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AN EXPLANATION NEEDED.

The outboard trade of the United States for November last was \$93,000,000 greater than the imports for the same month, which was the greatest any month in American history. During that month the United States was the threat of a financial panic like that of 1890 and 1873. Money was scarce and the financial pulse of the nation the lowest in years. Here is food for reflection for Geo. Cockshutt, M.P., for Brantford, who trumped up the fictitious charge that the financial straits in Canada was due to an adverse balance of trade.

ANOTHER EXAMPLE.

The United States is not the only country that is finding high tariff no guarantee against hard times. From the capital of the German Empire came news of a far more distressing condition of affairs than exists in our neighboring Republic. A Berlin despatch of recent date says: "The municipality is face to face with a very serious problem in connection with the supply of food to thousands of virtually starving children attending the primary schools in Berlin, whose numbers have been greatly augmented this year in consequence of the industrial inactivity. Hitherto the Children's Canten Society has been able to cope with the task in a fairly satisfactory way by means of subscriptions from private sources, but the call on its funds is this year so great that it will be unable to supply many of the children. In the first week of December, according to official statistics, from 945 out of the 285 primary schools, no fewer than 11,847 children attended school in most cases without breakfast and in all cases without the prospect of obtaining a midday meal at home. Of these 4,498 receive a simple daily meal from the fourteen canteens belonging to the above-mentioned society, the other 7,449 are totally unprotected for."

Needless to say these hungry, barefooted children are not the children of the manufacturers; they are those whose bread has been made dearer than the dividends of the "protected" gentlemen might be made larger. The theory of "protection" is that it ought to abolish poverty, the history of "protection" is that it impoverishes the poor. It "protects" only those who least need protection, and it makes them judges of the cost of living and the standard of living for everyone else. Naturally they fix the cost of living to their own purposes, regardless how low the standard of living this imposes upon the poor man's family. Then when business lags, they close their factories, and public charity supports the victims of their "protection."

THE "CENTRAL" PROVINCES.

Should not the three provinces lying between the Great Lakes and the mountains discard the term "western" and insist on their recognition as the central provinces of Canada? Perhaps the idea is in a sense sentimental, but sentiment has a practical and material value these days. For decades this great country was known as the "North-West Territories," or more briefly as the "North-West." The name is given because the territory lay somewhat north, and west, of the older settled portions of the Dominion. It came to be recognized, however, that the prefix "north" had an unfavorable sound abroad. Very erroneously, but very generally, the notion prevailed and still prevails that the "north" implies climatic severity and economic uncertainty—that a country which lies north of that with which one is familiar is necessarily colder, and that agricultural success is consequently more problematical. Reorganizing the practical effectiveness of the mistaken notion newspapers in Alberta and Saskatchewan advocated the abandonment of the objectionable word. Very generally, the suggestion was adopted and reference was now almost without exception to the "West" instead of the "North-West." The change was suggested perhaps by sentiment, but it was sentiment mixed with prudence.

The same objection cannot of course be applied to "Western" as to "North-West." The West carries no suggestion of climatic severity and personal fecklessness, of stunted vegetation, brief summers, frozen crops, and generally adverse conditions of life. To apply

the term to the prairie provinces of Canada is however a violation of geography. These provinces neither extend to the western boundary of the Dominion nor close enough to it to justify the term. Alberta is farther from the Pacific than Ontario is from the Atlantic. Manitoba is as near the Atlantic as to the Pacific. And Hudson Bay is considered an arm of the Atlantic two at least of the three central provinces are as near the ocean as is the province of Ontario and all three are much nearer Hudson Bay than Ontario is to the Pacific. To apply to these three provinces a term which indicates them as lying on the extreme western verge of the Dominion is incorrect and misleading.

Geologically, too, the term "western" fails absolutely to represent the real character of the prairie provinces in relationship to the general structure of the country. Manitoba, Saskatchewan and Alberta are really the great central valley of Canada, lying between the Rocky Mountains on the west and the Laurentian system to the east. Though the Saskatchewan breaks through the eastern system and pours its waters into Hudson Bay instead of joining the Mackenzie and emptying into the Arctic ocean, this great central plain corresponds very closely with the basin of the Mississippi. If either the Saskatchewan joined the Mackenzie, or the upper Mississippi flowed into Lake Michigan instead of joining the Missouri the analogy would be complete. "Central" would admit and suggest this structural relationship, which is altogether disregarded in the application of "western."

Commercially, the plain provinces must occupy in Canada a status similar to that of the "central" State in the American Union. They are already acknowledged the coming grain field of the Dominion, and it is admitted to be only a matter of year until the bulk of Canada's population will reside west of Lake Superior. The central plain is destined to become the heart of Canada in population and commerce; why not then claim for it a term which in some measure forecasts this destiny?

"Western" in contradistinction to "Eastern" emphasizes unnecessarily the distance between these newer provinces and the older settled portion of the Dominion. A decade ago Alberta was a far-off land to the man in Ontario or Nova Scotia—a country away somewhere under the same geographical distance exemplified the remoteness of its interest to him. It is different today. Every one knows and knows in the other provinces has representatives in the new and thousands more have become familiar with the prairies by travel and observation. In consequence Edmonton does not seem so far from Toronto or even from Halifax, as it did ten years ago. This re-adjustment of our mental scale of distances might well be recognized by dropping a term which suggests remoteness and separation, and adopting one that implies nearness and relationship.

To offset the terms "western" and "eastern" are used to indicate a difference or divergence of interest which should not exist, and which nations duty calls upon Canadians to extinguish. That we have interests which are not common and at times are hardly harmonious no one can deny. But in large measure these are due to the incidents of evolution, and as the process nears completion they must disappear. But it will not help to extinguish them by clinging to terms which suggest no community of interest, and which are so readily thrown into contrast. For this broader reason alone Canadians everywhere should be prepared to recognize our rightful claim as the central provinces of Canada.

THE LOYAL DISRUPTIONISTS.

When in power at Ottawa, the Conservative party stood for centralizing and retaining all possible authority and power in the hands of the Federal Government and Parliament. Quits as consistently and unalteringly the Liberal party in those days stood, as it stands to-day, the champion and defender of the legislative and administrative rights and powers conferred upon the provinces by the British North America Act.

In 1896 the Conservative party were turned out of power because in absolute disregard of the constitutional rights of the Province of Manitoba they sought to force upon that province the objectionable legislation of a mechanical majority in the Federal House of Commons. At the same time the Liberal party were returned to power for having fought and prevented this invasion of the provincial rights of Manitoba.

Once out of power the exiles cast about for some more palatable doctrine than that which had led to their case of their undoing. Taking a lesson from adversity they determined to secure the cause of their defeat by

hounding the slogan of the victors, hence to-day we have the co-ordinated "Down with coercion" and "protection" as the chief and chosen defendants of the rights for violating which he was thrown from power eleven years ago.

But the political plagiarist seldom sees a kinder fate than that which befalls his fellows in other species of piracy. Understanding neither the merits nor the limitations of the ideas he has stolen he usually carries them to the extreme of the ridiculous and demonstrates the trait that "whom he gods would destroy they first make mad." The mis-handling of the "provincial rights" question by its assailants of yesterday, and its professed friends of today, bears all the earmarks of this pre-meditated madness. Knowing not the meaning of their borrowed phrase, the new disciples are interpreted the defence of provincial rights as meaning the defence of Dominion wrongs, and have it themselves to the task of cultivating in the provinces a spirit of antagonism and hostility to the Dominion. To incident is too trifling, no argument too ridiculous, no misrepresentation too monstrous for use by these loyal disruptionists, who tear at the vitals of the Dominion in testimony of their affection for its members. In all three provinces where Conservative Governments hold power today, the whole front and platform of their policies is to quarrel with Ottawa, and in the other provinces, the perpetual theme on which the Opposition appeal for power is the alleged assault on the rights of the provinces by the Federal Government.

The line of policy they adopt is to cause the business of the Conservative party, Federal or provincial, but should be understood that the disrupting tactics they are now pursuing in Canada at large are purely matters of their own policy, and in no way related to the principle of provincial rights which the Liberals are so enthusiastically and which it stands to defend. That principle the disruptionists denounce and violated when in power and that they abuse to the country's harm is the best proof that they do not understand it. It is perhaps an unavoidable incident of our form of government that the provincial demagogue attempts to win popularity by posing as the defender of his province against some fancied encroachment of the Federal power. But it is the one weakness which more than any other threatens the solidarity of this Dominion. That this fact does not deter or friends the enemy from using it as a suggestion of rebellion, as he did such a thing, wherever the people of Manitoba must possess their souls in patience until the Legislature assembles.

THE WEALTHY MR. RUSSELL.

There is trouble in the camp. An opposition financier is wrath. Mr. David Russell, the side partner of Mr. Hugh Graham in providing the sponsorship for the party of protest, is disgraced in spirit and does not know about it. On the contrary he is anxious that some people should know about it. Recognizing this, the Montreal correspondent of the Toronto World comes to the relief of the disgraced financier and the following despatch is the result:

Montreal, Dec. 24.—"If there is one man more indignant than another, it is David Russell; the object of his wrath being H. C. McLeod, general manager of the Bank of Nova Scotia, and all the trouble is over a statement made by Hon. Mr. Pugsley re the famous \$100,000 Conservative election fund. It appears that Hugh Graham's note for \$100,000 was endorsed by Russell, and discounted at the Bank of Nova Scotia, the proceeds going to New Brunswick, as described.

"When the minister of public works referred to this matter on the stump there was a general belief, owing to the minister's close personal relations with the latter, that he had peached, although every man personally acquainted with David Russell will believe that he is far above any such action. It is alleged, however, that McLeod had told Hunt, the Montreal manager of the Bank of Nova Scotia, that Russell had given away the snap to the Hon. B. P. Pearson of Halifax, and that the proprietor of the Chronicle had passed along the information to Dr. Pugsley.

"Mr. Russell, naturally indignant, wrote to Pearson a furious letter, demanding an apology. However, the M.L.A. for Colchester wrote back that he had certainly never said Russell had given him the information. Later on, however, when Mr. Pugsley and Mr. Pearson were in Montreal, these two gentlemen, when confronted by Mr. Russell, declared that McLeod was the man who had shown to Mr. Pearson a copy of Russell's account with the Bank of Nova Scotia, and as a good party man Pearson had wired the information to the Hon. Mr. Pugsley."

Mr. Russell is angry, he is observed, because some one told about the affair he took in filling the purse of his Opposition workers. The allegation that he had done so he could not deny; that he did so in the manner described he did not attempt to question; the cause of his wrath was that the public had been told about it. According to Mr. Russell the offence consisted not in the doing, but in the getting caught.

This is itself suggestive. If this fund were legitimately raised for legitimate purposes, why should any contributor be angry that his share in raising it should become known? On the contrary, might he not claim that in so doing he merely backed his opinions by his wealth, that from patriotic motives he provided money to be legitimately used in furthering the public policy he believed to be for the country's advantage? Such at least is the stand of the Montreal Star, the organ of Mr. Russell's confederates in the business of providing the wherewithal for the Opposition election tactics. Not so with Mr. Russell, though. He ruffled at the mention of his name in connection with the New Brunswick fund and has been growing warmer with each subsequent allusion.

"Why this thusness?" Was there something improper in the raising of the money, or was it in the purpose to which it was intended, and for which it was used? Mr. Russell considered it an insult to be publicly associated with the fund; the fund must therefore have been secured by disreputable means or expended for disreputable purposes. That Mr. Hugh Graham had the privilege of giving a note for \$100,000 on disbursements, and that Mr. Russell had the right to endorse it, if he wanted to, no one will deny; but why then should the donor be so averse to having his part in the transaction made known? Was there a "consideration" for the giver or the endorser, and if so, what was it? Or was it simply that the fund was designed and used as a corruption fund? In either event the wrath of Mr. Russell is understandable; otherwise it is beyond comprehension why he should be annoyed because his name appears among the contributors.

PREMIER ROBIN'S SURPRISE.

Premier Roblin professes "surprise" that the Alberta Government should have given publicity to the report of the Beef Commission before presenting it to the Legislature. This is contrary to his notion of courtesy. He even declares that he would expect a vote of censure from the House if he did such a thing. Wherefore the people of Manitoba must possess their souls in patience until the Legislature assembles.

Doubtless it will be painful intelligence to Alberta's Minister of Agriculture to learn that he has killed Premier Roblin with consternation and jarred his conception of the proprieties. Equally painful will he be to learn how "sensitive" Mr. Roblin has upon the existence of the Legislature for that for no small offence, they would inflict upon him their censure. At the same time it can only be regarded as evidence of the uncomprehending Toryism which pertains in the Parliamentary chamber of that Province that precedence is regarded before the public interest, and establishment is held above the conduct of the beef business.

But to be candid, what had the Legislature of Alberta to do with the Beef Commission that the report should have been first perused by that body? The Commission was not appointed by Act of the Legislature, but by order in council. From the Government they received their authority; to the Government it was their business report. On the initiative of the Government they were asked to investigate; it lay with the Government as to how their report could best meet the public ends. The course chosen by the Alberta Government is thoroughly in accord with constitutional principle and with practice; the privilege of his position and the practice of governments call upon Premier Roblin to follow their example. Why then his shyness about revealing the Manitoba report to the curious public? And why the protestations of surprise that the Alberta Government had not been equally cautious? It is Premier Roblin who violates the proprieties, it is from him the explanations are due.

From the next Manitoba Government has shown no over-whelming desire to turn the light on the conduct of the meat business in that Province. When the Beef Commission began sessions in Manitoba, the ubiquitous Council of the beef business had turned the beef business of Alberta inside out was disposed with, and explained by another gentleman whose curiosity was by no means commensurate. It soon became a settled policy conviction that if the Commissioners learned anything damaging to the reputation of the Manitoba dealers the credit would belong to themselves. When the Manitoba sessions had concluded, the Commission fled from the public view in a manner strongly suggesting that they had been carried into the political shrubbery of that Province. Finally they emerged and submitted their reports. But the public were not yet to be fully informed. Premier Roblin's delicate regard for the defence due the Legislature would not permit their report on the Manitoba conditions to be published until some remote and unexpected date. Whatever may have been the conditions in Manitoba before the Commission began work, it is a safe guess that conditions there now are such that the law could not interfere; otherwise the meat dealers of Manitoba are a singularly slothful class of business men.

A paragraph in the Alberta report expresses regret that so far as this Province was concerned the scope of inquiry was limited. The conduct of the business within this Province was fully examined, but beyond this Province the Commissioners were not permitted to pursue the inquiry sufficiently far. Was Premier Roblin the lone in their path? One thing is certain; the meat business of the West centres in Winnipeg. If the Commissioners were balked in their inquiry precisely as they decline they were limited. That they were balked in this particular manner they do not say, but their language would bear the interpretation that interference of some kind or other in Manitoba prevented them pursuing their inquiry far enough to be conclusive. Premier Roblin's evasions in publishing their findings in Manitoba is strong evidence that this interpretation is the correct one. His expressed surprise that the Alberta Government should have followed the practice in such cases will deceive no one; Premier Roblin is the man who has violated the rules of the game. Did he do so for nothing?

DIVERTING CARS FROM CANADIAN TRADE.

From Saskatoon came a despatch a few days ago reporting something very like a riot at the town of Asquith. Asquith is situated on the C.P.R. short-line about twenty-five miles west of Saskatoon. The cause of the trouble was a shortage of cars for shipping wheat and the trouble was increased rather than diminished when a string of empties which arrived were turned over to the elevators, though the farmers had previously agreed to use them and began loading them. The despatch describes the proceedings thus:

"Saskatoon, Dec. 23.—There was 'great excitement' in Asquith Saturday night over the grain congestion. The situation was somewhat relieved Thursday by the arrival of thirty empties. The news quickly spread among the farmers and the elevators 'glided' again. The C.P.R. rushed a large number of cars Saturday for the Asquith elevators. Seventy farmers, who had gathered, rushed for the cars as soon as the train reached the town, each armed with a 'small sack of wheat, which they threw into the cars as a sign of possession. A general stampede followed the emptying of the train, in which many disputes arose over the possession of cars, and the Mounted Police were called on to control the 'angry settlers when the cars were 'handed to the elevators.'"

Again, eastern papers to hand contain a lengthy despatch from Indian Head making an attack on the Grain Act on the ground that the dishonest farmer abuses its provisions by tying up cars until he needs them. The contention of this article is that the farmers crowd the elevators and keep the cars so long that they will not need for weeks, that this prevents the elevators securing the cars, and "cripples" the railways by depriving them of the use of much of their rolling stock, and injures the export at large by delaying the shipment of a good deal of the crop till the following spring. The spectacle touches the pity of the correspondent, and he adds: "This fall the act has been particularly exasperating and costly. It was important that the damaged grain, the grain fit only for feed, which might at any moment go bad in transit, should be hurried as 'quickly as possible' to the eastern provinces. Every day's detention meant loss to the farmer or grain buyer. Yet from the time the grain began to move in October down to the close of navigation thousands of cars on the Canadian Pacific lines were stalled at loading platforms as 'effectually as though they had been caught in a snow blockade. It was nothing short of an outrage on the railway, and, of course, intelligent farmers see that it was also a great wrong to them." Then there is the inevitable conclusion of course

that the Grain Act must be amended to prevent the farmer getting the cars they want. This is how it is put: "The question is how to protect the farmer, and protect him well, without injuring the elevator man or impeding the work of the railways. The grain laws of Minnesota and Dakota provide for an equal distribution of cars between loading platform and elevator at the outset, but thereafter cars are allotted according to the quantity of wheat likely to be shipped from each. It is a rule, this gives both a fair and just supply. The Dominion Parliament must amend our Act forthwith without prejudicing any interest, however high or low, ever humble, for its defects and the abuse to which it lends itself have now become intolerable."

Yet again, during the past week there came a despatch from Spokane, Washington, announcing that the C.P.R. had decided to permit its cars to run across the boundary into the Western States when loaded with coal; this when orders for a hundred cars for the Western Canadian trade remained unfilled. Very naturally the Spokane correspondent regarded this as a splendid thing for the western States and also as very satisfactory to the mine-owners near the boundary. The Spokane despatch reads: "Spokane, Wash., Dec. 23.—Important to the mines in the Alberta coal belt, tributary to the northwest provinces and the Spokane country, is the decision of the Canadian Pacific railway company to permit its cars to run south of the international boundary when loaded with coal. It means that during the next five months the Lundbreck collieries will be occupied in supplying fuel to the district, and that the output will be largely increased. Heretofore the 'markets south of the border have been compelled to depend upon foreign cars in transit westward to be loaded with lumber and other products for eastern shipment. Thenceforth policy will enable the Alberta mines to fill orders for coal that have been 'piling up' for two months. Andrew Taidlaw, of the Galbraith Coal Company, operating in the Alberta district, says that his concern was the first to take advantage of the new order, the company loading four cars for Spokane the first day. The company's new plant has enabled the colliery to fill many orders for the Canadian market, and the pressure from that quarter is materially relaxed, although orders for more than 100 cars are unfilled."

Three conditions are here set out: the western grain shipment is retarded because the C.P.R. fails to provide sufficient cars to the farmers who have grain to ship; the railways and elevator-men are making war on the Grain Act to prevent the farmer getting even as many cars as he now receives; and the insufficient supply of cars is to be further curtailed by diverting C.P.R. cars to handle foreign trade. These are not isolated or unrelated incidents. They are correlative and complementary. They all originate in the failure of the C.P.R. to supply sufficient cars to handle the business of the country during the busy season, and in the refusal of the company to even devote the cars they have to this business. The company consistently avows its inability to build cars fast enough to handle the Western trade, yet the company depicts the supply available for that trade by shipping scores of cars out of the country. The prairie country is practically dependent for fuel on the haulage capacity of the C.P.R.; yet while a hundred cars of fuel are needed on the prairies, C.P.R. cars are sent to Spokane loaded with Canadian coal. The farmers of Saskatchewan are at the point of desperation because they cannot get cars enough to carry away their grain; yet the company demand that they be allowed to give the farmers fewer cars. It is difficult to resist the conclusion that if this demand were complied with, the cars thus released would also be sent to earn money in Washington, while the farmers of Saskatchewan shipped their wheat when they might and secured their fuel when they could."

There is nothing new either in the circumstance that the C.P.R. has not enough cars to handle the western trade, nor that the cars the company has are largely devoted to the carrying business of the United States. Both conditions have become painfully familiar. For nearly a decade the C.P.R. has never had in any one year enough cars to handle the Canadian traffic reasonably well in the busy season; yet during every one of those busy seasons C.P.R. cars have been hauling coal from the mines along the States. The business of Western Canada was business that belonged to the C.P.R. beyond peradventure; if the farmer had grain to ship he could only ship it over the C.P.R. lines,

and whether he shipped in November or March the company collected the same freight charges; if the people on the prairies wanted coal they could only import it over the C.P.R. lines, and a delay of a month or so made no difference in the company's receipts from its carriage. Whenever this business was done it could only be done over the C.P.R. and when it was done made no difference in the C.P.R.'s profits. Naturally, therefore it was not done when other business offered which could be done only during certain seasons. Such business offers in plenty across the border during the fall and early winter; wherefore the C.P.R. sends its cars into this foreign trade at the time they are needed in the home trade, knowing that the latter cannot be lost to them, but that the other must be secured now or never. This is the policy from which the western grain growers are suffering to-day. They would suffer still more but for the restrictions placed on that policy by the Grain Act. That the company is to make war on the Act simply means that they want to extend the policy of reaching for foreign business when it offers and attending to home business when they get ready. In the meantime, of course, the farmer's grain may deteriorate or his family may freeze; but these are incidents that do not count heavily in the calculations of the C.P.R.

Toronto Globe—At Hamilton on Saturday last Geo. E. Foster was as gloomy as some of these December days. Among other things he said: "Today was a critical period financially in Canada, and the government had done nothing to meet it. The government had taken money from the people, and had recklessly jeopardized it in a way never before seen in Canada. It had been spent in graft and in feeding the raffle-men, and Mr. Fielding today was paying 7 per cent to the Bank of England, as he dare not go into the open market to borrow. He had not made preparations to meet the obligations which would fall due in two years, and this would place Canada in an extremely serious position, as the result of wasteful expenditure and mismanagement of the country's affairs."

It is well he said "today," because in the issue of the Montreal Star for the very day on which Mr. Foster's complaint was published there appeared a cablegram from its London correspondent under the heading "Canadian Bonds Well Received." "London, Dec. 18.—The Dominion government loan of one and one-half million sterling has been subscribed by the British public, despite the money stringency."

By other words, at the moment Mr. Foster was saying that Mr. Fielding dare not go out into the open market to borrow, Mr. Fielding had already floated a loan of \$7,500,000 on the London market, and the subscriptions showed that, notwithstanding the money stringency, the English investing public showed their appreciation of Canadian securities by snapping them up.

The effort of Mr. Foster and his friends to make political capital out of the prevailing financial contraction is not creditable to them. The soundness of Conditions in Canada as compared with those in the United States is attracted the attention of the public both in Britain and the United States. The only croaking being done is that which proceeds from Mr. Foster and the public men and newsmen in this country following him in his unpatriotic course.

360,000 ACRES TRANSFERRED.

By Dominion Government to Manitoba—More in Course of Transfer.

Ottawa, Dec. 31.—During the present year the Dominion Government has transferred to the Province of Manitoba over 360,000 acres of lands, found to be swamp lands, by orders in council for the months of January, August, September and December. On January 14th there were transferred 116,475.82 acres. On August 13th, 192 acres were transferred; on Sept. 26, 160 acres, and on December 4th there were conveyed to the province 247,697.82 acres, making a total for this year of 367,415.64. There are 485,894.75 acres more in course of transfer to Manitoba at the present time.

SPENCER LEAVES C. N. R.

Manager of Eastern Lines Resigns to Look After Private Interests.

Toronto, Dec. 30.—C. W. Spencer, for two and a half years general manager of the Canadian Northern Railway, has resigned his position, and according to his own statement, will spend his time looking after his private interests, which now assume large proportions. Mr. Mann was very kind in releasing me, though my contract was for two and a half years longer. He denied that he was going to take a position with any other railway, though he stated he had three offers. W. B. Barclay has been appointed general manager of lines in the Maritime Provinces, but no one as far as is known, has been appointed in Quebec and Ontario.

Married Women to Vote.

Toronto, Dec. 29.—The council today decided to ask the legislature to enact that married women owning property in their own right should have municipal franchise.

Another Railway from Minnesota.

Fort Francis, Ont., Dec. 30.—It is reported here that another railway is to start from Deer Lake, Minnesota, heading to the international boundary line. This would make three railways.

THREE CHILDREN ARE DEAD.

Nova Scotia Parents Their Children in the Ice While Skating and the

Halifax, Dec. 28.—A red at Lower Northville yesterday. Mr. and Mrs. [Name] went to Christmas village church wading not to go on the ice the station the young skating on thin ice a returning instituted a missing family and in hole in the ice. The 11 and 7, were drowned.

Boys' Fatal St. John, N.B., Dec. 27.—A 10-year-old River station, died from drinking whiskey, says Milton S. of the State Democratic committee. "In fact, if the delegates women, I Mr. Smith stands for anything to the advocate, and if he is in the selection of delegates that a woman will number who will represent the big convention in D."

Women Demand a Poll Denver, Dec. 26.—A of Colorado are entitled to the Democratic convention," says Milton S. of the State Democratic committee. "In fact, if the delegates women, I Mr. Smith stands for anything to the advocate, and if he is in the selection of delegates that a woman will number who will represent the big convention in D."

Woman politicians of a woman must be a member from Colorado, T. a simple request that be named, but make a gates will not be selected, and there will be to fight the matter out. Helen Greenleaf, for some time among women politicians, seems to have the

Go to Land of

Boston, Dec. 26.—F. Agassiz, director and Harvard Museum, will ditton to Central Art short time for the putting his already extensive collection of birds, but not get busy fully

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