DIRT WILL FLY THIS FALL ON GREAT WATERWAYS RAILWAY

William R. Clarke, Promotor of Edmonton-Fort McMurray Line Returns to City Ready to Commence Work.

BIG PRICE OBTAINED FOR BONDS ON EUROPEAN MONEY MARKETS

Final Location Surveys and Twenty Miles or More of Grading Will Be Undertaken Before the Snow Flies.

Promoter to Immediately Complete Organization — Declares Railway Will Be in Operation in Four Years—Refuses to Make Any Definite Statement Concerning Location of Terminals, Stating, However, That They Will Be a Credit to the City—Bonds and Stock Sold in London, Paris and New York.

In the arrival in the city last evening of Wm. R. Clarke of Kansas City, financial manager of the Great Waterways Railway, accompanied by E. A. James, general manager, Dr. J. L. Waddell, chief engineer, and G. D. Ninty of Winnipeg, solicitor for the company, the city of Edmonton can look forward into the not very distant future to seeing an independant railroad extending northward as far as Fort McMurray and having the southern terminal in Edmonton.

This is Mr. Clark's second visit to the Alberta capital. He was here during the sitting of the Legislature last winter when he secured the charter and guarantee of bonds for an independent railroad from Edmonton to tap the wonderful resources of the north country. Since then he has been engaged in the momumental task of planning the construction of 400 miles of railroad line. The railroad has been built many a time in paper but as Mr. Clarke assured the Bulletin last evening he has now got his organization in working order and is prepared to go ahead with the actual construction of the road this year.

Unassailable Financial Standing.

"How are the finances of the company?" Mr. Clark was asked.

"I have recently returned from a trip to Europe where I readily secured all the money necessary. Over fourteen million dollars has been secured of which $7,400,000 is in stock and 7,000,000 in bonds. The capital has come from France, England and the United States and it will soon be flowing into this city in the way of wages for the men employed on the construction and operation of the Great Waterway Railroad.

Asked as to what figure the bonds sold at Mr. Clarke did not wish to institute any comparisons with the bonds sold by other companies in the old country money markets, but he stated that the figure was most satisfactory and that the provincial government need have no fear for the security of the bond guarantee which has been given.

On the important question of the organization of the company and the work that is expected to be done this year Mr. Clarke said that the heads of the various departments of the railroad were nearly all at work and that parties will at once be put in the field to complete the preliminary locations which have already been made. He said that some grading would be done this year probably twenty miles or so and that the work would begin from this end, but several miles north of the city.

As To Terminals.

"What about terminals in the city, asked the Bulletin.

"That is something that will have to receive attention, but I cannot give definite information regarding that now. What I can say is that when we have our station built and our yards laid out we will have something that I believe will be a credit to the city of Edmonton."

Mr. Clarke showed great interest in the events which have been transpiring since his last visit. He inquired about the latest news from the north and remarked on the evident trend of the tourist to the northern empire. He asked about railway construction on the G.T.P. and C.N.R. main and branch lines and was pleased to state that the most friendly relations exist between his railway and the great transcontinental lines.

Feeder for Transcontinentals.

"Our line to the north will be a feeder for the G.T.P. and C.N.R. roads" said Mr. Clarke. "This will mean a great deal for the growing city of Edmonton to have the connection here. I have faith in this city and in its future as far as railway facilities are concerned."

Asked as to how long it will take to complete the Great Waterways road Mr. Clarke said it would be completed by the time the G.T.P. gets through to the Coast if not before. It is the intention however to operate any part of the line as soon as it is completed.

Lieut Wilkin Resigns.

Ottawa, Ont., Sept. 9.—Militia orders issued today include the following: 16th Light Horse, to be provisional lieutenant, Forester Kimber Wilson, gentleman; 19th Alberta Mounted Rifles Lieut. W. L. Wilkin is permitted to resign his commission. Provisional Lieut. Hopkin is absorbed into establishment vice Lieut Jackson, who is permitted to resign his commission. 19th regiment Winnipeg riffles, to be provisional lieut, Jos. Bentley Leylan, Gentleman, vice J. W. Baker, resigned. Lieut. C. W. Stuart is permitted to resign his commission.

MYSTERY SURROUNDS CASE.

Geo. Snowden, Kingston Man, Struck on Head With Bolt.

Kingston, Ont., Sept. 9—There is a mystery surrounding the case of Geo. Snowden, who was severely injured at the locomotive works yesterday afternoon. He was struck on the head with an iron bolt and is now in the General hospital in a dangerous condition.

Two stories are given of the affair. One is Snowden had threatened another workman, McManus, whose brother interfered and that the latter took the boy by the throat. The lad resented the assault and picked up an iron bolt and struck Snowden on the head. The story given by the locomotive works staff is that the missile was thrown in jest and accidentally struck Snowden, who is suffering from a scalp wound and concussion of the brain. Early this evening the doctor held out small hope for recovery. He is a married man with one child.

USES GULLS AS MODEL.

Washington Inventor Working on New Aeroplane.

Washington, Sept. 9.—A young first lieutenant of engineers of the United States army, whose name is not given at this time, is working on an aeroplane which he thinks will be far and away ahead of anything that has thus far been produced. The officer perfected his plans for the body of the ship after a prolonged study of sea gulls and their movements on the coast of Oregon. He had some large poles fixed in the water with platforms on top of each. There every day he placed some meat, and from a distance watched through binoculars while the gulls came up and hovered over the food. He watched their poise and flight and got what he regards as some new and excellent ideas concerning the secret of bird flight. These ideas he will apply to an aeroplane. He is now working on the engine for his craft.

SEES FOR HIMSELF CANADA'S INVESTMENT POSSIBILITIES

Lord Northcliffe, the Empire's Most Distinguished Journalist, Owner of More Than Seventy Dailies and Weeklies, Visiting Western Canada to See Its Possibilities For Emigration and Investment.

Edmonton today is honored by a visit from one of the Empire's most distinguished newspapermen, Lord Northcliffe, or, as he was earlier known, Alfred Harmsworth, principal owner of the London Times, England's greatest moulder of public opinion; the Daily Mail, with a daily circulation of over a million, and many others of the greatest publications in the old country. Accompanied by Lady Northcliffe; Mrs. Charles Furse, wife of a famous artist; C. F. Moberly Bell, managing director of the Times; Evelyn Wrench, editor of the Overseas Mail, and F. A. MacKenzie, special correspondent of the London Daily Mail, he arrived by special train at midnight over the Grand Trunk Pacific. In the party from Winnipeg was also Hon. Frank Oliver, minister of the interior.

In the morning His Lordship was taken for an auto ride around the city by Ex-Mayor McDougall, and at noon addressed the Alberta and British Columbia Newspaper Association. He left in the afternoon on the Coast. From now until October 3rd, when he reaches Grand Falls, Newfoundland, where he will open his immense pulp mill, every day of his time has been provided for, as he is travelling on a definitely arranged schedule.

Object of Western Visit.

"My object in visiting Western Canada is to see how far I am justified in recommending in my newspapers English investment and English emigration."

Thus briefly, in his own words, did Lord Northcliffe state to The Bulletin, at his private car this morning, his mission to Western Canada. Judging from the interview which he gave, his most favorable impression is such that the West will get a good recommendation in the seventy odd dailies and weeklies which he controls.

Much Impressed With Buffalo.

One of the most impressive sights to the distinguished journalist on his trip to Edmonton over the G.T.P. was the buffalo herd at Wainwright. "You have an invaluable possession," he said, "in those buffalo, and they are well worth bringing people across the continent to see. It was a great investment for the Dominion when they secured possession of this herd."

His Lordship is deeply interested in emigration to Canada and will urge the turning to Canada's shores not so much what he calls "the land hungry" as the prosperous, aggressive young men, full of energy and enthusiasm, who find in the old land but a limited scope for their ability and ambition.

Wrong Kind of Emigrants.

"A good many Englishmen I meet in Canada are of the wrong kind to go anywhere and some of them are the natural dregs of such vast cities as London, with its seven millions, Glasgow, Liverpool and elsewhere. Others who come out here are of the character you will get in Canada, when you have two or three generations of prosperity—idle sons of the moneyed classes—the remittance men.

"There is only one thing on which this country depends," he continued, and the thoughts of the interviewer at once turned to wheat, the great standby of the West.

"I would make the suggestion, with all respect, to you who are investing your money and your labor in constructing railroads and in building grain elevators that you keep your eye on European affairs a little and begin to figure out why it is all the shipbuilding yards in Germany are busy constructing rapid cruisers and first-class battleships, and why it is Krupp's works have increased their hands to over one hundred thousand, and exactly what would be the effect on your farms, your railroads, your Fort William and your city if, about harvest time, as happened in France in 1870, you read a cable in the papers that all your stuff had been held up on the Atlantic? I should like to know what would be the price of No. 1 hard.

"You have a prosperous country, but," said Lord Northcliffe, "it is not ensured. It is protected only in so far as the navy of Great Britain can protect it, and it would appear that the time is not remote when the British navy might have all that it can do at home. Your country is prosperous, but its property is not protected.

Germany Knows Canada.

"Were you ever in Germany? A few people there travel less than the Canadians. You tell me you have never been in Germany, but Germans are travelling in large numbers through your country every year.

"They know it accurately, your wealth and your weakness. There is in Austria and German a population of 110,000,000 people. These two countries act as one. The motto of their young men is "Battleships and business."

"Continuing, the visitor indicated how completely the German people were preparing for war and to how slight an extent the general public appreciated the extent of their preparations. Numerous instances were cited when great wars had broken out without clear warning. In 1861 there were hundreds of thousands of Americans who, until the Fort Sumpter affair, did not believe war would occur. Similarly people today were sleeping on a volcano and did not know it. Canadians would do well to make a clear study of the trend of affairs in their chief market—Europe."

Superiority of Canadian Route.

"I was much impressed," he said, touching on another subject, "with the superiority of the Canadian route over the American in travelling from the old land to the West. One is only out of sight of land four days, the last two days you are always in smooth water. Then the custom house examination is held on board the boat. When you arrive you walk off a free man, without waiting half a day or longer, as in New York. It is a good lesson to the lines running into New York. There is no reason why they should not do the same. Yours is a route that especially appeals to lady travellers for that reason and on account of your only being four days really at sea.

More Communication Needed.

"The trip has become one of the easiest in the world. It is surprising so few Englishmen come to Canada and so few Canadians visit England. Considering that you have so many good projects to finance and we have such great difficulty in disposing of our superfluous capital, it is singular that there is so little inter-communication. There is nothing like the intercourse between Canada and the United Kingdom as there is say between Great Britain and South Africa, or some of the South American countries. If you compare business figures of England and Canada and of England and Argentine you will be surprised. I do not know why there should be such a difference, unless until the last few years Canadian business has not been sufficiently pushed in England. However, there is nothing lacking today."

Taking another tack he continued, "Canadians do not realize sometimes how widely spread English investments are." You do not realize the many new markets we have acquired in the last few years." There was a touch of well-warranted pride as he roughly sketched the field.

"Since we wiped the Americans out of the Atlantic shipping by the development of steel vessels and now again by the expansion of the Parson's turbine, we are controlling under our own register over half of the shipping of the world and six-tenths of the shipbuilding. During the last two or three years we have got control of the rubber industry and gigantic fortunes have been made in England only within the last six months. We have in hand the development of the South African gold and diamond industries. We have now the practical monopoly of the tea business of the world. Then there has been the development of Egypt, whose bonds under our rule have risen from 40 to over 100. There is the development of Siam, Burma, Malaysia—places hardly known to Canada. Some place must be found for the investment of the profits from these private and imperial undertakings and my object in visiting the west is to see how far I am justified in recommending in my newspapers English investment and English emigration—not emigration of the land hungry, but of the prosperous and aggressive young men who do not like our free trade conditions in England and would make very excellent addition to your population."

German Emperor Visits Vienna

Vienna, Sept. 8.—The German emperor has arrived at Gross Meseritsch, where he is the guest of the Austrian emperor at Castle Harrach. The two Emperors will attend the Austro-Hungary manouevres.

HOMESTEAD LANDS FILLING UP.

According to Commissioner Griffin, of C. P. R. and Department.

Montreal, Sept. 9—"We can see the finish of the day of free lands for settlement in the west not far away now," said F. T. Griffin, land commisioner of the Canadian Pacific, when interviewed. "There will probably be some good free lands for the next year or two but after that the settler who wants any sort of suitable location will have to buy his land. Settlers looking for free lands will be forced away back, far from railway communication, and the time during which free lands will be available will depend upon how far yet the wheat producing section of the map can be rolled northwards. Probably this will prove to be much more extensive than we imagine today, but within a very short time settlers will either have to buy land or go to the far north of Alberta and Saskatchewan."

As a matter of fact, Mr. Griffin stated that the proportion of settlers who bought land was continually increasing, while the number of homesteaders was comparatively dropping off, owing to the steady way in which all the available land within easy access was being taken up. The land sales of the Canadian Pacific during the past year had shown a decided increase over those of previous years, owing probably to the better class of settlers who are coming over.

MORE GRAFT DISCLOSURES

Montreal Civic Administration Simply Reeking With It.

Montreal, Sept. 9.—Ten thousand dollars to be divided among the aldermen of aldermanic candidates is the sum which McLea Walbank, vice-president of the Montreal Light, Heat and Power Company, declared under oath today, before the Royal Commission that Ald. Larivier, the chairman of the roads committee, had asked him to give prior to the last civic elections in 1908.

But. Mr. Walbank did not give up $10,000. It was against his principles, he told Commissioner Cannon, to subscribe to elections and not only did he refuse Ald. Larivier's request but he destroyed the list of ten candidates which had been furnished.

Still more evidence of the graft required to transact business with the city was related by Mr. Pilcher, agent of the Canada Foundry Company, who swore that when he was the lowest tenderer for boilers, he was called by the boiler inspectors of the city and told that he would have to pay $2,000 but he didn't pay the money and he did not get the contract which went to the Robb Company, a tenderer higher than him.

STRIKEBREAKERS HAD TO LEAVE STEEL PLANT

Trouble at Pressed Steel Car Company's Plant Not Yet Over—500 Strikebreakers Driven from Works by Returning Strikers—Prospect for Further Disturbances.

Pittsburg, Penna., Sept. 9—There is still trouble at the Pressed Steel Car company's plant at McKee's Rocks even though the long strife is over and though 5,000 men are back at work. When the men went into the mills they found there the 500 strikebreakers who had kept the plant running while the strike was on.

"You get out or we will get out," the restored strikers ordered.

When the strikebreakers refused to go there was a prospect of another strike, but the newcomers used their superior force and drove the strikebreakers away.

The real trouble came, however, when the company declined to discharge five strikebreakers who had been hired to man the dummy engines and trains inside the yards. These men were hired at big wages under a long-term contract. There was prospect of another outbreak but the company officials finally decided to discharge the five strikebreakers and the 3,000 men went to work.

It is estimated that by Monday noon the entire 8,000 employees of the plant will be back at work. The trouble is not over, however, for those of the workmen who have not been placed in the mills are bitter. The state constabulary which has been guarding the property of the company was today withdrawn. The 300 deputy sheriffs are yet on duty and will remain there until after all the men have been placed back at work.

DOUBTS DR. COOK'S CLAIM

Chief Dominion Geographer Thinks He Could not Have Succeeded.

Vancouver, B.C., Sept. 9.—Representatives of British Association now visiting Vancouver were today guests of the city and under guidance of the council committee were taken about. Some went to Stanley Park and practically all went to the lumber mills.

James White, chief geographer of the Dominion, does not believe Dr. Cook reached the pole. He says Dr. Cook claims that he followed a route involving a journey of hundreds of miles before he reached a point opposite the north end of Ellsmeres Island and presumably opposite to a point to which Commander Peary carried his ship. If Dr. Cook, handicapped by the extra distance, could overcome difficulties that in 1906 defeated Peary with his long Arctic experience and matchless equipment, he can be acclaimed as the greatestt explorer the world has ever seen. However, the day of miracles has passed.

Writ for Montcalm Issued.

Ottawa, Sept. 9—The writ for the bye-election for the county of Montcalm to fill the vacancy caused by the appointment of Mr. F. O. Dugas, to be a judge of the superior court of Juebec has been issued. Nomination is fixed for Saturday 18th, and polling, if any, for Monday September 27th.

GOVERNMENT OFFICIALS OVERSEE MEAT TRADE

All Meats for Export Trade as Human Food, Has to be Duly Inspected and Certified by the Proper Government Authorities—Nature of Legislation Under Meat Inspection Service.

The meat inspection service of the department of agriculture at Ottawa is carried on under the authority of the Meat and Canned Foods act, a measure which received the royal assent at the prorogation of parliament in June, 1907, and came into operation on September 3rd of that year.

Present-day sentiment in Europe and elsewhere, especially since the recent revelations in Chicago, is arrayed very strongly against the use, as human food, of any meats save those duly inspected and certified by proper governmental authority.

It was in conformity with this sentiment, and chiefly with the object of preserving our valuable export trade in bacon and similar products, that the Meat and Canned Foods act was passed.

With the view of clearing up any misunderstanding which may exist in the public mind as to the exact nature of the legislation under which the present meat inspection service is conducted, the following explanation is given:—

Before the Meat and Canned Foods act was introduced in the House of Commons by the Honorable Sydney Fisher, the minister of justice was asked for an opinion as to the powers of th eFederal government with reference to meat inspection.

His reply was that while these powers undoubtedly waranted the Federal government in undertaking the inspection of articles exported from the Dominion or from one province to another, there was very grave doubt as to whether they would permit of a similar inspection of articles, the trade in which was confined within the boundaries of any one province.

This limitation was especially applicable to meat inspection, a subject intimately associated with public health, one of the matters which, since 1872, has been dealt with altogether by the provincial authorities.

Provision is made either by the Municipal act or by the Public Health act of each province, and in some cases by both, for the establishment and carrying on of municipal meat inspection, and that this legislation has, up till now, in too many cases, remained a dead letter or at best been very ineffectively enforced is no fault of the Federal authorities.

Local Meat Trade.

Further, a little consideration will, I think, demonstrate the utter impossibility of any Federal department undertaking the supervision, in all its ramifications, of the local meat trade, in every town and village throughout the Dominion.

On the other hand, under the provincial laws above mentioned, it is quite possible for municipalities to organize, at but little cost, a thoroughly effective system of local meat inspection, the machinery being, in many cases, already provided, and the additional expenditure, therefore, comparatively small.

The awakening at the public conscience on the meat inspection question might reasonably be expected as a result of the adoption, by the Federal government, of a policy of inspection of meats for export and interprovincial trade, and the agitation now making itself felt in many of the larger centres of population throughout the country is therefore not surprising.

I am satisfied that once the Canadian public has become seized of the situation they will insist upon the adoption, by the various municipal authorities throughout the country, of a much more thorough system of dealing with butchers and the meat trade generally than has hitherto been tolerated.

It does not appear to me that there is any need for or likelihood of conflict. We are setting a fairly high standard, and all that is required is for the municipal authorities to adopt, under the legislation now existing, regulations somewhat similar to ours, with the view of rendering unmarketable, diseased or otherwise unsound meats, which, under present conditions, cannot enter establishments engaged in export or interprovincial trade.

Municipal Abattoirs.

The first and most important step in this direction will, it is needless to say, be the providing of public municipal abattoirs, to be conducted under inspection methods similar to those required by the Meat and Canned Foods Act, especially as regards the admission either of live animals or their carcasses.

The sooner the private slaughter house is abolished altogether the better for all concerned, as most of the objectionable meats placed on the market emanate from these undesirable and unsanitary places.

The trade in home-killed, dressed carcasses will also, for similar reasons, gradually be wiped out of existence, and although the abolition of this form of meat disposal will probably cause some temporary dissatisfaction among farmers, matters will soon adjust themselves and the profits to the producer will be in no way lessened, although the livers and other offal hitherto utilized by the household will be no longer available.

The municipal abattoir is a modern necessity and must come.

There are many among us, not yet old, who can well recollect when the number of hospitals in Canada could almost be counted on the fingers, and when a proposal to erect an institution of this kind in a small town was looked upon as indicating a mild form of insanity. How many of the communities now possessing modern and up-to-date hospitals would be satisfied to do without them?

The same will be found true of the abattoir, and if no other argument could be advanced in favor of the Meat and Canned Goods Act than the fact that it has aroused and is arousing public opinion on the great and important question of a sanitary meat supply, this would, in my opinion, fully justify its being placed on the statute books.

Canadian Meat Firms.

The following establishments, which are engaged in export or interprovincial trade, are operated under the provisions of the Meat and Canned Foods Act, and all meats and meat food products from such establishments have undergone a careful and thorough inspection at the hands of the officers of this branch of the department of agriculture, and are marked with the Crown and the words "Canada Approved," together with the establishment numbers:

1—Fowler's Candian Company, Hamilton.
2A—Geo. Matthews Company, Limited, Hull, P. Q.
2B—Geo. Matthews Company, Limited, Brantford.
2C—Geo. Matthews Compan, Limited, Peterborough.
4A—The Davis Company, Limited, Toronto.
4B—Davies Limited, Montreal.
4C—Davies Packing Company, Harriston.
5—Laing Packing and Provision Company, Montreal.
6—Park Blackwell Company, Toronto.
7—Harris Abattoir Company, Toronto.
8—D. B. Martin Company, West Toronto.
9—Gunns Limited, West Toronto.
10—F. W. Fearman Company, Limited, Hamilton.
11—Ingersoll Packing Company, Ingersoll.
13—Whyte Packing Company, Stratford.
14—Collisgwood Packing Company, Collingwood.
16—Wm. Ryan Company, Fergus.
17—H. Coleman, Kincardine.
18—J. Y. Griffin Company, Winnipeg.
18B—J. Y. Griffin Company, Edmonton.
19—Gordon, Ironside & Fares, Winnipeg.
20—Gallagher, Holman & Lafrance, Winnipeg.
21—Western Packing Company, Winnipeg.
22—Montreal Union Abattoir Company, Montreal.
23—P. Burns Company, Calgary, Alta.
24—Wm. Clark, Montreal.
25—Montreal Abattoir Company, Montreal.
29—N. K. Fairbanks Company, Montreal.
30—Vogel Meat Company, Strathcona. Alta.
33—Dominion Meat Company, Calgary, Alta.

System of Inspection.

There are at present employed in these establishments 68 veterinary inspectors, all of whom have received a special training in meat inspection and have passed a searching examination as to their qualifications.

There are also 11 lay inspectors, whose duties comprise the supervision of the marking and shipment of goods.

The inspection conducted in each of these establishments is as follows:

All animals for slaughter are examined by a veterinary inspector on the premises before they are allowed to enter the killing floor. All animals found to be diseased, or showing suspicious symptoms of any kind, are tagged and held back until the end of the day's kill, when they are slaughtered separately.

The inspector makes a thorough examination of the carcass and of all organs of every animal as it is killed. If these are found healthy, they are stamped with the inspection legend, the Crown and the words "Canada approved," as also the establishment number.

Any meats found, in whole or in part, to be diseased, or from other causes unfit for food, are immediately marked with a "condemned" tag.

Any carcass, in regard to the condition of which there is cause for doubt, is marked "Held," and set apart for further examination, at the conclusion of which the inspector decides as to its disposition. Condemned carcases and organs, as also any meats which are at any time found to have undergone such deterioration as to unfit them for human food, are tanked with the non-edible products, under the personal supervision of an inspector.

Results of Inspection.

A summary of the reports of condemnations made by our inspectors during the last fiscal year, shows a total of 9,308 carcases, 280,591 portions, as also 353,212 pounds of meat, condemned as unfit for human food. This should demonstrate effectually the necessity which actually exists for a thorough system of meat inspection.

When it is remembered that these establishments under inspection handle only animals of the best class procurable, the conditions which exist in the ordinary private slaughter house, conducted without inspection or official supervision of any kind, may readily be imagined.

Boards of Health and municipal authorities have been too long neglectful of the necessity for intelligent action in the matter of meat inspection.

In is the duty of every man to see that his family, as well as himself, does not eat diseased or unwholesome meat. In places where establishments under Federal inspection do not exist, safety in this regard can be secured only by the establishment of a municipal abattoir, conducted under the constant supervision of a skilled professional inspector.

J. G. RUTHERFORD,
Veterinary Director General & Live Stock Commissioner.
Ottawa, August 28th, 1909.

Castro Expected in Porto Rico.

San Juan, Porto Rico, Sept. 9—Two representatives sent here by President Gomez, of Venezuela, are watching for the possible landing of ex-President Castro. They say that a large reward will be given to anyone submitting information of an attempt by General Castro to land at Porto Rico or the adjacent islands.

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