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AL VALUE AT $3.50

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BRIS
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WEEKLY EDITION

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

VOLUME V. EDMONTON, ALBERTA, CANADA, MONDAY, DECEMBER 19, 1910 NUMBER 554

HON. MR. OLIVER DINES FARMERS

ENTERTAINED FIVE HUNDRED DELEGATES IN PARLIAMENTARY RESTAURANT.

Ottawa, Dec. 16—This afternoon the visiting Canadian farmers availed themselves of the invitation of Earl Grey to visit Rideau Hall. They were received by His Excellency, who presented to each a booklet on co-operation by Sir Horace Plunkett, also containing his Excellency's autograph. This evening, Hon. Frank Oliver gave a dinner to 500 delegates in the Parliament restaurant. Speeches were made by Sir Frederick Borden, Hon. Frank Oliver and Messrs. McCuaig, Drury, Hank, Henders, Bowers and Green. Saturday's program includes a visit to the Central Experimental farm and also the Eddy works at Hull. The delegates will then disperse.

Sir Wilfrid's Reply.

It was 2.30 o'clock before the reading of the memorials in connection with the visit of the farmers' delegation was finished. On rising to reply, Sir Wilfrid was received with cheers. He said:

"Permit me, at the very outset, on behalf of the Government and on behalf of Parliament, on both sides of the House, for which I think on this occasion and for this purpose I can speak (Mr. R. L. Borden, "hear, hear.") to express to you the gratification it affords us to see before us such a representative delegation as we have here and acknowledge also, the profit with which we have listened to the expression of your views, even if we do not share these views in their entirety.

Western Spirit Prevades It.

"When I came here this morning I thought we were coming [illegible] a delegation from the West. I understand from your remarks that the delegation we have before us represents the agricultural interests of Canada, of the East as well as thee West. You will perhaps permit me to observe that it seems to me that, though the delegation represents the agricultural interests of the whole of Canada, it is the Western spirit which prevades it. I am not surprised at that, nor do I complain of it, because we in the East are prepared for the domination of the West at a very early day.

More Radical Ideas.

"We have always understood that in the West the ideas are far more radical than they are in the East. At least, I have believed so, judging, as I have judged of late and for some time past, from expressions of opinion which have come to me from all parts of Canada. I think that in this I speak correctly and if you will not deny the impeachment, if such it be, that in the West your ideas are far more advanced than are those of the East, I shall know I speak correctly. As I say, I do not complain of this but simply state the basis of a fact. The resolutions you have put before us are certainly impregnated with the Western spirit.

Eastern Farmers Not So Radical.

"Nor do I believe the farmers of the East are prepared to go quite so far as you gentlemen of the West. You are in favor, as I understand, of Government ownership and operation of all government utilities—of railways; of abattoirs and of elevators. As to this, I have nothing to say at present. The idea may perhaps be a good one. I understand that you have started a campaign of education and perhaps I may be the first to be educated in that respect, because up to this time I have not been an absolutely ardent supporter of Government ownership and operation of all public utilities. The Government may be persuaded to Government operation. I may be persuaded also, but with greater difficulty. In this, I am a man of the East.

Tariff and Terminal Elevators.

"If I am to judge of the importance which you attach to the different resolutions you have placed before us, by the number of speakers who have addressed themselves to each, I conclude that it is to terminal elevators and to the tariff that you attach the greatest importance.

"It is these ideas which received the greatest support from this delegation. I have listened with care to the statements which have been made by the farmers here represented and the grievances which they have to present, and I am proud to believe that, after all, even though in Canada at present things are not as perfect as they ought to be, still, after all, they are not too bad. I listened with great interest—as everybody did, I am sure to a very admirable paper presented to Mr. Green. If I understood him right, he stated that the delegation here present represented the agricultural wealth in Western provinces to the amount of at least $300,000,000.

Conditions Not Too Bad.

"Well, if we reflect that Western farmers who are present from the Western prairies, and those whom they represent, have been in the West in their present homes not more than twenty years on an average, we cannot but think that to have accumulated wealth to the amount of $300,000,000 does not argue a very bad condition of things after all, and if we reflect that Mr. Green also stated that the actual accumulated wealth of all the farmers of the Western prairies is $1,500,000,000, I still repeat that though things are not as good as they might be, they are not so very bad and where shall we find things as well as they ought to be. That cannot be found on this planet, and even in Canada, which is in my opinion a well-governed country, there is room for improvement.

As to the Tariff.

"Now, what is to be the nature of the improvement with regard to the tariff. I understand that what is proposed is closer commercial relations with our neighbors, whether by treaty or concurrent legislation is another matter. I suppose you would rather have it in form of a treaty than not have it at all. If what you have in view is better commercial relations with the United States, we are at one with you. I am happy to say that at this moment we are negotiating with the American authorities to do this very thing, which you ask for—to improve our commercial relations with our neighbors. But I must say to you that this is not so easy as one of the speakers stated. There is in this country in some sections of the community a very strong opposition to any change in our present commercial relations with our neighbors For my part, I do not share this view and my colleagues do not share this view. I think that if we can improve relations in direction of having more markets for natural products and farm products, country will be immensely benefited.

Government Has Some Goal.

"Let us speak with perfect frankness here—and I would not speak otherwise—any change in our trade relations with regard to manufactured products is a most difficult matter. There are difficulties in this which no Government can ignore and we are not ignoring them. But at all events, we see our goal and in this our goal is very much in your own direction. But you go farther and say that in this particular section we should commence to amend the tariff also. I suggest to you that as practical legislators, it would hardly be advisable for the Parliament of Canada to understake this session to revice the tariff while our negotiations are pending with our neighbors. Upon this, I will say no more.

British Preference Not Affected.

"But there is one view which you have expressed, which it is the object of the Government to carry out, and on which the Government will respond to your views in full, as you have expressed them. That is, whatever we do with our neighbors, whatever we may be able to accomplish with them, nothing that we shall do will in any way impair or affect the British preference. That remains a cardinal feature of our policy. The thought is advanced and I cannot give more detailed information upon this point at the moment. I come now to the resolution to which, as I said a moment ago, you seem to attach as great importance as to the tariff resolution, I mean the resolution with regard to terminal elevators.

Agree in Principle.

"Here also, I am glad to say that in priniple I agree with you. It has been recognized that the farmers of the West have a grievance in the condition of things prevailing at this moment. Where shall we seek a remedy? Well, my colleague and friend ,the Minister of Trade and Commerce, Sir Richard Cartwright, has been giving his attention to this matter, and has a bill on the subject already prepared. When I was in the West last summer, I stated to different delegations of the Grain Growers' Association ,who did me the honor to interview me and my colleagues, that we would not submit any legislation to parliament relating to this matter until we had an opportunity of discussing it with the Grain Growers' Association. Accordingly, some time ago, I invited the Grain Growers of Manitoba, Saskatchewan and Alberta to send delegates to Ottawa to confer with us so that we might prepare that bill. I am happy to say that they are here today to assist us in the preparation of that legislation.

Is This the Remedy.

"Now, you say the only remedy available is government ownership of terminal elevators at Port Arthur and Fort William. That may be the case. I have no final opinion to express at the present time. But I would go further and ask you if the root of the problem does not go even deeper than you have suggested. I agree altogether with the remarks of Capt. Richardson when he said that what we want is to keep up the character of our grain in Europe. That is the object we have in view. Will this object be attained by merely looking after the elevators at Port Arthur and Fort William. If a ship loaded at Port Arthur or Fort William could deliver its cargo at Liverpool ,the problem would be solved—you would preserve the character of your grain until it reached the ultimate market.

Grain Has to Be Reloaded

But, of course, when a ship leaves Port Arthur or Fort William it does not deliver its cargo at Liverpool. It may deliver it at Buffalo, it may deliver it at Port Colbourne. There it has to be reloaded. Grain may leave perfectly pure from Port Arthur or Fort William but when it goes into the elevator at Buffalo it may be degraded and reach Europe in a considerably changed condition. The problem ,therefore, is to look after the character of the grain, not only at Port Arthur and Fort William, but down to very point where the ship is loaded to clear for Liverpool.

No Control at Buffalo.

"When grain is delivered at Buffalo, we have no control over it. We hand it over to the control of our American friends. It was stated by Capt. Richardson that the Minnesota operator has transfered his usefulness—or want of usefulness—to Port Arthur. He could as easily transfer it to Buffalo and do there what he is doing at Port Arthur. But, when we can carry grain in Canada to Montreal and load it on a ship at Montreal and see that it leaves that port as it left Winnipeg we shallhave solved the problem. So it comes to this. It will not be sufficient, in my humble judgment to look after the elevators at Port Arthur and Fort William, but you must look after the elevators at Port Colborne and Montreal, where the same operations complained of can take place. That is the problem we have before us. That problem will be solved if we can so improve the carriage of grain on the St. Lawrence route that it will not be possible to divert it to American channels.

Can Be Done in Two Ways.

"This can be done only in two ways. We can improve the St Lawrence and we can provide also a route through Ottawa, which is the shortest of all routes between the East and West. When we are able to accomplish this I think we shall have solved the problem in a better way than that suggested here. At all events I offer you this suggestion today. As the hour is so late, I hope you will excuse me if I do not deal with the other problems you have mentioned. Let me say one word only with regard to the Hudson Bay railway. We are prepared to go on with the Hudson Bay railway at this moment. We will give due consideration to your representations. Government ownership, as I said a moment ago, is not altogether in my line. I think I can go this far, Government operation is a matter as to which we shall give all due weight to your representations."

THE WORST FLOODS IN ENGLAND IN 30 YEARS

Immense Stretches of Country Devastated—Has Been Raising Since First of December—Severe Gale Swept Coast Friday, Causing Havoc.

London, Dec. 16—It is thirty years since England has known such floods as are now devastating immense stretches of country. The deluge of rain practically has been incessant since the first of December, only two days out of the sixteen being without rain. Farmers have suffered heavy losses. A large area of territory is so inundated that five barred gates are covered with water which in some parts of the country is twelve feet deep.

Today, a severe gale swept the coast, causing havoc at seaside towns like Worthingham, Hastings, Cowes and Dover where the sea walls were washed away and thousands of tons of sand deposited in the streets. In the neighborhood of the sea front, the houses have been flooded. Yachts have been tossed ashore and several minor wrecks are reported.

Off Shearness, a British naval tender, occupied by 100 sailors who were going ashore on liberty time, was capsized and five of the men were drowned. The others were rescued. Heavy damage has been done at some ports.

Tonight, the gale increased to a hurricane in the English channel. The wind reached a velocity of 70 miles an hour. Cross-channel traffic between France and Dover was suspended At Dover, where the full force of the gale was felt, widespread damage was done among the shipping and to property along the coast. No serious marine disaster or loss of life at sea has been reported. The Dover hotels are crowded with passengers delayed by the storm

A large force of soldiers is engaged at Dover in protecting from the storm a number of areoplanes waiting there for an opportunity to make the cross-channel flight. Two of these were badly damaged despite the soldiers' efforts.

Along the coast, there have been numerous accidents due to the hurricane and many thrilling lifeboat rescues. Among the seaside resorts, Ilfracombe, situated on the Devon coast, ten miles from Barnstable, suffered most severely. A tremendous wave swept over the parade, gutting the shops along the water front and flooding the lower portion of the town. Almost every seaport from the Bristol channel to the Thames has suffered more or less damage.

Off Irlow, off the Irish coast, six fishermen were drowned and at Leicester, a man was blown from the roof of a building and killed.

CANNOT RAISE THEIR PAY

Montreal Too Poor To Give Increase To Firemen and Policemen.

Montreal, Dec. 16—Although the revenue of Montreal this year is about seven millions, the demands upon the civic treasury owing to conditions of the many recent annexations of suburbs, are so heavy that no increases will be given to the underpaid firemen and policemen. It was recognized that they ought to receive an increase, but when the controllers faced the budget, it was found there was no money left.

Calgary, Dec. 16—Thomas Mitchell Robertson, who is charged with the murder of Tucker Peach, was brought up at the barracks this morning. No evidence was taken and the prisoner was remanded for eight days. Flak will be brought up tomorrow, when it is expected that some evidence will be produced against him by the crown There is a belief that Robertson may turn King's evidence.

PARLIAMENT WILL RESUME JAN. 11

FINAL SESSION BEFORE CHRISTMAS RECESS HELD FRIDAY AFTERNOON.

Ottawa, Dec. 16— When the House of Commons met this afternoon, R. L. Borden, who had been an interested spectator during the presentation of Grain Growers' demands in the morning, asked Sir Wilfrid Laurier if the Government would have printed the memorials and speeches delivered at the meeting Mr. Borden intimated that it might prove better reading than some of the printing presented to parliament.

"I also have a personal reason," said the Opposition leader, referring to the crowd of agriculturalists who thronged the chamber. "It is the first occasion since before 1896 that I have seen the treasury benches of this parliament occupied by gentlemen in whom I have the most perfect trust."

Sir Wilfrid said the proposal was well worth consideration and he would look into it.

Poachers Depleting Fisheries.

G. H. Barnard, (Con.) Victoria, called the attention of the Minister of Marine and Fisheries to what he described as the ineffective work of the fisheries protection fleet on the Pacific. Poachers were depleting Canadian fisheries without apparent fear of hindrance.

After a long session with the farm delegates in the morning, the members had no wish for Parliamentary work. It was difficult to hold a quorum in the House and several times, when in committee of supply, the chairman was called upon to take a count. Fair progress was made with the estimates.

The House now stands adjourned till January 11.

Tariff Negotiations Correspondence.

The correspondence in connection with the trade negotiations between Canada and the United States was tabled this afternoon The main feature is the exchange of letters between President Taft and Hon. Mr. Fielding, in connection with the former's request that the negotiators be given plenipotentiary powers. The reply of Hon. Mr. Fielding, on behalf of the Canadian Government, was that the first conference should be of a more or less informal character, and that in consequence there was no need of the granting of plentipotentiary powers at first. President Taft then again urged that the negotiations should be clothed with full authority to complete an agreement.

Fielding's Wish Prevailed.

Mr. Fielding thereupon pointed out that, to secure plentipotentiary powers for the Canadian negotiators from the King, would involve some delay and that it was better to have the negotiations under way before the Canadian ministers became engrossed in the duties of the parliamentary session. President Taft thereupon agreed to have the first conference an informal one, on the understanding that it should take place not later than November 5th and that, if thought expedient, plenipotentiary powrs might be given at a later stage.

INSTITUTES LODGE IN TOWN OF CASTOR

Mrs. McKay, of Edmonton, President of Rebekah Assembly, Institutes Rebekah Lodge in Castor—Opens With Membership of Forty.

(Special to Bulletin)

Castor, Dec. 14—A Rebekah lodge was instituted here last night by Mrs. McKay, of Edmonton, president of the Rebekah Assembly. The degree work was exemplified in a beautiful manner by Magnolia Rebekah Lodge No. 10 of Stettler.

Thirty members were present from Stettler and thirty-eight candidates were initiated. The Stettler degree team feel highly honored by the complimentary remarks of the president, who stated that it was the third best exhibition of degree work she had seen in Alberta.

The name of the new lodge is Marjam Rebekah Lodge No. 13, and it starts off with a charter membership of about forty, a good beginning for the yearling town of Castor.

After the installation ceremonies, a banquet was held in the White Man's Cafe, where the visitors were right royally entertained in appreciation of the good fellowship which such visits from town to town encourage.

A rink of curlers from Stettler visited Castor last night and were defeated by a local rink, 13 to 6 in a friendly competition.

Tonight the hockey teams of the two towns of Stettler and Castor play the first game of the season here.

Bank Takes Over Paper Mill.

St. John, Dec. 16—It is reported that the Bank of Montreal is taking over the property of the Miramichi Pulp and Paper Company, at Chatham, with the local manager as receiver. The officials decline to discuss the matter, but the rumor is believed in Chatham.

G.T.P. RAILS CROSS THE C.P.R. AT ALIX

Alix, Alta., Dec. 16—Grand Trunk Pacific rails crossed the Canadian Pacific here today. The diamond was inserted in about forty-five minutes. When the Alix siding is laid the pioneer headquarters camp will move here till steel is laid to the Red Deer high level bridge, eight miles south. Track laying proceeds over a mile a day. The pioneer crew will move to Melville, on the Regina branch, before Christmas. The Grand Trunk Pacific will handle freight in carloads to Alix alone.

SCOFFS AT WAR SCARES.

Washington, Dec. 16—"That war scares are largely inspired by armament contractors who ultimately would drag the various countries into the bankruptcy court," was charged tonight by Francis W. Hirst, editor of the London Economist, in an address before the conference for the judicial settlement of the international disputes.

He characterized as absurd the purchase of dreadnoughts by Brazil, "to protect itself against Argentina," and declared that rivalry between Japan and the United States was crushing the people of Japan under a load of taxes, while armament expenditures also were wrecking the finances of Great Britain and Germany.

OPEN THE GATES FOR FREE CANADIAN WHEAT

Is Advice of North Western Miller, Which Declares That U.S. Wheat Produce Is Not Keeping Pace With Demand—Says People Must Have Cheap Bread.

Minneapolis, Dec. 15—Arguing that the results of the recent elections is a protest of the American people against the high cost of living, that the cost of bread consumer at his mercy, the North-Western Miller, in its issue of today, advocates the free admissions of Canadian wheat.

Under the heading "Open the gates for free wheat," the Miller says the consumer is demanding that the artificial barrier be broken down, that the American farmer is not producing enough wheat because other crops pay better, but does not want wheat that is produced elsewhere to come in. The country is near the danger line of wheat shortage. The article says the last great wheat fields of this continent lie across the line in Canada, from which the import duty shuts out the product, but the people must have bread and must have it cheap.

The Miller says that it would rather see both wheat and flour admitted free than to see wheat barred out.

500 FREIGHTERS COMING IN.

The early snow has greatly facilitated what is probably the last winter "freighting" that will be done from Edmonton to the north. With the completion of the railway to Athabasca Landing during the coming year freight will leave Edmonton by rail—for points east, west, north and south, and the frontier will have moved northward a hundred miles.

The present winter promises to be a record one for hauling. The Bulletin is informed on the authority of Secretary Fisher, of the board of trade, that it is most unusual for the Lesser Slave Lake freighters to reach the Landing on their down trip before Christmas, so that they have already about three weeks the start of last year. The freighters from Grouard and the Peace River seldom make the trip right through to Edmonton, as they pick up their freight at the Landing from local freighters. Some even of the Peace River dwellers will probably take advantage of the roads to come into Edmonton and it is estimated that between four and five hundred freighters will this year be moving over the now historic "Peace River trail."

DUKE DISOWNS HOTHEADS.

Violent Members of Royalist Party Rebuked by Duke of Orleans.

Paris, Dec. 14—Violent attacks by the younger section of the Royalist party, among whom are the advocates of a policy of action as exemplified in the recent assault on Premier Briand by Lacour, directed against Count de Le Raglo, director of the political bureau of the Duke of Orleans in Paris, and against other leaders of the moderate camp, are likely to develop a serious split in the party.

The Duke, after vain remonstrance, has issued a manifesto disavowing the hotheads until they make full amends for their conduct. All the members have been summoned to attend a congress of the party in February.

Scottish League Football.

London, Dec. 17.—Scores in Scottish League games:

Falkirk 3, Motherwell 1.
Airdrieonians 0, Third Lanark 1.
Celtic 2, Kilmarnock 0.
Partrick Thistle 1, Morton 0.
Heart of Midlothian 0, Aberdeen 3.
St. Mirren 2, Glasgow Rangers 1.
Hamilton Academicals 3, Raith R. 1.
Queeen's Park 0, Hibernians 1.
Dundee 1, Clyde 0.

GEORGE W. PERKINS RETIRES.

After Ten Years' Membership of J. P. Morgan & Co.

New York, Dec. 13—The retirement of Mr. George W. Perkins from the firm of J. P. Morgan & Co., after ten years of membership in that banking house was formally announced yesterday. It was learned last night that Mr. Perkins will probably be elected to the vacant trusteeship of the Equitable Life Insurance stock owned by Mr. J. P. Morgan, which carries with it the control of the Equitable Life Assurance Society. Shouldthis be done, Mr. Perkins, who is a former vice-president of the New York Life, would undoubtedly take a prominent part in Equitable affairs. He would succeed to the trusteeship of the late Grover Cleveland, having as his co-trustees ex-Justice Morgan, J. O'Brien and George Westinghouse. In addition Mr. Perkins, when he leaves the Morgan firm on January 1, will devote more attention to improving the relations between capital and labor. In setting this task for himself Mr. Perkins proposes to carry further the work which he did for the betterment of the relations between the employers and employees through the establishment of the profit-sharing plan of the United States Steel Corporation and of other industrial concerns in which he has been a prominent figure in the ten years of his connection with the Morgan banking houses.

A UNIFORM MINING LAW.

Will Be Urged By Committee on Mines and Minerals.

Ottawa, Dec. 14—At a meeting of the Committee on Mines and Minerals this morning, a sub-committee was named to wait on Sir Wilfrid Laurier, Hon. Frank Oliver and Hon. Wm. Templeman, to discuss with them the necessity of framing a uniform mining law for the Dominion. A division of opinion has arisen as to which department should administer a uniform law, if enacted, and this point will also be discussed with the Ministers.

Dr. Saunders, head of the experimental farms branch, in making his annual statement to the committee on agriculture this morning said that he estimated that there is in the Dominion 636,000,000 acres of land fit for cultivation, only one-tenth of which is being cultivated at the present time. He estimated the cultivated land of British Columbia at one-tenth of the whole.

AGAIN IN THE LIMELIGHT.

Pulp Concession in Nipigeon Forest Reserve Occasions Discussion.

Toronto, Dec. 16—The pulp concessions in the Nipigeon forest reserve with its extensive water power, which brought Mr. James Conmee, of Port Arthur, into open conflict with the provincial authorities and the hydro-electric commission some years ago, has come into the limelight again. The same concession, or at least one very close to it, was the subject of a conference which Mr. Wm. MacKenzie ha dwith the Hon. Frank Cochrane, Minister of Lands, Forests and Mines, at the Parliament buildings yesterday.

Mr. MacKenzie saps he wants to see the water power and the pulp area developed chiefly because the proposd C.N.R. line which will connect Port Arthur and Sudbury, passes through it. The result of the conference was not announced.

Wholesale Houses Complain.

Montreal, Dec. 16—The wholesale houses of the city report there is still much room for improvement in the matter of remittances which are considerably behind a year ago. Money continues in good demand and some more conservative banks are still quoting 5 1-2 per cent. for call loans. District failures for the week were not so numerous as a week ago but the amount involved was double that of last week, the number being six, with liabilities of $96,000, compared with eight last week for $45,000 and ten the previous week for $40,000.

LIVERPOOL LIVE STOCK.

Liverpool, Dec. 17.—John Rogers & Co. make the following report from Birkenhead cattle market today: "Owing to unsuitable weather, larger supplies and a very moderate demand, trade was lower for everything in the market except for a few especially choice Christmas cattle, were made from 13 to 13½ cents per pound, other quotations being: States cattle, from 11½ to 12½ cents; Canadians, from 11 to 12 cents; ranchers, from 9 to 10½ cents per pound.

Electric Motor Bus System.

Toronto, Dec. 16—To establish an electric motor bus system in competition with the Toronto Street Railway Company was the proposal that Controller Spence laid before the board today and the city engineer and solicitor were instructed to prepare reports on the engineering and legal aspects. The scheme would cost $2,000,000.

Malignant Scarlet Fever.

Brandon, Dec. 16—A child of Chas. Scott, of Chater, died this morning, of scarlet fever, which disease, of a malignant type, has made its appearance at several Western Manitoba points.

To Protect British Interests.

Kingston, Jamaica, Dec. 13.—The here today for Honduras to protect British cruiser Brilliant sailed from British interests. Reports have reached here that conditions in the Honduras republic are greatly disturbed.

PARTIAL SERVICE IS INAUGURATED

BY WINNIPJEG STREET RAILWAY COMPANY DESPITE STRIKE OF MEN.

Winnipeg, Dec. 16—The first car since the inauguration of the street railway strike picked up most of the directorate resident in the city and proceeded down Main street from the central to the northern car barns. Thereafter partial car service was run over this route only. Two conductors were placed on each car at first, but later this was reduced to one. There was, however, but little real trouble.

One of the first cars was stopped at McDermott street. Some enthusiasts pulled off the fender and a few minutes later a car got into trouble a block from the police station when a man pulled the trolley off the line on Main street. A big policeman nearby took possession of the enthusiast Some windows were broken and two other enthusiasts were taken in charge. This was the only fracas that occured and the partial service was not seriously molested. Shortly after the supper hour the cars were gradually withdrawn.

Manned by Ex-Motormen.

The cars were manned by ex-motormen, recruited for the occasion, and a number of collegians. The feature was the concentration of the police on Main streets in pairs. Good-natured and curious crowds were drawn together at all junctions by many minor and humorous incidents on Main street.

Inspired by the Montreal college students in the last car riots in that city, some students of Wesley, Agricultural and St. John's colleges volunteered to operate the cars and thereby relieve the Christmas shopping dilema, but the faculty have expressed their disapproval of the students interfering in any way with a labor dispute and the students will act accordingly, and not man the cars.

Students Will Desist.

Some students, however, operated the cars during the four hours cars were in evidence and it is noteworthy that the company did not give them any prolonged training for the ordeal.

Winnipeg is a city of large distances and this is the cause the business community which necessarily has to travel on the cars to employment, and as consequence every form of conveyance from bicycles to extemporized bus has been pressed into service, while taxis are simply overwhelmed with business.

While there has been little indication of trouble, the authorities are making every effort to meet any crisis.

BUYS OUT AMERICAN FIRM.

Massey-Harris Co. Purchases Johnston Harvester Company's Works at Batavia, N.Y.

Toronto, Dec. 12.—A very important step has been taken by the Massey-Harris Company in the purchase of the Johnston Harvesters Company's works at Batavia, New York. The sum involved is between two and three million dollars. The Johnston Harvester Company is one of the oldest and best known companies manufacturing harvester implements in the United States. About half of its business is done in that country, and the remainder is export trade. It now employs twelve hundred men and has a larger ground area than the Massey-Harris works here.

Elevator Ran Away.

Montreal, Que., Dec. 15.—Twelve girls, employees of the T. Eaton factory in thhe Jacobs building on St. Catherine street, had a runaway experience in on elevator this afternoon, which came near proving a fatal affair. A dozen girls were the last to leave the factory, which is on the fifth floor. As soon as the elevator man released the mechanism, the controller and brakes failed to work, and the elevator shot down at a terrific speed. The girls became crazed with trigh tand made a rush for the doorway, which had n grating. The elevator man, however, kept cool and braced himself in the doorway, so that none of the girls could jump to certain death. Within a few seconds it was all over. The car struck the big safety cushion springs at the bottom of the shaft, bounced up and down a couple of times, and the girls left unhurt, save one, who suffered much from fright that she had to be taken to the hospital. The elevator man's coolness undoubtedly saved many of their lives.

FAVORS CHURCH UNION.

Presbytery of High River Expresses Sentiment Favorable to Union.

Nanton, Dec. 14.—At its regular meeting in Granum yesterday, the Presbytery of High River, after a thorough discussion of the subject, polled strongly in favor of church union, the vote being 11 for and 5 against. Every vote was registered.

Stabbed by Three Chinamen.

Winnipeg, Dec. 16—Frank Hogan, a young Englishman, was stabbed in the head by three Chinamen in a row in a restaurat at 215 Alexander Ave., at about 14.30 today. He was taken to the General Hospital and is not expected to recover. The three Chinamen were arrested on the spot, but their names are unknown.