

THE EDMONTON BULLETIN

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DUNCAN MARSHALL, Manager.

THURSDAY, OCTOBER 28, 1909.

ANOTHER "MELON"

The Mail and Empire pays a tribute to the enterprise of the Canadian Pacific Railway Company in extending their lines to meet the rapidly increasing business offering them in the West, and in spending a tremendous amount in the provision of an irrigation system in the block selected by them for this purpose.

"It is not long since the idea of a single corporation spending within a year or two, \$30,000,000 upon new Canadian works would have taken the breath away. But in its last financial year the Canadian Pacific Railway Company spent out of earnings alone \$53,337,748 upon operation.

It is spent out of capital \$9,178,764 upon additions and improvements, \$4,370,405 on construction account of acquired and branch lines, \$2,219,103 on betterment of leased and acquired lines, \$6,347,826 on rolling stock, machinery, etc.

In this instance of course the offence is somewhat less than on former occasions. It has been the custom of the shareholders to present themselves with stock at par when it was worth \$175. Instead of \$75 per share, therefore, the gentlemen are now content to donate themselves only \$65.

For this perhaps we should be thankful, for the same reason that a man grateful if the party who takes his purse leaves him his clothing. Perhaps we should see in it too a token of a change of heart, and a hope that some day the C. P. R. will issue stock at what it is really worth and put into railway lines all the money it forces its patrons to pay dividends on.

But if the spirits behind the concern are undergoing any such evolution it is a very slowly slow one and will hardly remedy matters until the present patrons have ceased to trouble about freight rates. In any event the change is not a voluntary one. It is a concession to the repeated outbreaks of criticism which have accompanied previous "melon-cuttings."

Though they have somewhat reduced the size of the slices the banqueters have not cut this delicacy from their bill-of-fare. Certainly there is nothing in the present incident to indicate that they have lost the taste for it. Apparently we must expect this thing to continue with little betterment until the law takes hold of railway capitalization resolutely, or until competitors who do not have to pay dividends on water compete with the C. P. R. at every large point of traffic generation.

In the latter event there may be occasion to recall some opinions which are being very loudly asserted at the moment about the wisdom of the financiers who slice "melons" at other people's expense.

On the new British Dreadnaught the guns are so arranged that six can be fired ahead and eight dead astern. It is to be hoped they were not arranged with an idea of how Neptune will likely behave in battle.

The Calgary Herald takes to task some wanderer from afar who counsels Calgary and Edmonton to not throw stones at each other. As no one has been advising Edmonton people along this line, it is to be supposed that the Herald's criticism is provoked by the remarks of some gentleman who judged some people in that city to need a word of reproof.

The civil war swept the merchant marine of the United States from the sea. It has never re-appeared. One writer proposes that when the Republic has completed the Panama canal at a cost of some \$300,000,000, there will not be a steamer in the over-seas trade to carry the flag of the Republic through the costly ditch.

The spectacular cruise of the fleet around the world a couple of years ago could not have been made but for the auxiliary service of foreign ships and would have encountered an inter-continental interruption if the British owned colliers had failed to meet it at the appointed times and places. To remedy this it is proposed to subsidize steamship lines. The proposal has brought out again the essential line of party cleavage and promises to provide a lively scrimmage. Not that the absolutely nothing to embrace is until competitors appeared on the

ground and began constructing rival systems through the country not yet provided with railway accommodation. While the Company are to be credited with seeing their chance and with finally taking it, it must also be noted that they did nothing to realize it until they were face to face with the condition of having to move at once or lose the chance forever.

It is to be noted too, that the enterprise of the men behind the Company, as distinguished from the Company itself, is not of the self-sacrificing order. They did little enough to produce or to anticipate the splendid results that have come to them from Western development. And in making arrangements to embrace the opportunity even now the gentlemen are careful to line their own pockets well in the process.

They voted recently a \$30,000,000 issue of stock with which to carry on construction work. That stock is worth in the market about \$185 per share, or in all about \$55,500,000. But it will not bring the Company the amount of money. The stock is to be handed over to the shareholders at \$125 per share. For this particular exhibition of their enterprise the gentlemen hand themselves sixty-five dollars per share or a total of \$18,000,000. Instead of \$55,500,000 to spend in railway construction the Company will have \$37,000,000. But the patrons of the Company will be assessed dividends on \$55,500,000, not on \$37,000,000.

Mail must pardon Western people, therefore, if their landations of the directors' enterprise is somewhat dampened by the knowledge that through that enterprise they are to be forced to pay dividends on \$55,500,000 in return for the services of \$37,000,000 worth of railway. Most people would grow enterprising on such terms as these.

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subsidy. Many of them argue that the case might go to the law, and in any event it would go to the law, and could not effect the re-entrance of the country into world-commerce which alone can justify or cause the creation of a new merchant marine. This comes pretty near admitting that the excluding and exclusive tariff of the United States has cut her off in a peculiar degree from the other nations and destroyed the necessity and the opportunity for an ocean-going fleet. The attitude of the papers generally, however, is consistent with their party leanings, the Republican papers holding that the subsidy would offset the bonuses foreign ship-owners receive from their Governments; the Democratic journals declaring the scheme a proposal to retrograde Captain Kidd, and his tribe, well dressed, sitting at roll-top desks in luxuriously appointed offices, railing in the tribute from a gullible people.

A Toronto paper wonders why the windows and doors of Ontario farm houses are kept closed, and the shutters fastened, even in warm weather. Readers who remember some of the things that have happened with unpleasant frequency in Ontario farm houses in recent years will perhaps be able to supply a reason. The warm weather is the tramp season. The coming of the cold season the women in the lonely farm houses of that poltroon Province may be able to open the windows and get a breath of fresh air once in a while.

On November 9th Dr. Hunter will lecture in McDougall Methodist church on "The Marriage Question."

A successor to Dr. Kennedy is soon to be elected to the Senate of the University of Alberta. Unless it is a convention which govern an election of this character, the Bulletin would rise to make a suggestion—that the honor might very fittingly go to Mr. W. M. Davidson, of the Calgary Albertan.

Mr. Davidson is a graduate of Toronto University and one of the few university men at the head of large papers in this Province. He has the distinction of being the man who proposed the "university resolution" at the Liberal convention some four years ago and thus brought the question of founding the university into the realm of practical things. At present there is not, it is understood, a newspaper man in the Senate.

As the vacancy which necessitates an election arose over a matter of public policy concerning the doings of that body, the election of a newspaper man to the position might be more than usually fitting, and might also help to steer the body away from similar pitfalls in future.

The Mail and Empire remarks that by Premier Rutherford, of Alberta, the great Selkirk Exhibition designed to be held at Winnipeg in 1912 is "given the cold shoulder. Mr. Rutherford will not ask the Alberta Legislature to help it or to authorize the Province to take any part in it. This unexpected action of Alberta will possibly affect the entire enterprise. It is known that the Laurier Government was not enthusiastic for it, and that the party papers in the East oppose it. In all probability the action of Alberta has been decided upon as a step towards a refusal to take part by the powers at Ottawa." Perhaps the Mail would be good enough to tell us whether Ontario intends to spend a quarter of a million to this purpose. Nor have not, why the Whitney Government is not actuated by a desire to cripple the proposition and to afford the Federal Government good reasons for declining to assist it. It is quite conceivable that Ontario has as much to hope for from the fair as Alberta.

The people who attend the fair to learn of the capabilities of the West are quite likely to come West and see the capabilities for themselves. But the western people who attend the fair will not there learn of the capabilities of Ontario to produce what they have to buy, unless Ontario makes some provision to "show" them. And if we are to take the word of the Mail and its friends for it, the Ontario manufacturer is having a hard time to sell his goods in the West today in competition with the makers of the United States. It ought to be quite as much in Ontario's pocket to make a display at Winnipeg as it would be in the pockets of Albertans to spend a quarter of a million in showing their products there. But at the present writing we have not learned that Ontario intends to devote a quarter of a million to this purpose. Nor have we seen the Whitney Government accused of undue anxiety to prepare the way for a refusal of assistance by the Federal Government.

A SUSPICIOUS HASTE. Provincial elections are to be held in British Columbia next month. As has frequently occurred there in the past, the announcement of the election is accompanied by the announcement of a new railway deal. If British Columbia were traversed by all the railways that have been built in the province the rails would resemble the home of a spider. The present scheme is on a somewhat more comprehensive scale than ordinary, which may be taken to indicate the Government's need of a more than ordinarily loud campaign cry. The bonds of the Canadian Northern are to be guaranteed for a line from the Yellowhead Pass to a point on the Coast south of Vancouver. From this point the Company are to establish a ferry to Victoria, and build a line from that city to Barclay Sound on the west side of Vancouver Island. The total length of line is placed at 600 miles, for which the Province becomes liable to the amount of \$35,000,000 per mile, a total liability of \$21,000,000. Along the Thompson and the Fraser rivers the line will parallel the C. P. R., separated usually by the stream. Perhaps to make amends to the C. P. R. for this affront, the Government undertakes to hand over a cash subsidy of \$750,000 for a line from Midway to Nicola.

It is entirely commendable on the part of the Canadian Northern to wish to carry their lines to the Pacific and for their rivals to wish to build a new branch. It is not less commendable on the part of the British Columbia Government to wish to facilitate the development of new railway lines, though the new lines will not accomplish as much in this way as might be desirable, for the new C. N. R. road for half its length will traverse a country already served by the C. P. R. But the suddenness with which the scheme is sprung is no indication that it is considered likely to be approved by the country, if the country really had a chance to think the matter over. No indication of any such arrangement had been made until the announcement that the deal had been completed. And the announcement that it had been completed was accompanied by the announcement that the people of the Province must express an opinion on it within a month. However great may be its merits this does not look as though the Government were willing to trust those merits to the electorate. If the plan is so good a one as the Premier claims why should not the Province be allowed a fair chance to learn what the bargain involves and just what and how much the Province might fairly expect to get out of it. If the arrangement rests on its merits one would expect to find the Government anxious to have those merits made known, and affording every facility for making them known. A statesman does not willingly risk having a good bargain turned down because the people have not had time to study it and learn of its advantages to them. A Government which wishes to continue in power with the support of people who know what they are voting for does not usually call on an election so quickly that the people have no opportunity of becoming acquainted with the great issue in the campaign. The suddenness with which this election is sprung suggests that the McBride Government does not want the people to understand what they are voting on. If not, why not? What ever the good points of the bargain, this pertinent and inconvenient question must project itself into the campaign. Public suspicion must necessarily attach to a bargain whose promoters say so much for it, but in which it does not seem to them advisable to allow the people to do much thinking.

To top face on his proposal Premier McBride alluded to the fact that the Government of Alberta had guaranteed the bonds of the Canadian Northern. But he failed to note the difference between the way in which the guarantee project was submitted to the people in Alberta, and that in which he proposes to keep the people of British Columbia from discussing it until the voting is over. It was known generally in Alberta that a guarantee policy would be announced, months in advance of the announcement. The announcement was made to the Legislature. Bills were brought into the House authorizing the Government to guarantee the bonds of certain lines of railway. The preliminary announcement of the Premier drew public attention to the railway question and indicated what the Government proposed to do. The debate in the Legislature and the press familiarized the people thoroughly with the Government's proposals. When the candidates for election went before their audiences it was to solicit the votes of men who understood what the railway policy meant and who had ample time in which to make up their minds about it. If they disapproved of the policy after mature consideration they had every opportunity to say so by word and vote. And whatever the conclusion they came to, they had every chance to form an intelligent conclusion. Premier McBride takes no such chances. While proclaiming his bargain an excellent one he declines to allow the House to consider

it, the press to discuss it or the people to become acquainted with its terms. He does not want an expression of informed public opinion. He provides that the people shall immediately endorse a proposal to put a burden of nearly \$22,000,000 on the Province merely because he says it is a good one. It will not be strange if there are those who take the haste of Premier McBride as speaking louder, or at least more significantly, than his words, and who persist in thinking that if the bargain was altogether as good as it is declared to be, the public would have been allowed time to look into it.

VIKING. Daniel T. Greene, secretary-treasurer of the L.I.D. 24, H 4, writes the Bulletin as follows with reference to taxes: I am writing a few items which I think will be of interest to the ratepayers of the L.I.D. 24, H 4, and which I trust you will be pleased to consider of sufficient importance to give them space in your valuable paper.

There seems to be some misunderstanding regarding the \$1.00 cash tax assessed this year. Now, this was not levied for the purpose of buying stychrine, as a good many suppose, but to obtain money for culvert material. This money has come in so slowly that very little has been done on culverts this year, but I have seen some metal culverts installed next season. Supposing, however, that this \$1.00 had been levied for the purpose of buying stychrine, and the district bought it for less than \$1.00 per ounce, would not the ratepayers prefer having the balance go into the district treasury to paying it for stychrine. I hope Eaton's price for stychrine was \$1.50 per ounce, and on the C.P.R. the price was as high as \$2.00. I hope this will satisfy some of the wise ones, who can do better at kicking than anything else.

Now that every person did all his taxes in work every year, how would the district buy scrapers and culvert material? To say nothing of carrying expenses, which are only the Hudson's Bay Company and a few others to pay their tax in cash. The C.P.R. apparently is too poor to pay any taxes, and I would like to state right now something that but few people seem to be aware of. The Government District tax is local improvement—according to the Local Improvement District Act, passed in 1897. The rate is to be paid entirely in cash. Doubtless, this is not more acceptable to those who think the ratepayers are "rubbing it in." At the last meeting of the council, held on the 18th inst., I was instructed to notify all ratepayers that this \$1.00 cash tax was paid at once there would be no receipts given for road work and the taxes of the district would all remain in cash. Now this is a small matter to most of us, although money is scarce, but if you all had the slightest concern in book-keeping you would carry out Prince Ho's mission as soon as possible, and then not expect the secretary to get a receipt out of you. I think you would all remit this as soon as possible, and then not expect the secretary to get a receipt out of you. I think you would all remit this as soon as possible, and then not expect the secretary to get a receipt out of you.

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it, the press to discuss it or the people to become acquainted with its terms. He does not want an expression of informed public opinion. He provides that the people shall immediately endorse a proposal to put a burden of nearly \$22,000,000 on the Province merely because he says it is a good one. It will not be strange if there are those who take the haste of Premier McBride as speaking louder, or at least more significantly, than his words, and who persist in thinking that if the bargain was altogether as good as it is declared to be, the public would have been allowed time to look into it.

VIKING. Daniel T. Greene, secretary-treasurer of the L.I.D. 24, H 4, writes the Bulletin as follows with reference to taxes: I am writing a few items which I think will be of interest to the ratepayers of the L.I.D. 24, H 4, and which I trust you will be pleased to consider of sufficient importance to give them space in your valuable paper.

There seems to be some misunderstanding regarding the \$1.00 cash tax assessed this year. Now, this was not levied for the purpose of buying stychrine, as a good many suppose, but to obtain money for culvert material. This money has come in so slowly that very little has been done on culverts this year, but I have seen some metal culverts installed next season. Supposing, however, that this \$1.00 had been levied for the purpose of buying stychrine, and the district bought it for less than \$1.00 per ounce, would not the ratepayers prefer having the balance go into the district treasury to paying it for stychrine. I hope Eaton's price for stychrine was \$1.50 per ounce, and on the C.P.R. the price was as high as \$2.00. I hope this will satisfy some of the wise ones, who can do better at kicking than anything else.

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