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C. F. HAYES, Business Manager.

MONDAY, OCTOBER 10, 1910.

A TESTIMONIAL TO THE SUCCESS OF LIBERAL POLICY

Initiation is the sincerest form of flattery; at least it is the sincerest acknowledgment of success. In feigning a willingness on behalf of their party to leave the tariff where it is, certain Conservative papers are admitting in the most convincing fashion that tariff reduction in Canada has not been followed by the industrial and commercial disasters promised for it.

It is improbable that in modern and democratic times so many and so varied evils were fore-forecast as the fruits of a line of public policy as were promised the people of Canada if they allowed the Liberal party to get into power and reduce the tariff. The prosperity of the country—what ever that meant in the days when nobody was prosperous—was the offspring of the "National" policy, and if the parent were disabled the child must perish.

But it never got any further than theory. In practice everybody made good customers for the local merchant and the farmer with produce to sell. This everybody was made to help everybody else and everybody was busy and prosperous and happy—in theory.

The manufacturer who is not complaining is not complaining. That minority of the Canadian manufacturers who, to the disgust of high tariff papers, persist in refusing to exert themselves to defeat the lower tariff government, must be the ones who have memories, and who forecast the results of opposing policies by what they know to have been the conditions pertaining under tariff policies in the past.

Our manufacturers have shared with all other classes of our population the splendid results of Liberal policy. Though that policy was not professedly designed to help them at the expense of the other people in the country, it has infinitely benefited the position they held under tariff duties. It has made them prosperous and view to making them prosperous and for twenty years maintained in factually no time at all, he told about the armies, the heavily mortgaged at the time that their possession was minimal, and thousands of them were left in their homes only because the lenders of the money did not know what to do with the farms.

sell their produce, our factories are busy, our industrial workers steadily employed and better paid. Whether the betterment came because of the reduction or not, the reduction certainly did not prevent its coming, as we were warned it would do. And with the betterment in conditions, has come a more just distribution of the taxation levied through the customs houses, and a substantial lessening of the cost of bringing its goods bought abroad. Naturally, this course of things has made low tariff a more popular cause than it was in the old days—so popular that many journals of the high tariff party consider it dangerous to openly avow their faith and expedient even to hint at the possibility of their party abandoning its venerable tradition.

PUSH FOR A UNION STATION.

To the representations of the city Mr. Peters of the C.P.R. writes that he does not see that the company has anything to gain from joining its competitors in the establishment of a union station here. This is regrettable, though no doubt correct. The company have secured excellent property and might conceivably prefer to have their own station and terminals. It was not however the interest of the companies concerned, but those of the city and the travelling public that led to the proposal for union terminals. In the same interests the city authorities would do well to take their case to the railway commission and try to get the inducement held out to the Canadian manufacturer was not to enlarge his factory, employ many hands and turn out a large amount of goods. Rather, it was to run a small factory to employ a few hands, to turn out comparatively small amount of goods, and to charge an abnormally high price for them.

MAKE PAYING CONVENIENT.

The commissioners issued orders the other day to the electric light department to cut off the service of delinquents who do not pay up forthwith, and there has been a rush of business at the receiver's wicket since. The black list was found to contain the names of many prominent and well-to-do citizens, so many as to prove that inability or unwillingness to pay was not the whole cause of the delinquency. The majority of the parties concerned were no doubt as much surprised as were the officials to find their names on the list. Electric light in Edmonton is very cheap. During the summer the month's bill for an ordinary residence does not exceed a dollar. The amount is small, and for which to undertake the trouble of remitting by mail or to make a special journey to the office of the department. Yet only by one or other of these ways can it be paid. In consequence of this monthly neglect and when another month gets a notice that he is in arrears to the appalling extent of \$1.50 and a notice that unless he pays up promptly his home will be in darkness. Still the amount is small, and the temptation to neglect it in preference to journeying down to the office is strong. One remedy for this cause of delinquency would be to put on a collector for the department and thus make it convenient for the patron to pay. It is the inconvenience of paying, rather than inability or unwillingness to pay, that causes a large part of the trouble.

THE MANUFACTURER WHO IS NOT COMPLAINING.

That minority of the Canadian manufacturers who, to the disgust of high tariff papers, persist in refusing to exert themselves to defeat the lower tariff government, must be the ones who have memories, and who forecast the results of opposing policies by what they know to have been the conditions pertaining under tariff policies in the past. It is the inconvenience of paying, rather than inability or unwillingness to pay, that causes a large part of the trouble. Our manufacturers have shared with all other classes of our population the splendid results of Liberal policy. Though that policy was not professedly designed to help them at the expense of the other people in the country, it has infinitely benefited the position they held under tariff duties. It has made them prosperous and view to making them prosperous and for twenty years maintained in factually no time at all, he told about the armies, the heavily mortgaged at the time that their possession was minimal, and thousands of them were left in their homes only because the lenders of the money did not know what to do with the farms.

and eight. Wholesalers in almost every line have been obliged to place orders with the manufacturers months in advance of the time the goods were wanted, and then as often as not have waited further weeks or months before they came to hand. Our industrial workers have been steadily enlarged and wages have generally and largely advanced. The cry for relief has not come from mechanics and technical workers out of employment, but from manufacturers who could not—or claimed they could not—get enough men to run the larger plants they were installing to meet the ever rapidly growing business.

A striking tribute to the excellent opinions and prospects of the manufacturing industry in the country has been the number of new plants, some of them of enormous capacity, which have come into existence. Not only have the old factories hummed with rush orders. Hardly one of them but has grown out of all proportion, every no manufacturing centre in the Dominion in which new factories have not been built, equipped and started into prosperous operation under this supposedly ruinous era of tariff reduction. Of equal significance has been the number of American firms who have been induced to start branch establishments in Canada, some of them as large as any single plant to be found in the country when the protectionist policy held sway.

It would be wrong, of course, to say that this revolution in the conditions of Canadian industry has been altogether brought about by the fact that the tariff has been successively reduced. But some of the credit belongs there. Under the high tariff the inducement held out to the Canadian manufacturer was not to enlarge his factory, employ many hands and turn out a large amount of goods. Rather, it was to run a small factory to employ a few hands, to turn out comparatively small amount of goods, and to charge an abnormally high price for them. The object of the tariff then was to enable him to make big profits on small operations, and in so far as its object was accomplished he was encouraged to help upon selling a few articles for high prices rather than on selling a large number of articles at more moderate prices. He was taught to expect that the law would make him rich on the minimum output of his establishment, and that he was not warranted in exerting himself to develop his business and to create a large concern. The reduction of the tariff destroyed this paralyzing dependence on the favor of the law and taught the manufacturer that in his business, as in every other enterprise, was the finger-board to success.

BOTH TO RETAIN THE LEADERSHIP

He will be returned unopposed in a by-election which is to be vacated for him in South Africa. The Hon. Mr. O'Brien, M.P., is expected to be returned unopposed in a by-election which is to be vacated for him in South Africa. The Hon. Mr. O'Brien, M.P., is expected to be returned unopposed in a by-election which is to be vacated for him in South Africa.

QUALITY FOR CITIZENSHIP.

He was a wise man who said, "Get wisdom—she is more precious than rubies." Now the wisdom acquired by a modern child to become an average citizen capable of discharging his duties as a citizen without someone to impart it, and teachers cannot be secured without salaries or other adequate compensation. Until recent years it was practically impossible to secure an education in England unless a person was wealthy enough to pay for it. There were charity schools, but it was considered almost a disgrace to send children to them. Parents who were able to pay for their children invariably sent them to schools where tuition fees were charged.

THE FORTIFICATION OF PANAMA CANAL

Washington, October 5.—Now that the United States is about to complete the Panama Canal, many nations are interested in themselves in the question of its fortification, but the one who has succeeded in raising discussion of the proposition. The United States, however, is going ahead calmly with plans for the fortification of the canal, which are being opposed by the United States. The eyes of the world are turned toward the little strip of land ten miles wide and forty miles long through which the United States, to the cracking of the steam shovel, and the boom of the exploding dynamite, is rapidly opening the big ditch which is to unite the Atlantic and Pacific oceans. The Panama Canal is no longer a project. It is now almost a reality.

and pauperism prevail to such an extent among the poorest of these three cities that thousands of children receive practically no education. From casual conditions it would appear that the child has been regarded as a sort of by-product of modern civilization to be exploited for every cent of it. Such a policy is criminally short-sighted, and the government of Canada in formulating her laws to prevent the existence of any such conditions when the population is numbered by tens of millions, should not be so distant in the future. Edmonton is a highly progressive city. The greater part of it has sprung within the last five years. The investigating agent of a large company which is siding up the prospects of Edmonton, gives it as his opinion that within the next five years the population of this city will be 150,000. The coal mines are simply waiting to turn the machinery of the manufacturing industry on in operation. Let every parent in Alberta be vigilant in seeing that his children make the best of public school education. There are great things for the future of this province. Fit your children to play a worthy part.

Both a party of good people who have ambitions; they would be happy to support a foreign missionary, build a hospital, a church, had they the necessary capital. Some of these people have intelligent, normal-minded children, children capable of being trained into almost any sphere of industry, and yet the parents pine for lack of scope! Do we realize what it is to so educate a child that he becomes a well-informed, everyday citizen, aggressively industrious, strong in godliness, a man or a woman broad enough to see things as they are and reject the encroaching cant for the realities of life? We are able to discriminate between true helpfulness and indirect contribution to pauperism?

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DEFENCES NECESSARY TO NEUTRALITY.

If the canal is to be strictly neutral it must be kept open to ships of any belligerent nation. This cannot be done if a fleet of one of the combatants can stand off the entrance at sufficient distance to be beyond the range of the guns of the shore batteries and pick off a hostile fleet coming to attack the canal. The question is whether it is possible to station a fleet of ships of sufficient distance to be beyond the range of the guns of the shore batteries and pick off a hostile fleet coming to attack the canal. The question is whether it is possible to station a fleet of ships of sufficient distance to be beyond the range of the guns of the shore batteries and pick off a hostile fleet coming to attack the canal.

TO HARNESS THE SUN FOR ALL MAN'S WORK

Wonderful Plans of Scientists Are Made in Washington—Use the Wind and the Air to Secure Power. London, Oct. 6.—Scientists from many countries had a real field at the meeting of the British Association in Sheffield. Sir Oliver Lodge suggested that if electrification has an influence on weather it may be only a question of time before weather can be controlled and literally "manufactured" just as desired. Dr. C. Chree insisted that it is not improbable that electricity in the air has influence on the growth and health of trees; hence in a short time this influence may be turned to great agricultural and economic interest.

RAINBOW REACHES PACIFIC.

Reported at Comblumbe on Oct. 4th, One Day Ahead of Time. Ottawa, Oct. 6.—The naval department has been advised that the Canadian training ship Rainbow, en route to British Columbia waters, is now in the Pacific, having reported from Comblumbe on October 4th, one day ahead of time. The Rainbow remained at Comblumbe long enough to coal, and then proceeded north.

SEVEN YEARS IN PRISON.

Sentence Given Bonnie Glen Man by Justice Stuart in Wetaskiwin. Wetaskiwin, Oct. 6.—John Donell, of Bonnie Glen, was given seven years in prison by Justice Stuart in the supreme court here this afternoon, following a conviction on a charge of seduction. The victim of Donell was thirteen years old.

BORROWS KNIFE TO SLAY.

Seattle, Oct. 6.—Mrs. Annie Hutchings, aged 66, a widow and a relative of former Mayor A. W. Mowat, of Ballard, suffering from a temporary mental aberration, yesterday went to a neighbor's house and borrowed a butcher knife. She returned home and slashed her throat in a woodshed in the rear of her home, dying shortly afterwards.

ARE SELLING.

London, Eng., Oct. 6.—The land sales of the Army were held in London, Oct. 6. The land sales of the Army were held in London, Oct. 6. The land sales of the Army were held in London, Oct. 6.

THE FULLER & JOHNSON FARM PUMP ENGINE. Complete in itself. Needs no pump jack, no anchor posts, no cement foundation, no belts, no towers, no arms. Means "good-bye" to windmills. This engine can be operated all the year round, as it is air cooled, and it is so simple that anyone can run it. You have seen the Fuller & Johnson Engine advertised in your farm papers. Come and see it in operation at our warehouse, when in the city.

THE BELLAMY CO. Corner of Rice & Howard Streets, Edmonton. The world-famed district of B.C. Possessing the greatest bargains in the whole Okanagan. Prices the lowest; terms the most reasonable. Any acreage. Small holdings the specialty, 10 acres to 20,000 acres. \$30 per acre in small tracts. Reasonable rates on larger tracts. Special inducements to Colonization Companies and men of capital seeking safe, reliable conservative investment. Property exchanged for improved farms and city property of high commercial value.

Hitchmer Bros. GLENCOE, BRITISH COLUMBIA. WEITBANK, GLENCOE, BRITISH COLUMBIA. over it, and from heat being conducted into the ground. The inventor claimed that by this device water can be heated above the boiling point.

Table with 2 columns: City, Week ending, Week ending. Montreal, Oct. 6, 1910, Oct. 7, 1910. Toronto, Oct. 6, 1910, Oct. 7, 1910. Winnipeg, Oct. 6, 1910, Oct. 7, 1910. Vancouver, Oct. 6, 1910, Oct. 7, 1910. Ottawa, Oct. 6, 1910, Oct. 7, 1910. Quebec, Oct. 6, 1910, Oct. 7, 1910. Calgary, Oct. 6, 1910, Oct. 7, 1910. Halifax, Oct. 6, 1910, Oct. 7, 1910. Hamilton, Oct. 6, 1910, Oct. 7, 1910. St. John, Oct. 6, 1910, Oct. 7, 1910. Victoria, Oct. 6, 1910, Oct. 7, 1910. London, Oct. 6, 1910, Oct. 7, 1910. Edmonton, Oct. 6, 1910, Oct. 7, 1910. Regina, Oct. 6, 1910, Oct. 7, 1910. Brandon, Oct. 6, 1910, Oct. 7, 1910. Lethbridge, Oct. 6, 1910, Oct. 7, 1910.

STOKER SCALDED. One Life Lost in Wreck of Pacific Steamer. Panama, Oct. 4.—One life was lost in the explosion on the steamer Chirique, of the Pacific Steam Navigation Company, which sank after her boiler exploded. A tugboat which reached here late today from Jarachet reports that all of the passengers and crew of the steamer were safe in that port, with the exception of a single stoker, who was caught in the fire room and scalded to death.

THIRTY-SEVEN IN AN ILLINOIS INTERURBAN CAR. Travelling Party of Sixteen Others Injunctively Fatally. Springfield, Ills., Oct. 6.—A party of thirty-seven people, of whom thirty were killed, and six were injured, were on an interurban car on the main track, and a sharp turn in the track caused the car to overturn. The car was overturned on its side, and the passengers were thrown out. Sixteen of the passengers were killed, and six were injured. The car was overturned on its side, and the passengers were thrown out. Sixteen of the passengers were killed, and six were injured.