

THE EDMONTON BULLETIN

Published every Monday and Thursday by The Bulletin Company, Ltd., at the office, Bulletin Bldg., 318 Jasper Ave. East.

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C. F. HAYES, Business Manager

MONDAY, NOVEMBER 1, 1908

THE CANADIAN NAVY.

Ottawa despatches indicate that while the details will not be revealed until the proper time, the substance of the decision reached at the Imperial Defence Conference is that Canada shall proceed to the gradual creation of a navy proportioned to her means and adapted to her needs. This will meet the general approval of the people of the country. Much as most of us detest war and desire peace, few would care to see the country remain defenceless in the midst of armed nations. And as the bulk of our production must for many years find a market across the sea the scheme of national defence must also include means of keeping, or of helping to keep, the trade routes free from interruption or even menace. The question of our Imperial relations and duties aside, to accomplish the rapid agricultural development on which we are basing our hopes of greatness, we must see that the channels are kept open through which the produce of our farms can reach the cities of the Old Land. A fleet—some fleet—is essential to the safety of our export trade in the things we will have to export most largely. So far this burden has been borne by the Mother Land altogether. Perhaps on strictly logical grounds it could be established to be her business to continue to bear the burden. It is of interest to the producer to sell his goods, it is of much greater interest to the buyer to be able to get them, when the goods are his necessities of life. Canadians, however, do not assume this ground, but admit, whether right logically or not, that they should bear a fair proportion of the cost of securing the trade routes. To that end it is proposed that they proceed with the building of a fleet of cruisers and torpedo-boat destroyers, available for use in the unlikely event of anybody trying to land a hostile army on our shores, but destined primarily to keep marauders off the great sea highway to the Old Land markets.

The plan will not, of course, satisfy the fire-breathers among us, who would at once shoulder a burden greater than our resources warrant and greater than the need calls for. They would have us bestow a fleet of battleships on the Motherland, or build a fleet of these costly vessels for our own defence. The former course we could not take without offering a gratuitous insult to the people of Great Britain by intimating that we thought them unable to take care of themselves. The latter course would be open to the objection that battleships are not the type of vessels needed for our purposes. That our ships will ever be needed to actually defend our shores is a remote possibility. It is far more likely that their service, if they ever are called on to see service, will be to hunt down cruisers haunting the mid-Atlantic to head off our grain and cattle-ships en route to the Old Country. For this purpose the swift cruiser is the type necessary, the swift rather than the more powerful in armament, or the more heavily clad with armour. In ceasing these fleet we will be offering no humiliation to the Motherland, nor affront to any other nation. We will be merely following the recognized trend of national development, by adopting defence measures in keeping with the extent and nature of the interests we have to defend. No nation in the world could construe this as unfriendly without condemning its own course of evolution as unjustified, and as threatening the interests of other Powers. If, in the creation of this fleet we bring into being a force, which helps to assure the security of Britain, or start a line of development every step of which renders the Empire more impregnable, this is an accidental consequence flying out of the nature of things and not in any sense because we have the character or envy the role of the conqueror. The essential purpose of the fleet is to defend or help defend our own interests. Any other end which may be attained or furthered is an incident. Such is the nature of the proposal to the world at large. The purpose is to work out our own national salvation along the lines indicated by the conditions. If in so doing we also

help to fortify the Empire, we shall accomplish a second most desirable purpose by the easiest and most proper of all means. The people of Canada are not moved in this matter by any spirit of animosity toward any other Power. Nevertheless they will proceed to the development of their maritime defences quite regardless of whether the others like it or not. If in so doing they interfere in any measure with any body's dream of smashing up the Empire and building a new one out of the remnants, so much the worse for the dreamer.

Western people are not exclusively engaged in the growing of wheat, the raising of cattle and the study of the real estate market. Though into these and the other avocations of industrial and commercial life they put the energy of a young and a cosmopolitan people, there are other things of a far different nature to which they also give attention. The convention of Sunday School workers held in the city this week is an instance in point. Delegates were in attendance from every part of the settled area of the Province and the gathering is recognized as a "big" one, not only in comparison with previous gatherings of the kind in Alberta, but in comparison with those held in older and more populous Provinces and States. The attendance and the enthusiasm shown bespeak the general interest of our people in the forces which make character, in the individual, the nation and the race.

The street railway system has pulled through its first year successfully. It has carried in the twelve months 1,800,000 passengers. There are now ten cars in continuous operation instead of the two at first put on. In all there are some fifteen miles of track. The financial returns are said to show a balance on the right side of the account. Yet the year has not been an unusually rosy one for the system. It has been crippled for lack of power. Its cars have frequently stood idle in the most profitable hours of the day, while the interest charges and the wages of employees went on. It was poorly equipped with snow-fighting appliances last winter and cars were frequently stalled at the hours of the morning when they would have been crowded with people on the way to work. No freight track is yet handled by the road. There is reason to look for even better results next year. The completion of the new power plant will supply the system with all the electric energy needed. This plant should be in operation in a fortnight or so. The system will be in much better condition to keep the tracks clear of snow than last winter. It is understood that the freight business will be developed. These factors should make a better record next year than this, both in the accommodation given the public and in the revenue of the concern. The street railway may be regarded as a self-sustaining enterprise. It is to be hoped the accident list will have as few entries next year as during the past.

A correspondent does not agree with the Bulletin's criticism of the method of issuing the new stock of C. P. R. in stock, and says it is not customary for railway companies to issue new stock at market prices, as it might not be taken up and the company would therefore fail to get the money required. This is quite true, more true than it should be. But it will hardly be argued that \$125 is a fair price for stock which sells in the market at \$185. It is as certain as anything in commercial affairs can be that if this stock were placed on the market at say \$180, it would be eagerly snapped up, and it would be occasioned in the existing stock would be purely temporary. The C. P. R.'s standing is too good for its stock to go begging at even a fraction of a point below the regular offerings. As a matter of fact most of this stock will likely be put on the market by the shareholders to whom it is issued before many months. When this occurs it will bring approximately \$55,000,000, but the extra 18 millions will go to the lucky shareholders instead of into the Company's coffers and thence into new tracks and trains. It is true of course that a dividend is paid nominally on the par value of the stock, but if the dividends on a share of C. P. R. stock were not large enough to pay interest on \$185, nobody would give that sum for the share. The sum collected from the patrons is sufficient to pay interest on \$185 for every \$100 put into the railway. If it were, not so the price of the stock would fall.

IT IS NOT THE CASE.

Ponoka Herald.—In the Calgary Daily Herald of last Saturday figures are quoted from the report of A. B. Dillinger, operating assistant to the railway commission regarding the shipment of cattle. Ponoka is credited with the shipment of only 114 head for last year (1908) whereas the number shipped aggregated to about 1250 head.

We cannot allow such a misstatement of facts to go unchallenged, and it is to be hoped that the other

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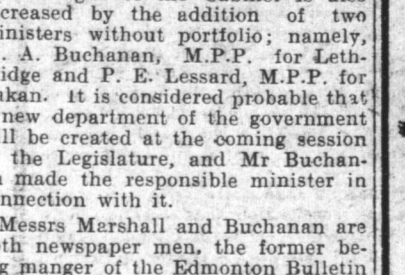
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Established 1896. MANUFACTURERS OF CREAMERY BUTTER.



Also Co. also in Milk, Cream, Eggs, Butter and Butter Milk

Delivered to any part of city daily. Phone 3102.

Dairymen that have never sold their cream will do well to give us a trial.

Why do all the work of making butter and selling it, when you can sell the cream for cash. If you would like to try a few shipments send your cans to Edmonton City Dairy, Ltd., Edmonton or Strathcona. We pay express and return cans free.

If you haven't any cans write us and we will loan you cans while you give us a trial.

Our factory operates the year round. We are always glad to meet any visitors.

Two years ago he quit the House of Commons and entered the politics of his native Province. The way was paved for him by the Conservatives, national and provincial. The party organization was placed at his disposal. Conservative members of the House of Commons stamped the Province in behalf of his candidature. In no constituency in which a Nationalist candidate stood for election was a Conservative candidate nominated.

Mr. Bourassa and one follower were elected. This moderate success was acclaimed by the party press with every profession of lively satisfaction. It was indeed difficult to distinguish from the quantity and quality of their editorial congratulations whether there was more general rejoicing that Mr. Bourassa was elected in Quebec or that the Whitney Government was sustained in Ontario. In the Legislative Assembly Mr. Bourassa has been consistently opposed to the Liberal Government of his Province. His undoubted talents in debate have been employed, if not in advancement of acknowledged works out. The doctrine upon which Mr. Bourassa has built his reputation is sufficiently repugnant to the vast majority of Canadians irrespective of party, but it is especially repugnant to the party whose press now welcomes its champion to the ranks. Imperialism, the Opposition papers have been telling us for years—and never with more insistence—has been an idea over which the Opposition must be supposed to have some kind of prior and exclusive rights. Loyalty to the British connection they assert, truly, has ever been a plank in the party platform; and to exalt the virtue in themselves they rather more than intimate that the Liberals have not always been as sympathetic in the cause as they should have been. Within the past three months the chief newspaper exponent of Opposition views in Western Canada has repeatedly declared the creation of a Canadian navy to be a useless and disintegrating project, undertaken at the instance of the race from which Mr. Bourassa belongs. Canada's first duty, these organs tell us, is not to provide for her own defence but for the security of the Mother Land. Yet they at the same time hail as a Conservative a gentleman who has won his distinction by proclaiming the doctrine that Canadians should do nothing to defend any portion of the Empire but their own. There are promises of many interesting results from this union of the chief of Nationalists with the party which denounces the mildest and most reasonable step in national development as treason to Imperial stability and in absolute violation of the ideal for which the party stands.

ABANDONING THE FAITH.

It is time to examine the foundations of the universe! The Mail and Empire frankly declares that thanks to the wisdom of the Laurier Government, the United States would get the worst of it if the President of the Republic saw fit to raise the tariff against Canadian goods. Says the Mail:

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J. H. Morris & Co.

Department Store

270-76 Jasper Ave. E., Edmonton

Fall and Winter Goods

This store has never been in such a good position in regard to fall and winter goods as at present. First quality goods at the lowest possible price.

CLOTH COATS FOR LADIES

Our coats are not ordinary. They represent the best of everything. Stylish coats made from good wearing materials. This seasons models in a wide range of colors.

Ladies Coats from \$8.50 to \$25.00.

FUR LINED COATS OF FASHIONABLE IMPORTANCE.

Ladies fur lined coats made of finest quality shell, no. 1 mink collar and revers, rat lined.

A Special Coat at \$100.

An extra special ladies rat lined coat, good shell, mink collar.

Extra Special \$75.00.

\$50.00 SPECIAL

Ladies rat lined coat with Columbia sable or Isabella coon collar, good quality shell.

A Very Special Coat at \$50.00.

LADIES FUR COATS

Long fur coats made of No. 1 Canadian rat skins in a semi fitted models.

A Beautiful Coat at \$100.00.

AUTO COAT

Made of electric seal 45 inches long, a beautiful coat and very dressy.

Our Price \$70.00.

MANY OTHER LINES OF FUR COATS, RANGING IN PRICE FROM \$30. TO \$225.

SMALL FURS

A very large selection of ladies and childrens small furs.

Neck Pieces \$3. to \$125

Muffs from \$3. to \$20.

WOMENS WINTER UNDERWEAR

An excellent stock of ladies and childrens underwear, high quality goods at reasonable prices.

Ladies White or Natural Vests, 25c to \$2.75.

Ladies Drawers, 25c to \$2.75.

Union Suits, \$1.75 to \$5.00.

Watson's underwear for the children, all sizes and qualities.

Prices 25c to \$1.00 a garment.

LADIES SWEATER COATS

In many different weaves in navy, black, wine, smoke, paraceta, white, brown, green and etc.

Prices \$2.00 to \$5.00.

GLOVES AND MITTS

Mocha lined gloves and mitts, plain or fur trimmed.

Prices \$1.00 to \$3.00.

MENS FURNISHING DEPT.

High class furnishings for the man who cares. Tie special every two weeks, for the manufacturers make shipments to us of the latest novelties.

BOOT AND SHOE DEPT.

The Empress shoe for ladies. The Barry shoe for men. Felt shoes and rubbers in all qualities.

GROCERY DEPARTMENT

Without a doubt our grocery department can supply anything you may require in staple and fancy groceries. We pay the highest price for produce.

SUNDAY SCHOOL WORKERS

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We cannot allow such a misstatement of facts to go unchallenged, and it is to be hoped that the other

shipping points will likewise draw attention to discrepancies in this report or the impression will become general that Alberta is a poor country for raising and exporting cattle, whereas the contrary is the case.

PROVINCIAL CABINET CHANGES.

Vegreville Observer.—On Wednesday of last week the announcement was made through the daily press, of an extensive shuffle which has taken place in the Provincial Cabinet. Hon. W. T. Finlay has resigned