irrigation Act under which the sale was made, and still dispassionately probes the minds of the legislators for the root idea which they incorporated in the written law. As a result of its quest, the Mail concludes that:

The principle which underlies the Irrigation system is made apparent by the terms of the law. It is obvious that Parliament contemplated by the bringing into cultivation of areas that are not well watered by the employment of private capital in irrigation enterprises. Companies were to be formed to dig ditches and to build reservoirs. The water was to be carried to the points at which it was needed and was to be sold to the farmers at a moderate price. The Irrigation Act makes provision for the charging of companies to construct the needed works, for the tapping of the rivers and lakes under government supervision, and for the disposal of the water on equitable terms to the farmers.

Recognizing that the larger number of members of Parliament when the Irrigation Act was passed, differed in their opinion as to the manner in which the water should be sold, the Mail and Empire still searches for the root idea which underlies the law. It is open to the imagination to suppose that the Irrigation Act was intended to apply to lands which are irrigated by the water of the rivers and lakes. On the other hand, it is equally clear that an irrigation system, controlled by a dividend paying company, is the only one which is likely to be successful. Assuming, then, that the Mail's view is correct, and Parliament intended that the Irrigation Companies should be "irrigation companies" only, it would surely have been so stated. Opposition members, who the scheme would not work, and that for the reason that the Irrigation Act was intended to apply to lands which are irrigated by the water of the rivers and lakes, and that the Company would not establish the irrigation works until the land was occupied.

It is therefore, Parliament desired the use of private capital in providing irrigation for such lands, it must have contemplated also the ownership of the lands by the Company. Otherwise, even supposing a company might be willing to risk the investment before the lands were occupied, it could have no assurance that once its money was invested the enterprise would not be ruined by land speculators obtaining a large amount of the land either from the Government or the settlers, and holding it at prices which would temporarily depress settlement. That speculators are holding land at such prices in many districts in the west today is a matter not of argument but of common observation, and that they would be especially likely to do so in districts where the advantages of irrigation could be urged as an excuse for boosting the price is a matter of argument and of observation, and of history also. That a company might be willing to risk the investment before the lands were occupied, it could have no assurance that once its money was invested the enterprise would not be ruined by land speculators obtaining a large amount of the land either from the Government or the settlers, and holding it at prices which would temporarily depress settlement. That speculators are holding land at such prices in many districts in the west today is a matter not of argument but of common observation, and that they would be especially likely to do so in districts where the advantages of irrigation could be urged as an excuse for boosting the price is a matter of argument and of observation, and of history also.

But according to the Mail and Empire, the important circumstance is that the men who secured the land resold it at a profit. This the Mail regards as indicating peculiar villainy on the part of the Government, and it demands to know why these men should have been sold land on which they have made a profit. This is peculiar reasoning surely, for by its application both the present and former Governments should be censured for every acre of public land which has passed into private hands, and which the recipients have turned over at an advance. Where this kind of logic originated the Mail does not inform us, but it can be justified apparently only by supposing the Government gifted with a rare prophetic insight. The Government, it thinks, should have foreseen the advanced price that would be paid for the land. The Mail is wise after the event, apparently, than some "financial" gentlemen of its political persuasion and intimate acquaintance. Mr. Foster, for instance, is a gentleman considerably interested in western lands, and supposedly well versed in their values, present and probable. His history gives us no reason to suppose that he would overlook an apparently good opportunity or that he would be prevented from embracing it by lack of financial resources. Yet Mr. Foster is not reported as having made any "clean up" in irrigable lands nor of having attempted to do so, nor even of expressing an opinion that it could be done. The reasonable conclusion is that the experienced, conservative financier and the gentleman with whom he is associated did not consider such investment as an ordinarily good speculation. The Mail would surely not expect more speculative acumen from a Liberal Government than from Mr. Foster.

This aside, the fact of a second or a third or a tenth sale does not relieve the owners from the necessity of establishing the irrigation works. The fact that the land cannot be sold to settlers until the works are established, nor the fact that after the works are completed the longer the lands are kept from the settler the longer will the investment in the works be unproductive, nor that the price which the settler must pay for the land will be governed by the price of equally productive land in districts which do not need irrigation.

CURRENT COMMENT
 (Friday's Daily)
 Toronto Globe: If the people of Edmonton want any benefit from the experience of other cities in the matter of union stations, Toronto is a good place to go to. It is five years ago we had three terminal stations. Now we have only one. The gain in convenience is enormous, and it should be easy for Edmonton to obtain the same. Five years ago there were a number of years of trouble that proved necessary to bring about our present consolidation.

The Lethbridge News has become a daily—the fifth in Alberta. Commenting on the fact the Calgary Albertan says: "The news of the progress of 'Alberta' is told in its newspapers. 'Five years ago there was in Alberta' one daily newspaper, now there are five. Five years ago there were a dozen weekly or semi-weekly newspapers. Now Alberta has about forty-five, besides a few monthlies."

Alberta Star: "Take any number between nine and one and add one. Multiply by nine. Drop the left hand or first figure of the two comprising the result. Add four times the original number. Just why the answer is always 23 irrespective of the number originally selected is not obvious, but the stubborn fact remains it is invariably 23. You can take one, two, three, four, five, six, seven, eight or nine and the answer is always the same. Skiddoo!"

MR. HYMAN AND HIS OPPONENTS
 (Saturday's Daily)
 The fact that charges of corrupt practices in the London bye-election in 1905 were withheld for a year, and suddenly launched when and only when a number of bye-elections were pending in 1906 was in itself sufficient to justify the belief that, whether the charges were true or false the method of handling them was designed less to aid justice, or to cleanse election practices than to aid the Conservative candidates in the bye-elections, and to discredit the Liberal Party in the country generally.

Opposition friends to disclose the fact that they do not usually request Hyman to resign when they have a reasonably good fighting chance of unseating them by process of law. As against the member who is unseated because of corrupt practices by his supporters, the member who voluntarily resigns when such practices are revealed has the advantage of the prestige gained by a supposed protest against immoral practices. That this fact is understood by both Liberals and Conservatives scarcely needs assertion, and it is because they recognize the political value of this prestige that the Conservative press would sooner see a Liberal member unseated by the courts than see him resign as a protest against dishonest methods used to elect him, even though employed without his knowledge and against his declared wishes. If therefore the opponents of Mr. Hyman had any good reason to suppose they would not be impugning him by law they would not be impugning him by law voluntarily vacate the seat.

On the other hand, the fact that Mr. Hyman has declined to avail himself of the political advantage of voluntary resignation is the best circumstantial evidence that he has no intention to fear personally from the findings of the courts. Otherwise the Minister of Public Works must be a man singularly bereft of ordinary foresight. For, assuming as his opponents aver with little enough reason but with a plenitude of vigor, that there is a possibility of the investigation revealing a connection between the corrupt practices of his followers and Mr. Hyman himself, it would surely be a course of more than ordinary stupidity for Mr. Hyman to retain his seat while the investigation proceeded. To do so under such circumstances would be both to sacrifice the political advantage of resignation and to court the danger of a revelation of personal complicity, which must inevitably transfer the moral sympathy of the community to his opponents if it did not involve personal disqualification. That Mr. Hyman continues to hold his seat is the best assurance he could give that the continuance of the investigation has no terrors for him.

If the gentlemen who are behind the investigation really desire the ends of justice and the purification of election contests they should acknowledge an obligation to Mr. Hyman for maintaining his seat, for his continuance in office alone ensures the prosecution of the inquiry. Supporting Mr. Hyman resigned and the constituency were opened. Either Mr. Hyman would be re-elected or he would be defeated, and in either event the investigation into the election of 1905 would be at an end. For if he were again elected in 1906, who among his opponents would be found willing to continue an investigation as to how an election in 1905 was won? And if he were defeated in 1906, what reason could his opponents have for further investigating the methods by which he had been elected in 1905? Whether the investigation might legally be continued or not is not the question, for legal or illegal, it is the teaching of the history of elections that no one would care how or by what means the elections of 1905 had been won or lost when a later contest had either endorsed or nullified the verdict. If, therefore, it is desirable that the election methods employed in London be investigated, it is no less desirable that by retaining his seat Mr. Hyman make their investigation certain. And if the opponents of Mr. Hyman really desire an investigation for the purpose of punishing the guilty and thereby bettering the election practices of the country they are under obligation to Mr. Hyman for taking a course which alone guarantees an opportunity for accomplishing this purpose, the more so that the opposite course, both the one which would hold greater immediate promise of political advantage.

Parlils of the North
 Ottawa, Oct. 26.—The qualities of the men who compose the Royal Northwest Mounted Police has often been demonstrated, but rarely have fidelity, devotion to duty, fearlessness, unselfishness, and indomitable determination been manifested in greater degree than was displayed last winter in a journey made by Constable Soller, amounting in all to about 925 miles. The trip was made in company of Interpreter Ford and an Eskimo named Tupelook. It was undertaken for the purpose of locating the whereabouts of a Scottish ship, the Ernest William, and ascertaining her liability to the customs duty for supplies imported. Constable Soller probably receives pay to the amount of about a dollar and a half a day, but, without a murmur, he entered upon and successfully accomplished a journey attended by great hardships, and which many an explorer would have been proud of relating. The record of Soller's trip is contained in a diary, which has just been received at the Mounted Police Department. Nothing more modest or unattracted than the account of the long journey and the difficulties met with and surmounted could be imagined.

Constable Soller, with his two companions and a dog team of ten, left Edmonton on the west coast of Hudson's Bay, on February 1st last. They returned on April 10th, having been exposed for two months to the rigors of an Arctic winter. The only casualty was a frost-bitten leg of one dog that was left behind at Lyon's Inlet. On his way to their destination and back (nearly 900 miles) weather was encountered, and many hazards. At night snow-houses were built for shelter, called by the Eskimos "igloos." Herds of deer were seen, and several were shot for food. For a couple of days, however, both men and dogs went on short rations. Had it not been for falling in with a party of natives, they would at one time have been in desperate straits. For a great part of the journey the food had to be eaten frozen, because the alcohol and wool gave out.

Here are a few extracts which show the nature of the hardships encountered on the journey: "We have only fifty pounds of deer meat, two pounds of pemican, and six pounds of boiled seal for ourselves and the ten dogs. We must find natives. Very cold day. I had both my feet badly frozen. My footgear is in a very bad state—wet and worn out. We were compelled to break up some barrels to cook food, as we had been subsisting on frozen meat for the last three days."

"Terrible snowstorm. Impossible to go out looking for natives. Our dogs are getting hungry as they have had nothing for three days. We cannot possibly give them anything out of what small supply we have for ourselves. My feet are very raw, the result of frost burns."

"Bad storm, but not nearly so bad yesterday. I sent Ford and Tupelook out to look for natives. They returned at 5 p. m., bringing us information that cheered us quite a little. The ship they learned was at Melachouk, the place where ghosts chase women. They brought some meat for the dogs, and said the natives, who belong to the Nituik tribe, would come in the morning with as much meat as they could spare."

"Still storming. Finished up all our meat for breakfast. About noon the natives came in, bringing about 400 pounds of meat, which I purchased from them. It was nearly all seal meat. We found it rather high all by itself, but bought it as a great success. In due course the party reached the vessel for which they were searching, and received a hearty Eskimo welcome from her commander, Captain Murray, who fitted them up with stores for the return journey."

Here is the last item in Constable Soller's diary:
 "April 19th. Broke camp at sunrise (about 4 a. m.) and made the detachment about 1:30 p. m. Some few miles from barracks I noticed the flag at half-mast, which told me plainly that what I feared had come to pass. On arrival my thoughts were confirmed on hearing that Staff-Sergeant Hayne had passed away the night before. We were just in time to attend the funeral. The report of Constable Soller contains much valuable information about the country traversed and the natives met with. He mentions a rumor current among the natives that in the winter of 1905 a white man belonging to a ship wintering in the Arctic was killed by the Nituik tribe. The white man retaliated by killing three Eskimos and all their dogs. Constable Soller believes that such things may have happened in connection with the Norwegian sloop Gj3.

REMAINS FOUND AT CARLISLE.
 Carlisle, Sask., Nov. 9.—The remains of Charles Shirley, who for some time was employed in the law office of W. H. Williams, of this town, but who disappeared about three weeks ago were this afternoon found lying in a bluff about 40 rods from the town. It is thought that he committed suicide in a fit of despondency.

BORN.
 Williams—At Strathcona, Nov. 6th. The wife of H. M. Williams of a daughter.

MARRIED.
 Casley—Lawson—A pretty house wedding took place yesterday evening, Nov. 7th, at the home of Mr. and Mrs. Thomas Bellamy, Second street, when Miss Minnie Lawson of Charlottetown, P.E.I., was married to Mr. B. J. Casley, of Edmonton. The ceremony was performed by Rev. Dr. McQueen of First Presbyterian church. Only the near friends of the contracting parties were present. Mr. and Mrs. Casley will reside on Thirteenth street.

AYLWIN—CROSKILL. The marriage of Frederic Alan Aylwin, of the city of Edmonton, to Mabel Constance Croskill, youngest daughter of the late Thomas Croskill, Esq., of Bedford, Nova Scotia, took place yesterday at All Saints' church. Rev. H. A. Gray, rector of All Saints', performed the ceremony.

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MONSIEUR LAKE FREIGHT
 A glance at the list of ships built for the season of 1906 shows a certain extent the rapid growth of the industries of the territory to the great lakes. At the beginning of 1906, the ship building great lakes had under order 34 were bulk freighters, two passenger steamers. Many boats had been ordered early in the season, a thing not done in the history of the lakes, as new vessels are in contracted for until late in the season when the volume of the commerce can be more accurately gauged. With the exception of 6,800 ton freighters, the 34 bulk freighters ordered had carrying capacities ranging from 8,000 to 12,000 tons, and a total carrying capacity of 338,500 tons. The boats are capable of moving in one approximately 6,750,000 ore. The average carrying capacity of the modern lake freighter grown so fast that it is now double what it was as late as 1905. During the preceding year, there had been put in water on the great lakes 28 of which the steamers ordered for delivery are now in commission. One of the new ships, the Couly, a bulk freighter of 10,000 tons, was built at the Lorain, the American Shipbuilding Co. William P. Snyder, of 10,000 tons was built at the Ecorse yard, of the Great Lakes Engine Works. The other two vessels each 12,000 ton boats, the large lakes. The Henry H. Rogers, of the American Shipbuilding Co. United States Steel Corporation, other three being the J. Pierpont, Norman B. Ream, and P. B. Widener. They are 600 feet all, 58 feet keel, 58 feet beam, 12 feet deep. With a load of 12,000 feet they have actually carried 16,000 tons. This was accomplished on the exclusively Lake Michigan run from Escanaba to South Bay, carrying one for the Chicago pack the Steel Corporation. The other 1,000 ton bulk freighter, the Edgewood, with the sister ship Daniel J. Morrell, was built by the American Shipbuilding Co. of Lorain, Ohio, and is 600 feet in length, at present the largest freight boat on the lakes, being feet over all and 52 feet keel, extra 2 feet, however, is taken by the forepeak, and does not represent cargo space. In 1907 there are three 905 ft. steamers built.

The practice of ordering well in advance of delivery has been usual this year. In fact, the first of 1906 orders began to be placed in 1907 delivery. Today there are orders for 1907 delivery 36 vessels which 34 are bulk freighters, two passenger steamers and one a car ferry. These probably do not represent the extent of next year's building, additional contracts are pending, expected in the near future. More than 22 will be built by the American Shipbuilding Co., nine by the Great Engineering Works, three by theledo Shipbuilding Co., Toledo, two by the Collingwood Shipbuilding Co., Collingwood, Ont. These bulk freighters range from 5,500 gross tons capacity, one 5,500 tons, three 6,500 tons, six 7,500 tons, three 8,000 tons, ten 10,000 tons, one 11,000 tons, seven 12,000 tons. The tendency toward ships is therefore very marked. As in the 196 list the steel companies are prominent. Four of the steamers are for the Pittsburgh Ship Co., and three for the Western Transportation Co., which is controlled by the Tonawanda Iron & Steel Co. The latter is controlled by the Tonawanda Iron & Steel Co. This, the Lackawanna Steel Co., has built at Buffalo the largest vertical steel plant in the world, tends to engage in the transportation business. It has already ordered eight steel steamers for 1907 delivery and it is understood that eight steamers will be ordered by this company for the 1908 delivery. As payment for the eight ships ordered by the American Shipbuilding Co. take over the plant of the Shipbuilders' Dry Dock Co., Chicago, has been controlled by Moses T. Steel Company.

If it may appear as though this too great prodigality, but already new boats have proved inadequate to meet the rapid expansion of commerce. In no other way, perhaps, is the great prosperity of the country better reflected than by the recent growth of lake shipments. The cause of this increase in lake tonnage is the great demand for iron and steel. Nearly all of the workable deposits of iron ore are in the Lake Superior country. They are abundant and of excellent quality. They are mined so easily and transported so cheaply that non of the other kind deposits of the country can compare with these ores in furnace cost. Late years this ore commerce, which most of these vessels are chiefly built, has grown by bounding leaps and bounds, the increase of the movement of 1905 being greater than the