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C. E. HAYES,
Business Manager.
MONDAY, NOVEMBER 23, 1910.

RAILWAY EXTENSION

IN THE NORTH

The disappearance of the A. & G. W. company does not, of course, extinguish the hope of railway construction into the northern portion of the Province. The most sanguine champion of that company has not claimed that it was the only railway company in the country, nor the only one which might be expected to direct its enterprise toward the opening up of the great northland. The fate of Northern Alberta did not rest upon so narrow and unstable a basis as the resources and resourcefulness of the A. & G. W. company; nor can the vanishing of that peculiar corporation be taken as dooming the northern country to perpetual isolation, nor even as postponing the extension of railway facilities to that part of the northern country which mostly needs such facilities and which promises the largest and most assured results from their construction.

There are at least three other railway companies in this country, any one of which is building more miles of railway in each summer than the A. & G. W. company ever undertook to build or contemplated building. The keenest rivalry exists between these companies for the occupation of new territory. Whether the territory in question be settled or not is counted of little importance, so long as its capabilities of development are reasonably established. Two of these companies have already projected lines into the Peace River country, and one of them is nearing the completion of a line to Athabasca Landing. The third is spending a million and a half dollars to cross the Saskatchewan river at Edmonton, at least a tolerably good reason for supposing that it, too, intends to have a share in equipping the northern districts with railway facilities. To contend that the country into which the A. & G. W. company proposed

to build has no reasonable chance of attracting one or other of these companies is to put down the resources of that section as far below those of the normal western district. It is a quite safe assumption that if the Fort McMurray country is as good as everyone hopes and as many people believe, one or other of these companies will run a line into it without undue delay. To say that they will not do so is simply to discredit the district as not being good enough to attract any one of three energetic and resourceful competitors engaged in one of the greatest railway races the continent has witnessed.

What the disappearance of the A. & G. W. company does, is to clear the way for the opening up of the Fort McMurray country and the other northern districts on the same basis and under the same conditions as have governed railway extension elsewhere in the West. The bargain made with that company proclaimed to the world that the Fort McMurray district was one so difficult for railway construction that an abnormally large guarantee must be given to secure a road into it, and one of such problematic possibilities that men would not be wise in lending money for the enterprise at less than five per cent. interest, even when the Province went surety for the return of both principal and interest. And as the line to Fort McMurray was the first line to the far north projected under provincial guarantee, the assumption of the outsider must be that that was the one district in the northern country which gave the largest promise of development and the best security for the risk undertaken by the Province.

If an abnormally large guarantee and an unusually high rate of interest were justified or necessary in the case of a line to Fort McMurray, the plain conclusion of the railway financier was that a similar guarantee and a similar rate of interest should be demanded for building a road into any other part of the north land. The imputation of inferiority which the amount of the guarantee and the rate of interest placed upon the Fort McMurray district, was placed equally upon every other district in the north country. It was admitted by the contract made with this company that any company proposing to build to the Peace River districts would be justified in demanding a heavy bond guarantee, and that any one asked to provide the money for such road would be justified in demanding a high rate of interest for its use and for the risk incurred.

knowledge that the C.N.R. simply "loafed" in the extension of its line from Morinville to Athabasca Landing after the A. and G. W. bargain was announced, and it is an open secret that the cause of the delay was that a line only fifteen miles distant was guaranteed for \$7,000 per mile more than the C.N.R. road. The inference is indisputable that had this bargain stood, it would have been impossible to get any company to build into the north at less than \$20,000 per mile guarantee, and impossible to get any road into the north financed at less than 5 per cent. interest. Just what this would have meant is clear enough. It is a safe assertion that no railway company would undertake to build to Fort McMurray today on the basis of having to pay 5 per cent. interest on \$20,000 bonds per mile. And had that been established as the proper rate of interest to be required for money used in the construction of roads into the north, what chance would the Grand Prairie and Peace River districts have had of getting railway facilities? Railway companies will not pay 5 per cent. and if bond buyers were advised on the authority of the province that they should get 5 per cent. for money used in northern railway construction, it should be clear enough that the north country would not be the scene of much railway construction for many years to come.

The fortunate failure of the company to fulfil its part of the bargain removes, so far as it can be removed, this stigma from the northern districts and this handicap on railway building in that country. It should open the way for insisting that the resources of the northland are no more a matter of doubt or question than those of the more southerly portions of the province, and for the securing of railway extension into that country on a guarantee basis similar to that which prevails elsewhere.

President Clarke thinks he is an abused man. Men usually think that those plans have come to grief. If the president desires to relieve his feelings by "kicking" anybody, literally or figuratively—he should begin on himself. His company went on the rocks not because of anything the Government or Legislature of this province did or could do, but through their own failure to meet their obligations. The A. & G. W. company was as free during the past summer to proceed with its project as at any period in its history. The Legislature had done nothing to prevent, neither had the Government, nor could either of them do so if they had wanted to. The company held a contract signed and sealed, and that contract the Province could neither repudiate or alter. So long as the company met its obligations when due and went on building the railway, it was beyond the power of any provincial authority to destroy or even prejudice their claim

to the \$7,400,000. The company did neither. They defaulted on both counts. Neither did they build railway nor pay the interest. They failing, the Province had to make good its guarantee to the men who had loaned the money. The company having defaulted themselves out of business, Premier Riddon proposes to put it beyond anybody's doubt who owns the seven millions. No doubt the president and his friends are very sore. They are making that plain enough. But that only serves to call attention to the predicament in which they landed themselves, to the good fortune of the Province.

TRUE NATIONALISM.

Toronto Star.—The word Nationalism is used to describe the movement which Messrs. Bourassa, Monk, and Lavigne are promoting. In many minds it has thus become associated with a separatist policy for the Province of Quebec; a policy under which French-Canadians will stand aloof from the rest of Canada and pursue distinctly French-Canadian aims. The gentlemen named would probably disclaim this idea. Be that as it may, the object of all patriotic Canadians is to prevent a good word from obtaining a narrow or perverted meaning.

Nationalism, in its true and broad sense, stands not for separation, but for unity; for a Canadian citizenship that will include all classes, races and creeds; for the progress of Canada toward a position of equality with all other portions of the British Empire. Macdonald, Baldwin, Lafontaine, and the other workers for responsible government, were nationalists. Macdonald, Galt, Cartier, all the other workers for Confederation were nationalists. It was Sir John Macdonald who said in the debate on confederation that the position to which he aspired for Canada was that of a nation. Not separation, but equality and national status, was the goal of all these statesmen. Sir Charles Tupper was and is a nationalist in that sense.

The Capitol Beer vs. Budweiser

We beg to inform our many patrons that we are using a temporary label for our "Capitol" Beer as an injunction has been granted by the courts restraining us from using our original "Capitol" label pending our law suit with the Anheuser-Busch Brewing Association of St. Louis, Mo. The quality of "Capitol" however will be just the same, or better if we can make it so; and judging from the demand we are sure that our patrons know from experience that it IS THE BEER, and NOT THE LABEL, that has made "Capitol" SO WIDELY POPULAR.

The Edmonton Brewing & Malting Company Limited
Phone 1428

Origin, of course, will have its influence. We cannot expect the same attachments and associations in French Canadians as in those who trace their descent to the British Islands. Language and religion will create differences in customs and modes of thought. Sentiment is voluntary and spontaneous, and cannot be imposed by one part of the population on another. There will be differences of sentiment and opinion as to Imperial policy. But our aim should be to prevent these and other differences from impairing the strength, unity, and enthusiasm of the Canadian spirit. Our greatest and most constant aims are common aims, which appeal to every man whose life work is to be done in Canada, and whose home is here. Let us dwell less on the few things which occasionally divide us, and more on the many things, the most important and enduring things, which unite us and are incentives to united action and progress.

both, just six, had been going to kindergarten and enjoyed very much the little motion songs taught there. She was very enthusiastic at learning all the words, but one day she realized that, try as she might, she could not make her voice harmonize with those of the other children. Thoroughly disheartened, she ran home to her mother, and with a sigh said—
"Oh, mamma, I don't know what I shall do. I'm so full of words, but so empty of tune!"

Life.—The Millionaire—Doctor, is it absolutely necessary to remove my appendix?
Not absolutely; but it is safer to begin with some simple operation like that.
Chicago News—Jack—I went gunning in the country one day last week.
Tom—Bag anything?
Jack—Nothing but my trousers.
At breakfast recently Andrew Carnegie indulged in a piece of pie. A diet reformer present remonstrated.
Why, Mr. Carnegie, he said, do you eat pie?
"Of course," replied the noted philanthropist benignly, "what do you do with it?"
Smart Set—Has he travelled much?
"I don't think so; he's always talking about the places he's visited."
Washington Star—I understand Uncle Raspberry is having chickens right regular these days.
Yes, is he raisin' 'em?
I dunno whether he's what you'd call raisin' 'em or jes' liftin' 'em.

IN LIGHTER VEIN.
Woman's Home Companion—Eliza

LIGNITE
AUCTION SALE
SALE OF THIS TOWNSITE WILL TAKE PLACE AT
LACOMBE, WED., DEC. 14th
AT 2 O'CLOCK IN THE AFTERNOON
LOCATION — LIGNITE is on the Calgary-Edmonton Branch of the Grand Trunk Pacific Railway, where it crosses the Red Deer River, with a High Level Bridge 35 miles south-east of Lacombe.

- 1.—LIGNITE IS IN THE HEART OF THE GREATEST COAL FIELDS IN ALBERTA, SEAMS OF COAL OF THE FINEST QUALITY 20 AND 30 FEET DEEP OUTCROPPING FOR MILES ON BOTH BANKS OF THE RIVER.
- 2.—GEOGRAPHICALLY SITUATED, HALF WAY BETWEEN CALGARY AND EDMONTON WITH ITS COAL AND ABUNDANCE OF WATER, ALL THE YEAR ROUND, IT IS BOUND NOT ONLY TO BE A SECOND RED DEER, BUT THE DIVISIONAL POINT BETWEEN THE TWO GREAT METROPOLISES OF ALBERTA.
- 3.—FOR ALL OF NEXT YEAR IT WILL BE THE STEEL HEAD FOR THE CONSTRUCTION OF THE GREAT HIGH LEVEL BRIDGE CROSSING THE RIVER AT THIS POINT, 125 FEET ABOVE WATER AND MORE THAN A QUARTER OF A MILE LONG.
- 4.—TO COMPLETE THIS STRUCTURE 450 MEN WILL BE REQUIRED GIVING LIGNITE A READY-MADE POPULATION OF THIS NUMBER OF SOULS AND FORMING THE NUCLEUS OF WHAT WILL BE A GREAT CITY.
- 5.—ALREADY THREE MINES ARE IN OPERATION, ONLY A BEGINNING OF WHAT IS TO COME WHEN IT WILL BE THE PITTSBURG OF ALBERTA.
- 6.—BANKS, HOTELS, STORES, ETC., ARE ALREADY PLANNED FOR LOCATION IN LIGNITE AND OPPORTUNITIES OF ALL KINDS ARE NOW OPEN TO YOU.
- 7.—THE VAST COAL AREA SURROUNDING LIGNITE IS OWNED BY A COMPANY OF INFLUENTIAL CAPITALISTS WHO INTEND WORKING AND DEVELOPING THEIR PROPERTY ON A VERY LARGE SCALE NEXT YEAR.
- 8.—BUY NOW AND YOUR PURCHASE WILL DOUBLE ITSELF IN THE NEXT FEW MONTHS.

Lots will be offered at the Auction Sale at a very reasonable upset price. Terms: One-fourth cash, and the balance in Monthly Instalments WITHOUT interest.

OWNED EXCLUSIVELY BY

THE WESTERN TOWNSITES INVESTMENT COMPANY LIMITED

President—SENATOR PETER TALBOT Manager—J. F. RISLEY, ESQ. Sec.-Treasurer—W. J. McNAMARA, Esq.

Local Agent, **THE SETON-SMITH COMPANY, Edmonton**

PRESIDENT'S RED DEER

Reviews the History of Local Improvement Societies—Purification of the River—Roads and Bridges

Following is the address by President Massey at the convention of the Improvement Districts in Strathcona, Monday, November 21st, 1910.

By Mayor McKee.

Gentlemen,—Before I address you upon the subject of this convention, I would like to officially inform you of the death of the late Mr. J. H. McNeil, a member of the Improvement District of Strathcona, from injuries received in a railway accident. I have been reminded by you gentlemen who were present at the first convention of the Improvement Districts last year, that you have a full grasp of the importance of this convention. He took a very active part in that convention, and his memory serves me right some of the most important resolutions that were passed at that time and it was upon the lives that we are as Red Deer at this time, days before his death, our secretary, received him making an appointment to assist him in his arrangements for this convention, and you see he practically worked to further the cause of the public in Strathcona, and to make this convention a success.

I think gentlemen agree with me that he should be remembered in some way, and I would have made public affairs of this time of his death he had offices besides the local improvement chairman of the board, president of the district, and was a church parish.

Gentlemen,—I think association of local districts, cannot do less of sympathy with a family of the deceased, and I would like to appoint a suitable resolution to be submitted to and, after passing it, upon the records of and a copy of the same, to be placed in the Greenfield, Mr. Code, President's A.

It gives me very great pleasure to be President of the Improvement District. I welcome you to this annual convention since Strathcona, last year, gratifying to those of us interested in this work, the busiest times of the year, are willing to give the time and energy to serve the interests of the local improvement district, we may secure better bridges than what we had.

I think I ought to briefly to the formal declaration. A convention was held at Strathcona last year, when there were some 80 delegates, sitting for two days, number of resolutions before that convention, by discussion, after which reduced to 12, and which adopted by the convention.

Passed at Strathcona, refer to No. 6, you will authorize the formal declaration. The convention needed to form a permanent. A few days after the Strathcona convention was called, in Calgary on January 12, 1910.

I, as president of the Improvement District, received a very cordial letter from the gentlemen who were present at the previous business, appointed me from being ever, I at once wrote to and asked him to attend to L. H. Moorehouse, who is a member of your committee, and they were in attendance. Mr. Lang, of Strathcona, a member of the committee.

It appeared to me at the gentlemen living south, complained that they had notice of the formation, or more of them, been present; and thought they had not sentation upon the executive to which they were in passing, I may say executive committee formed the province, nearly equal as possible, sident was elected from month, your vice-president, Medicine Hat, the secretary from Blackfalds, and from the following: Sedgewick, Strathcona, Edson, so I think the fairly covered.

The Calgary convention passed fourteen resolutions which has been distributed to all local improvement districts in Alberta. At the convention they asked to be placed upon the committee of this nature representatives of the southern part of the better representation.

For pains in the side, pen a piece of flannel, laid a Liniment and his seat of pain. There is For by "ser."