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interesting to read what the Senator himself says about it, as published in the Edmonton "Saturday News":

"The church," he said, "has ceased the practice of polygamy. It is not endorsed or sanctioned by the leaders. It is not preached or advocated any more. We must be honest with the Government, with our God and with our neighbour. To do this we must act as we preach, and we preach that polygamy has ceased, and we approve of a Manifesto that makes it a binding rule of the church. Thus we are not true to God or to our fellows if we engage in the same. The recent proclamation of the church is very plain on the matter. It does not seem to me that anything could be plainer. We are here to teach our people to be honest and true; to be law abiding and loyal; to lead clean, pure and upright lives; to get out of debt and liquidate their honest obligations; to be good citizens and practical Christians. It has been a hard fight, but we have won because we have been honest and true. I like Alberta, and it may be possible that I shall spend my summer vacation in your province, when I hope to get better acquainted with the same, visiting it from Edmonton to the international boundary. I have a special interest in this new country and in the people that are struggling to make it blossom as the rose. The opportunities are great and the privileges not a few. I can see a great future for this immense grain producing and cattle raising country."

Automobiling Prospects

Vancouver will soon have in operation a gasoline-driven ambulance and police patrol. A vehicle with an engine in it would be used as an ambulance only in emergencies where speed and haste are required. As a police patrol it could be used at all times. The idea seems a good one, because even in Montreal and Toronto the patrol wagon is often used for ambulance purposes, for which it is quite unsuitable.

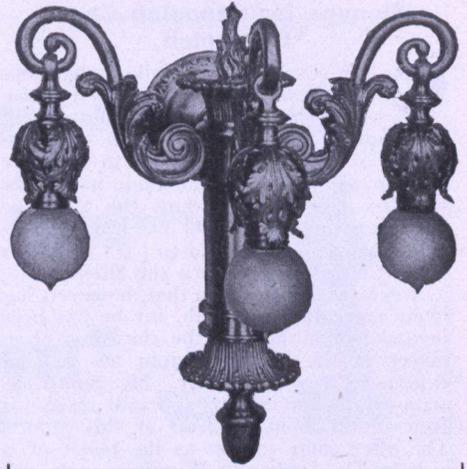
This Vancouver wagon was made by the Canada Cycle and Motor Co., the pioneer Canadian institution of its kind. It was exhibited in Toronto last week, and is now on its way west. This is mentioned to show that the people of Vancouver thoroughly believe in the "made in Canada" idea. This particular manufacturing concern has come through "deep waters," as most pioneers do, but it is blazing a path-way which will be followed soon by other concerns of a like character. Already two or three branches of United States factories are located here, notably the "Olds," at St. Catharines, and the "Ford," at Walkerville. At least one Canadian manufacturer of vehicles in a large way has decided to establish a motor-car factory. Several firms are already manufacturing gasoline engines; at least two firms are making rubber tires; and the rest of the vehicle should be an easy matter for men with years of experience in the making of carriages, such as coupes, landaus and drags.

The future of the motor-car industry is full of hope. Mr. Thomas, of Detroit, who is now spending his summer in Canada, frankly avows his belief that the horse-cab will disappear, and that the farmer will yet draw his hay to market with a gasoline-driven wagon. He looks to the gasoline passenger car to be a formidable competitor with the trolley car, and believes that both will have a tremendous effect in relieving the congestion of the cities, enabling people to live in the suburbs, and yet be within easy reach of their places of business.

The Youthful Star-Gazer

Sir Robert Ball, the famous British scientist, is fond of imparting information to the young. Once he was showing a little boy how to study the heavens through the telescope. "That star," said Sir Robert, "goes around the other."

Anxious to please such a great man, the youngster made this staggering reply: "Yes, I saw it." As a matter of fact, the star to which the scientist referred takes 900 years to make the circuit.



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