of Funds. brought up the mato the late Secretary and for which there ne books. Mr. Mcved a receipt. bat tigation found that pon the suggestion notion was passed be considered as mber pending the o where the cash

r new officers were nd the names of J chibald, F. C. Jamie cFarland placed be-All declined, ed to be the wish of ually accepted the ation

ere those chosen: Weir.

P. Lewis. bers-Dr. Fuller. Q. O'Brien, J. A. Mcson, J. W. Blain, O. Bush. -E. T. Baines, Geo. Chas. E. Cox, the as decided that the nth for four hours e Board office, and f the Board make a pplicants. small matters were ing broke up. With he forgetting of old every prospect that de for 1908 with replace as a body o to the community. ce last night were Marriott, Geo. F. orte, S. Blackwood Fred Burher, J. F pard. Fred Sache M. Wheddington, Dr. Hotson, Dr. Fuller, J. McKenzie, J. M. er, J. W. Blain, P. Lewis.

CALS.

by S. Q. O'Brien this noval of the old C.P e has purchased from

e Strathcona hospital a visit to her home

I which was to have is postponed on ach of Mrs Hill late adies aid of the Hos

talk with all sick ual cause of Stomach, ailments. To explain ake Stomach nerves weakness, I am sure And it is the same or weak Kidneys ription-Dr. Shoop's mptly reaches ai

INTEREST MARKS BOTH DEBATES

Continued from page one waiting an independent railway commission with federal supervision of all

Canadian railroads. Hon. Mr. Cushing Opens Debate. Coming directly to the point in hand, the minister continued:

Coming directly to the point in hand, the minister continued: "The honorable member for High in dependent on the source of the

tion of continuing its present road to the Peace River Country some three or four hundred miles north of this would suggest that government-owned would suggest that government-owned portation. roads north and south would tap all amounted city at an early date. "There is also another transcontinthese and bring them into competition ental railway making its way as rap-

the province 20 or 50 millions they the farmer. idly as possible across the continent that is pledged and I think bound under its charter to build branch lines wherever the needs of the country re-

lished in this province that has in- thing similar for government-owned timated its policy to build branches roads here. wherever they can get business to Eletcher Bredin Sneaks.

quire them.

feed its main lines. And, sir. there He was followed by Mr. Bredin, who is still another great transcontinental spoke at some length and with forcerailway company that is building in fulness. "The resolution of the hon this direction, and it is the opinion member for High River is nothing. of those who are in a position to know he said, "if it is not ambitious." that in a very short time this com-think it may be taken as a compli pany will be competing for the transment to the constructive and execuportation business of this province. tive ability of this government. The Surely the hon, member has been ill- hon, leader of the Opposition has such advised in this matter, or he has not given it due consideration in view of what I have mentioned in connection ponsibilities that would be considered nonumental if they could be divested with the prospective railway building He has no doub in this province, when he comes be of the ridiculous. fore this assembly with the proposal been pleased with the evidence of that he makes to-day in his resolu- energy as manifested in the important

The hon, me less he is completely devoid of busi- provin "He has been favorably impress ness common-sense, that it is a very serious matter to undertake the build-ing and operation of a railway in the work done by this government in coning and operation of a railway in the lace of the powerful competition that it would have to face with the com-panies I have mentioned. "In the first place it would take at least two years before preparations could be made to commence an un-dertaking of this kind. There is also the financial side to the question. the financial side to the question, General's department, in an incred which would involve the credit of the ibly short space of time, the legal ma province to a very large extent on a speculative venture, and when the road or roads were completed, they wealth in the world. would be at the mercy of the lines "From the resolution I think w I have mentioned for the through traffic they would be interested in, These, Mr. Speaker, are some of the questions that require to be consid-man reasonably infer that the hon member for High River has viewed with unexampled satisfaction the manner in which this governmen ered, and considered very carefully spans our rivers with bridges of iron before the Government should embark and concrete. That he has noted on any such an undertaking as is sug- with pleasure the rearing of magnifi gested by the resolution of the hon, eent piles of public puildings in differ. Member. From his remarks here to ent parts of the province by this com day it would not appear that he has given the matter very much consider-ation, if any at all. "This Government and this Legis-the parts of the province by this com-petent government, and he has seen how this government has within the short space of one year built 60' miles of telephone lines and equipped lature, Mr. Speaker, have gone a very considerable length during its short favorably with the price paid by Mani that they are in favor of the wines tenure of office in demonstrating the principle of government ownership of "Our friends of the Opposition hav Sir, the Government is prepared to go still further when the needs of the people of this Province require it. "Our friends of the Opposition have that I have not mentioned, done will so much quietness, and so little fric tion, that they have almost come to (Applanse.) Government Making Enquiries. "The Government recognize that the transportation problem of this province is a very important one and Province is a very important one, and it has been making investigations in the matter and has accumulated a railways in the province of Albert very considerable amount of inform- running north and south,' for the simple reason that they are not fo ation in regard to this question.

EDMONTON BULLETIN, FRIDAY, FEBRUARY 14, 1908.

road and leave it in competition with many other roads. When the time comes to nationalize the province's amounted to 10 cents a bushel. The ailways let it be all or none. small independent road was here a That Halifax Platform. So whether these railroads would cost handicap rather than an advantage to W. C. Simmons, one of the keenes

young district with a heavy local rate berta government. to get their grain to trunk lines, and

again a rate to bring it to the mar-tets he felt to be unjust. this resolution, given another hint of Moreover, as from Alberta's inland ocation the solution of its transporta-together from teh different provinces ardship through the law as it stands ion problem will always be depenmake that Halifax platform. lent upon outside conditions, he felt There was too great variety in •the the house should not pledge the gov-attitude of the different members of his party."

truct roads in competition with those "Personal !" cried out the Opposicoming in. In a very few years tion benches. But the member for here will be seen the same race to nuild railroads into the more north-rn districts that may now be witness-peated quotations from the speeches of R. L. Borden in Toronto and elseed in this section of the province. There could be no good purpos e where showed that Mr. Robertson had served, he said, by this government quite run ahead of his chief in his

been pleased with the evidence of energy as manifested in the importan and far-reaching work, performed by the agricultural department of this used in the important of this content in and the said, by this government inancing branches for the big trans-iontimental roads coming in. That "When the demonstration has been made," said Mr. Borden, referring to outer in anead of his cure in mater was what it would amount to. He elt the government might better emdoy any spare funds in establishing will be ready to extend to the west." pork-packing and beef-curing plants, "Does he wait for the Alberta gov. He expressed himself as strongly of ernment to make the demonstration, the opinion that government owner-ship of railways was not, practicable on a province situated as Alberta was, and that such enterprises should not By reading the quotations, Mr. Sim be undertaken unless quite special cir- mons showed that Mr. Robertson's advocacy of government owned rail ways had quite run ahead of the Hali mstances arose. Work of Political Pettifogger? John T. Moore, the member for Red lax platform. He found something

Delong in delivering the goods. But, Sir, it is not going to be called to a stampeded into enacting about the feepone commission in Manitoba is stampeded into enacting about the proper thing-islation with, respect to railways or anything else by members opposite who are not charged with the respon-tion between districts," or, in other shilly of managing the affairs of this Province."
sider a commission constituted as the telepone commission of three men, all of the same political stripe. In Aus-that is a commission of three men, all of the same political stripe. In Aus-shilly of managing the affairs of this extract in the string.
sometimes of war sadly mixed for he per-siteatly misquoided the member for in the same political stripe. In Aus-shilly of managing the affairs of this extract in a more than one occasion and placed the island railways.
second istricts," or, in other works, the telephone system of more many of the same political stripe.
second istricts," or, in other importance than the farmers' yrars since the province was created in there had been nothing done to be there there had been nothing done to be there and placed the island railways.
The member for Red Deer compt remember for Red Deer instructs," meaning roads and province was created in the size all froot the sura strict," meaning roads and province was created in the set was created in the size all froot the sura strict," meaning roads and province was created in the set was created in the set was a placed the island railways is a short true, "mean of the time of the was are below in a paring basis."
set was a failed to many mine all inprovement and intellectual pro-works there had been nothing done to be the being opened up.
set was a short result in the short done to be included in the province was created in the short days of winter they is a panyting basis.
set was a short result i

is halleded, and the 4, 6, 1, 6, 1000 is mile year in an the province. (Hear, in the range of localities in Air in the province of the low and the province of the low and

of this province, it is better to have itigation than injustice." Wife Can Say "Gol" Mr. Rosenroll, rising to speak against the resolution, drew upon his experience as a lawyer in the west. The and to enable them to take a coal commission was received. When parliament met again in August the question was deferred until the session of this year, when there is every rea-son to believe that this legislation will be passed. Coal commission was received. When parliament met again in August the question was deferred until the session of this year, when there is every rea-son to believe that this legislation will be passed. Coal commission was received. When parliament met again in August the question was deferred until the session of this year, when there is every rea-son to believe that this legislation will be passed. He said the law had better remain as tally, and to enable them to take a

He said the law had better tendin and better tendin and to enable them to take a start was, and no risk should be run in still more active share in public life in which the Land Titles' Act, in which they already take a promin-one of the best in existence, he be-

It is pledged and I think bound un-er its charter to build branch lines pherever the needs of the country re-uire them. Railways Now In Prospect. "There is another company estabberta government. The member for High River had know had she could say "Go," and context had be morning to go to work the time from the basis the second sec also, in setting out his own ideas in this resolution, given another hint of that with her. It was a revelation be fit at the close of that period either

here now. The only case he had known in 12 years of conveyancing was of a woman who left her husband or another man, and then came complaining that she couldn't get at her nusband's property. (Laughter.) there was nothing to prevent a man and wife here from holding their pro in community. Telford spoke eloquently in Mr: avor of the resolution, on which the lebate will be continued this after

ton. At Evening Session.

Continued on page five.

Take a Look at a Farm

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Ideal is the recognized standard fence for Canadian Railways. Railroads build fences for permanence. Canadian farmers are buying more ideal Fence to day than any other make. They keep our two factories busy, turning out fence at the rate of 30 miles a day. You see this fence everywhere you go. You know there must be reasons. Just take a good look at it as shown above and read the argument for buying

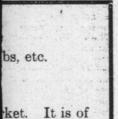
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is strong, doesn't it? It is strong. It's made to last. All made of No. 9 hard sized wires, horizontals and uprights. Heaviest fence wires used. It adjusts itself in extremes of serature. That's why Ideal fence always stands up erect. The lock which is used at y intersection of wires is shown in lower left hand corner. Neither climbing over nor ing, nor crowding, nor anything else can make the wires slip. It is not a fence that gets is no cattle and horese can poke their heads in and hogs root their way through. You is tell about the galvanizing from looking at the picture but look at the fence itself for . More heavily galvanized than any other. Easy to build, fits any surface, hilly or level

When the House met at 8 o'clock Ion. Mr. Cross gave notice that he

PAGE THREE

ch. Heart and Kid to drug the stomach eart or Kidneys. These simply neeed more oratiev is the only expressly for thes seeing you personally, i free, my new booklet Do." I will also send prative as well. Write . It will surely in-s Dr. Shoop, Box 8, ale by all dealers.



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LIMITED TON O. Drawer 26

"This Government is pledged to the sale; and there is no power vested in people of this Province to do all in this government by which they can be confiscated. its power to have a railroad construct-

"Much as we on this side of the house appreciate the graceful compli ed to Hudson's Bay. We are carrying out that pledge, and in conjunction with the Province of Saskatchewan we are memoralizing the Federal Government to take steps to have this road built at once. If we do not suc-ceed in getting the Government at Ottage to ment, we are sorry to have to inform them that the first part of their re solution is palpably impractical. "Mr. Speaker, we now come to the

world to within as easy distance of a railway policy or not. We all know

world to within as easy distance of Edmonton as they are to the city of Montreal. "I say, Mr. Speaker, our. Govern-ment is alive to these important mat-fers and others that I might name that will assist in the development of this country and give the producers of wealth that come here to do the pio-neer work and endure the hardships incident to opening up a new country proper facilities to make the best of their opportunities. When we have heir opportunities. When we have their methods in the past, we call

their opportunities. When we have these matters properly considered and have some definite plan worked out that will commend itself to the good sense of the legislature as well as the people of this Province; when the Government have such endorsement it will be ready for action and will not

eer, declared the country looking for Borden had been willing to buy th C.P.R. line along the rocky shores of he solution of whatever transportaion problems it had did not do other-Superior; the member for High Rive vise than look to the responsible men composing a government, which had was urging the government to buy th C.P.R.'s branch, the C. & E. been elected by people who, with good

He did not know whether or not Mr reason, trusted in their administra-Robertson had been told the C.P.R The resolution before the house he wanted to sell the C. & E., but eld up as being absurd in its crudity was well known they ware spending housands, even approaching millions and in its conglomerate or vague conlition. Were it not for Mr. Robert- in the south, and that they planned road to the north country parallel on's strong professions of his sin-cerity in bringing it in, the member ing the C. & E. Whether or not the now wanted to get rid of the old C. & E. he did not know.

Red Deer stated he would have aken it for the emanation of some Mr. Robertson's proposal to open olitical pettifogger, who had palmed t off on the member for High River. p the coal fields in the remote nort

and bring the coal down here was lik bringing coals to Newcastle and This question of proper railway ransportation was one of real magnicarcely of much profit as yet. ude to the people of the province, aid Mr. Moore, but it was an essen-ial thing also that in a province of After Mr. Simmons" address uestion was put to the house and he amendment was carried.

he government.

"Consider the conditions," said Mr

uffer, "a husband can sell all hi

operty without consulting his wifethe property held and earned b th. He can sell his homestea

nd chattels without consulting hi

ife. Women can own property i heir own right, but speaking gener

Iberta, and he could dispose of

egard," said Mr. Puffer. "This difficulty exists and causes

will, also without consulting

lly the man owned the property

ach widespread proportions that the arious districts should have com-ortable access to each other: "This," To Protect Married Women. Mr. Puffer, of Lacombe, spoke aid the honorable member, obviously ome length upon his resolution eferring to the roads and bridges to be constructed, "should come first." That in the opinion of this hous egislation should be enacted ride for more equal rights for marrie vomen in respect to the holding It was a simple statement, but one which the member for High River fterwards contorted in such a manproperty, and also in regard to th

er that he was reproved by the chain or misquoting this member. Mr. foore proceeded to look for informaight of dower. A couple of year go, Mr. Justice Stuart, then a mem ber of the House, said Mr. Puffer atroduced a bill similar to this. I ion in the resolution, and finding one, asked Mr. Robertson for definite vas not dealt with fully and wa nally withdrawn, as it possibly migh rave interfered with the propose egislation on land titles. A grea ord of how many railways he proosed to secure and where they were be extended. Failing to extract be extended. Failing to extract inv facts or figures. Mr. Moore turn d his mind to the northern road pro-losed—with as little luck. "That sounds well," he said, "to nany people had brought up the sub set to Mr. Puffer and a petition sign by over 100 men had been sent t

ap the timber area and the mineral eds and touch on the waterways he north. But won't the road hav n irregular route, going out of its ourse from one thing to another ou carry around your portable rail oad until you meet a mineral bed hen drop it there and make a ter ninus," concluded the member with ine sarcasm and amid much laugh-

In protesting against Mr. Robert nforming his wife or children. on's plan of an "independent rail ay commission." Was this indepen ent commission to be under no con "If a husband dies without a wil is wife is in quite another positionhe cannot sell or dispose of the property for herself or her children. Sn rol, or was it an autocracy. Mi tobertson, he concluded, in dealin hast have an administrator and th with this big question, had been with the playing with fire. exations of delay, while the propert light have supported the children then small. Women have spoker The government would of itself mee

he new enterprises awaiting it, and roceed when it was advisable. H ffered in amendment to the resolu ion the resolution given as above. He Was Critical, Robereson, rising to reply

ition is needed to cover exceptione ases, as now." Many men and even judges had ad uitted something should be done fore Mr. Puffer warmly eulogized th ork of women in the west, and sta' d that while almost all the marrie

on Thursday next all entitled the Statute Law Amend ment act. A bill to validate certain oylaws of the city of Wetaskiwin, i roduced by Mr. Rosenroll was give first reading, and will come up econd reading on Friday next. "Ar Act to Amend Chap. 53 of the Statutes of 1906 of the Province of Alberta, be ng an act to incorporate the Alberta Northwestern Railway Company, roduced by Mr. Bredin, passed hird reading. "An Act respecting Poisons," intro

uced by Mr. Brick, was brought up or its second reading and the mem er for Peace River district spoke oriefly in explanation of it. It was ecesitated, he said, by the ravages he wolves in the north, not only upon he fur-bearing animals, but upor lerds of cattle and horses. With an nterchange of one of the pleasantrie of debate with the member for Dids oury the bill was referred to comm ee of the whole house and will con p for consideration on Friday. The onsideration of some bills that o come up before committee of the whole was deferred until today. A his session Hon. Mr. Cushing made

eading of the "Act to Amend the loal Mines Act for the Purpose of imiting Hours of Work Below fround." In his speech he set forth In his speech he set forth ie needs of the miners, the admirble reasons for this legislation and inswering the possible objections of perators On the conclusion of the speech ounds of hearty applause greeted the peaker, whose measure in the intersts of the miners had recommended tself to all who heard its unfolding n crisp, business-like sentences the ainister of public works expressed his vish to explain the working and effect

to pr

f the bill upon the miners, their em loyers and the consumers. Hon. Mr. Cushing Speaks. The evidence before the coal con nisison showed, he said, that th ength of time constituting a working ay in the Alberta mines varied coniderably. The large proportion o he men engaged in getting out coa ork not more than eight hours per 'ay, those under contract to a certain xtent regulating their own hours here had been substantial agreemen

n the statements of the men before he coal commission that eight hours inderground work was sufficient for ny man The toil was arduous and was done n darkness, which was only made vis-ble by the feeble light of a safety

amp. The air was bad and very often he temperature in which the men vorked was very high. Miners were ubject to diseases which men who orked in the open air were not subect to. Altogether the work under-round was disagreeable and labori-us. The bill before the House pro-rides for a working day of eight nours bank to bank. (Applause.) ery bitterly of their position in thi ot of hardship for women. Family lisputes may exist-do exist. Legis Eight Hours Bank to Bank.

Made at In reply to the suggestion which have been made that there should be Acton Ont. orking day of eight hours at the fac of the mines because the mines differ ery much in the distance of the workby Canada's ne face from the shaft, I would poi ut that going to the working face of **Oldest** Glovers d that while almost all the marrie he mines is a necessary part of the ouples who went homesteading pros niner's daily occupation. There were



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