THE EDMONTON BULLETIN

(SEMI-WEEKLY.)

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DUNCAN MARSHALL,
Manager

MONDAY, NOVEMBER 16, 1908.

NERVE.

The gentleman who sought to stir up the Ontario Fruit Growers' Association to demand a duty against California fruit coming into the West merits admiration for his colossal nerve. There is not in the circumstances anything to justify the ultra-protectionist advocating such proposal. Ontario is not farther from Winnipeg than California, and ought to be able to lay fruit down there as cheaply as the California growers. If they cannot do so then the fault lies with the transportation charges and the Association should besiege the Railway commission to take these in hand. In any such effort they may count on the unlimited and unqualified sympathy and support of the West; but on any propaganda for shutting California fruit or any other fruit out of this country by a tariff wall they may count quite as certainly on our lively and persistent hostility.

To one familiar with the history of the fruit business in the West there is an element of irrepressible humor in this proposition. The time is not so very far distant when the Ontario shipper controlled the western fruit market clear to the Rocky Mountains. He lost that market not so much by the enterprise of rivals as by his own systematic swindling of his customers, for it was the disgust awakened by this persistent robbery that gave impetus to the infant industry in British Columbia and disclosed an opportunity for business to the dealers of California.. It became a matter of course for the purchaser of a barrel of Ontario apples in the West to find a few layers of respectable fruit at either end of the barrel hiding an interior filled with seedlings and windfalls. This soon ceased to be a joke and became a sore spot in the public mind. While the Inspection Act has worked a betterment it has by no manner of means terminated the offence and the fact stands today that a western man with experience buys apples from anywhere else rather than from Ontario.

The fault of this of course lies not with the Ontario fruit grower, but with the shipper. Yet it was a shipper who told the growers' association that what they needed to capture the western market was a duty to keep California fruit out of it. If his hearers felt themselves inspired to do something to beter the prestige and enlarge the sale of their product in the West the means nearest their hands is to eliminate from the fruit business the class to which the orator belongs. To their mischievous intervention is due the poor reputation Ontario fruit bears in the West today and to that reputation is due in the first instance the loss of the western market to the Ontario grower. Ontario apples have probably no superiors in the world, but the kind of apples sent hither by Ontario shippers have frequently nothing to identify them but their names.

Sooner or later though the western market was bound to pass out of the hands of the Ontario growers, for the most part. The province of British Columbia has only begun to produce fruit as yet, but already it sends train loads onto the prairies every day during the shipping season. Even Manitoba is about as near the fruit lands of British Columbia as to the fruit-producing centre of Ontario. In the country beyond Manitoba no one in his senses would imagine Ontario could continue to control the fruit market against the development of the orchards west of the mountains. So far at least as Alberta and Saskatchewan are concerned Ontario may as well give up any hope of providing them with fruit. In a generation or so they will produce a very considerable proportion of their apple supply themselves, the remainder they will procure from the nearest fruit district, which is British Columbia. This is the necessary conclusion from the facts of geography, and it is substantiated by the fact that so far the purchaser of British Columbia apples has got what he paid for.

It is interesting to note that the gentleman who wanted to reverse the plans of the universe by forcibly retaining the western market to the Ontario grower was the Opposition candidate last month in the constituency of Wentworth. From his present performance we may guess which way his voice and vote would have gone in the tariff discussions of parliament. If his course there would have been in accord with his present campaign the West should formally tender Wentworth its hearty thanks for leaving him at home. And if the argument he advanced for his election was no more self-consistent than the reasoning he applies to the fruit situation, it is not hard to determine why the electors of Wentworth did so.

NATIONAL POLICY.

Germany is said to be disappointed in the results of the United States elections. The return of the Republicans is not considered likely to result in any downward revision of the tariff, and a downward revision of the United States tariff is held to mean advantages to Germany in the struggle for manufacturing supremacy. Whether Germany or the United States would most benefit from such revision of course involves the whole problem of the economic effectiveness of "protection." But whichever view one may hold, the fact that Germany is disappointed at the prospect of tariff maintenance on the part of the United States illustrates the point that nations strive now for supremacy with the weapons of peace more than with those of war.

The fear of war, or the possibility of war, is a powerful motive in shaping of the aspirations for national greatness. The wealthy nation under modern conditions is the nation most likely to win in an appeal to arms, other things of course being equal. For this reason nations base even their hopes of military ascendency on their accomplishments in the arts of peace. The nation which wishes to impress the world with a sense of her power and to thus wield an unusual influence in international, or other-national, affairs, shapes her economic policy along the lines thought likely to make herself independent and self-dependent. Whether or not the United States and Germany are correct in the view that high tariff conduces more to this end than low tariff, they adopt and practice protection because they believe it does so.

It was largely for the same reason that Britain adopted and has maintained free trade. Though the conditions of her people made cheaper food the most conspicuous and most used argument for the removal of duties, this was accompanied and endorsed by shrewd considerations of the means most likely to develop British industries and maintain Britain's industrial and economic ascendency. The practical form in which this consideration was clothed came to be, that by buying from others Britain would force others to take her goods in exchange. A market would thus be found abroad, expanding in proportion to the freign trade. The results have amply justified the correctness of the conclusion, but whatever the results might have been the fact remains that the promotion of national greatness was an argument in determining the fiscal policy of Britain, as that of Germany and the United States.

In Canada this must also be so. It is of first importance to consider the well-being of our people and to formulate our fiscal policy with a view to conserving and fostering this. But it is also of first importance to consider the status of Canada as a nation among nations, and to shape our tariff policy to promote the advancement of the national standing in accord with the resources of the country and the capabilities of our people. If it is important that our people live well, it is also of importance that they remain a people, and that we govern ourselves in the world along lines likely to produce a country independent in strength and self-dependent in resources.

This by no means infers that we must adopt the methods of our powerful neighbors. Whatever in the evolution of things we may become, clearly Canada cannot within measurable time hope or expect to challenge the supremacy of the manufacturing giants of the world. Nor is it necessary in the upbuilding of the nation that we should strive abnormally to do so. The policies of Britain, of Germany and of the United States were all adopted under necessity as much as from choice. Each of these countries had to become manufacturing nations or cease to entertain hopes of large national growth. They had not the room in proportion to their population to allow of making agriculture the dominant economic element. If they wished either to increase in population or even to support their present populations properly they had to shape their fiscal policies to develop manufacturing industry.

If, as protectionists tell us, Canada is not situated to adopt the tariff policy of Britain, neither is she situated to adopt that of Germany and the United States. We have immense territory yet unproductive. We have a small if it were wise to follow their example. We have immense territory yet unproductive. We have a small population, and in comparison with the world-powers must continue to have a small population for generations. As their interests were of necessity the development of manufacturing, our interests are of necessity the development first and foremost of agriculture. We are bound to follow their lead only in considering what is our primary national resource, and then in shaping our national policy to make the development of this the foundation industry of our future. No nation building on the foundation of its natural adaptability can fail, nor need any hope to accomplish in the long run greater things by artificial means than might have been accomplished by following the hints and morals of circumstance.

Protectionists talk sometimes of agriculture as if it were a secondary or subsidiary occupation. They laud the "manufacturing powers" as the only fit models for copying, and insist that unless we strive for the ideals these hold before them we are aiming at less than we should expect and wish for Canada. This absurdity cannot stand moment's scrutiny. If men cannot live by bread alone, clearly they cannot live without bread. Surely then the man who produces bread is as worthy as the man who makes machinery to save labor or jewelry to ornament those who feel the need. And surely the nation which produces food for mankind is working along quite as honorable and quite as reliable lines as that which produces inferior pianos at excessive prices for their torture, and tin watches at the cost of silver for misrepresenting the time to them. If men cannot live without food neither can nations. The more exclusively manufacturing a people become the more they must rely on some other people for their bread. And the more a nation comes to rely upon another nation for food the less independent and self-dependent must that nation become. Conversely, the country whose people are engaged primarily in the production of food is surely working toward the most absolute self-dependence possible. The farmer is the most independent man on earth; for precisely the same reason the nation of farmers stands highest in the scale of economic independence.

Canada's geographical position assures to us the development of a proper proportion of manufacturing industries without the added incentive of a hold-up tariff. On the ground that the interests of the many should be considered first the development of our agricultural capabilities should not be swamped in an attempt to prevent other powers from doing business with us. It takes two to make a bargain, and if Canada does not buy abroad Canada need not expect to sell abroad. With no hostility in the world for the manufacturer we should direct our fiscal efforts first of all to foster trade with the people to whom we must look for purchasers of our farm products. Our geographical position in itself assures the development of a proportionate amount of manufacturing with no higher protection than that incidentally afforded by the maintenance of a tariff for producing revenue.

HANDLE SCANDAL WITH GLOVES.

Collier's:—The results prove that a scandal campaign does not always scandalize. A dark story is like the first proof of a photograph. It loses its color when exposed overlong to the light, and then—you have no proof. Mud-slinging, as a sport, can not hold the spectator any length of time. There are no two points about it. The Opposition used a seven months' session of Parliament to talk scandal. They used a two months' election campaign to warm the scandal talk over. They heaped a Pelion on Ossa of heroes and kept on heaping. The emotion of disgust is like any other emotion—it may become jaded. That was what happened to the Opposition scandal campaign. People got tired. They said with the Queen in Hamlet: "The lady doth protest too much." So much palaver bespoke insincerity. A strong breath, you know, for a weak cause. The philosopher knows that the way to treat scandal is as perishable freight. It must be pushed through to its destination. If it goes bad it will smell like a car of rotten fish and will drive people off. The way to have managed that scandal campaign was for the opposition to have said nothing about it during the session of Parliament, nothing about it until the last three weeks of the campaign, then to feed it in fast and furiously. So would the nation have been properly shocked. And so it would have voted in a panic—perhaps. As it was, nearly every member of the scandalbund—Fowler, Pope, Bennett, Lefurgey, Cockshutt—were defeated. The only tongue-thrasher that was retained was George E. Foster, who is a man of brains and useful to his party for something besides his noble organ of vituperation.

CRIMINAL CHARGES AT RED DEER.

Men Accused of Counterfeiting Discharged.

Red Deer, Alta., Nov. 10.—At the supreme court sittings Alvin Farr, charged with having counterfeit coins and instruments for making the same, was tried before Justice Stuart and a jury. A verdict of acquittal was brought in.

Michael Quinn, who was also charged with having in his possession counterfeit coins, asked to be tried without jury, was also discharged.

The case of Henry Weir, charged by Bernard Hibbert with the seduction of his daughter, was again brought up, two former juries having disagreed. The new jury also failed to agree and the prisoner was bound over to appear when called upon. It is doubtful if the crown will press the charge.

F. Wagner, charged with stealing cattle pleaded guilty, and was sentenced to one month in jail. This clears up all the criminal cases.

Earnings of C. P. R.

Montreal, Nov. 11—The traffic earnings of the Canadian Pacific railway for the first week of November increased by $115,000 compared with the same week a year ago.

TIME TO ACT.

The action of the board of trade anent the union station project is timely and merits the attention of the city council. The public advantage of one centrally located station used by all roads, against individual stations scattered wherever caprice, interest or chance sees fit to locate them, does not need to be argued in this era. If this advantage is to be gained for Edmonton the time to act is now. Two of the railways entering the city are coming in on parallel tracks and officials of each have expressed willingness to unite in providing depot accommodation. This would seem to suggest a suitable starting point for action and the council might direct their efforts first to securing an agreement to this end from the C. N. and the G. T. P. There is no reason to assume that the Canadian Pacific are unfavorably disposed to entering the arrangement, and every effort should be made to include them also in the initial project. The advantage of early action is that it has a splendid chance of success so far at least as two roads are concerned; and with a union station already established and in use, Edmonton would be in excellent condition to assert her rights and claims before the Railway commission when other roads desire to enter the city. We could rely then with some assurance on being able to compel them to use the union depot whether they wanted to or not.

INVESTIGATING INVESTIGATION.

The daily reports from Quebec are ample evidence that Judge Cassels regards his commission to investigate as a warrant for investigating. They provide all that will be necessary to expose the absolute injustice of attempts that have been made to represent the inquiry as a whitewashing process, and unless we misread the signs of the times some people who formerly pooh-poohed the inquiry as meaningless will be protesting pretty soon that it has altogether too much meaning. Whither the investigation will lead no one knows; but the country will rest with the conviction that it will lead wherever it appears proper and advisable in the public interests that it should lead.

The evidence already adduced, says the Montreal Herald,

"Certainly confirms the statement made by the civil service commissioners as to a lack of conscience on the part of the officials of the marine department. It appears, on the testimony of one witness, who seemed very sure of his facts, that prior to June 30, 1906, there was no systematic control over the payments for work done or supplies ordered by the department through its agents. Payments were made in three or six months, and sometimes years. People who did business with the department were paid by the agent, who was repaid some time, and who for the accommodation charged five per cent.; which five per cent., whatever technical excuse might be made for its justification, these business men quite clearly understood was being exacted from them as the price of favors rendered and of others to come. What is to be remarked is that this system was stopped on June 30, 1906, the end of the fiscal year following Mr. Brodeur's assumption of the office of minister. In the testimony given at Ottawa last session it was brought out that Mr. Brodeur firmly insisted upon putting an end to the system of holding over payments that had been the previous rule in the department, and it also developed that his troubles began at this point. When the organization as it was could not be made to give him the information and the satisfaction he wanted, he started in to improve it, and straightway ran into the determined, if too often devious, opposition of his officials, some of whom, as he persisted in his determination, found their way into secret conclaves with Opposition members. It is still an open question whether Mr. Brodeur would have been better advised to go on and reform his department with a strong hand; he was evidently in the way of doing all that will have to be done as a consequence of the Cassels inquiry. It may be, however, that in the long run it will be better that the public have the advantage of the testimony that is being given, for the knowledge that the public understand will serve to strengthen his hands against such intrigues as at one time looked to be powerful enough not merely to nullify his work but to endanger his career."

THE MARKET PROBLEM.

The board of trade are urging on the city council the advisability of erecting a market building in the coming spring. They will have the general approval of the citizens. So far as the need is concerned they would be in order in urging the erection of the building this fall. The need, however is not the only consideration in such cases, and a definite understanding that the work will be undertaken with the return of the building season will be considerably nearer than we have previously come to the desirable end.

The growth of the city during the past year has considerably complicated the market problem. The increase of population in the north and east, and in the west, raise the question of whether we had not better arrange for a market in either end of the city than to spend a considerable sum on one so situated that it is not particularly convenient to either of these two main residential sections. Whether or not this would be advisable is a proper matter for the council to consider, remembering not only where settlement is most dense today, but where the increase must in the nature of things occur during the coming five or ten years. So long as the Hudson Bay company retain their unsurveyed block intact so long must the residence sections continue to spread to the westward and the northward. This will make not for a more compact but for a more extended city. To this tendency the street railway will also contribute by bringing within easy reach of the business section property which heretofore has not been available for general residential purposes. On the other hand by annihilating distance the railway will make the present market more easily available from all parts of the city. The question is not one for dogmatic pronouncement but for the exercise of business judgment. Such the present council is admirably constituted to give it.

It may be noted that the establishment of other markets would by no means leave the present property useless. If so, it could be turned into cash without trouble at very gratifying figures. But the city will have need of it, even supposing it were abandoned as a market. Some time, probably sooner rather than later, we must face the question of a city hall and of additional room for municipal offices. There will be a steady and a very large increase in the employees needed to handle the business of the city, the more so that this includes the management of the electric light, the telephone, the water and sewer and the street railway systems. For these office room must be provided, and the present quarters are already about at their limit of accommodation. The central fire hall, too, may have to be replaced by a much larger structure, for on it must rest the heaviest burden of protecting the congested business district of the city. For these buildings the present market square offers a splendid site. It is perhaps as centrally situated as any available, and it offers all the room necessary for the purpose. Already several of the departmental offices are located there, and the telephone building is situated in the adjoining block. Altogether it seems the logical site for the enlarged civic buildings which we must undertake before many years. Its abandonment as a market seems to be very much a matter of time.

VOLUNTARY PREFERENCE.

Canadians for the most part get their glimpses of Great Britain through the distorting haze cast across the British political and industrial landscape by a high tariff cable service. For this reason they are likely to credit tariff "reform" with an advance it has not made, and to regard free trade as a cause which, if not actually undermined and doomed, has received some staggering shocks. For it must be admitted that the tariff "reformers" are assiduous advertisers and that they seem particularly and persistently anxious to tickle the fancies of Canadian trade-prohibitors.

To the reader who has been led into such notions by highly colored cablegrams, the speech of Mr. F. W. Hirst in Ottawa Monday is worth noting. Mr. Hirst is the editor of the London Economist, perhaps the leading financial journal of the Old Land. His purpose was to present the obverse side of the preferential trade policy—the side which presents itself to the man in Britain who objects to the imposition of a tariff on British imports. This is a side of the case not frequently turned to the Canadian reader, but a side in which as a party concerned in the preferential movement he is vitally interested.

Preference so far as we have it today is a purely Canadian affair. We established it as a feature of our tariff for our own purposes and without considering whether or not Britain would or could respond in like manner. The experiment has been highly satisfactory, so satisfactory that it may be considered to have become our settled policy to admit British goods at lower rates of duty than those from other countries.

It would be undoubtedly equally gratifying to Canadians if Britain saw her way clear to impose a tariff against the rest of the world on such goods as we have to sell her. But there are some other considerations involved in the tariff "reformers" proposal to establish a kind of machine-made general Imperial preference which must not be lost sight of—yet which are duly screened from observation alike by the tariff "reformers" of Great Britain and by their allies, the high protectionists, in Canada.

To one of these Mr. Hirst referred. It would be better, he said, for Canada to have even a much higher tariff than today of her own making, rather than that Downing street should have a voice in the making of the Canadian tariff. Yet under the scheme proposed by the British protectionists this must be the case. Canada would by it be bound to treat Britain as Britain treated Canada, regardless of whether our interests were advantaged or injured. If the Britisher, to help Canada, consented to pay more for his bread, Canada would be bound by every tie of kinship and every obligation of honor to forego her own interests if necessary to retaliate in kind. Similarly we should have to deal with India, with South Africa, with Australia, as these dominions dealt with us—or the Imperial preference would be nothing more than the name for a shadow. Our tariff then would be framed not in Ottawa but in London in Calcutta, in Cape Town and Melbourne; and not to advance our own interests but to pay the debts of commercial honor these countries claimed against us. This would be nothing but an indirect and self-deceiving method of handing over to other people the power to fix our tax rate and determine our fiscal course for us—a proposition hardly likely to awaken enthusiasm among a Saxon people.

Canada has led the way in the only form of Imperial preference practicable, wise or necessary. The British preference was extended voluntarily, and not in charity to Britain but in loyalty to Canadian interests. If in operation it benefits Britain Canada is doubly gratified; but the primary motive behind it was the laudable and common one of bettering our own circumstances. Our preference was a business proposition. It remains because we consider it has bettered and will continue to better our conditions. If, or when, Canada considers that it no longer does so the preference will be dropped. Its maintenance or suspension rests absolutely with Canada. We extended it voluntarily and without condition; we are therefore under no obligation to maintain it if we do not think it in our own interests to do so.

This is the only kind of preference to which the dominions of the Empire would submit. If Britain saw fit to impose a tariff against other countries in respect of the commodities we have to sell Canada would be advantaged and duly thankful; but Canadians have not, and do not, claim to have any right to suggest to Britain that she should do so. That is the business of the British people and of them alone. They are the custodians of their own interests and we have no more right or desire to tamper with their fiscal policy than they have to interfere with ours. Similarly if the people of Australia grant us a preference they will be expected to do so not for the benefit of Canada but for the benefit of Australia; and will be perfectly free to withdraw what they have extended when convinced that it no longer serves their purpose. There are many reasons to believe that the Dominions would benefit generally from the granting of trade concessions to each other, but the granting of such concession must carry no obligation to continue it against the interests of the giver, nor must it convey to the other portions of the Empire the privilege of interfering with the giver's fiscal policy.

Voluntary preference, extended in self-interest, will accomplish all in the way of Empire solidarity that can be accomplished by fiscal policy, and what is thus accomplished will be durable. A partnership to stand the strain must be voluntarily entered into and must rest on the conviction of each member of the firm that the partnership is a good thing for him. Complete local autonomy is the only possible and durable foundation for an Imperial trade policy.

THE LAUNCHING OF MAMMOTH WARSHIP

When "North Dakota," the First of the Semi-Dreadnaught Type, Made Initial Plunge Into the Waters of Fore River Step Towards Supremacy on High Seas of Uncle Sam Was Marked.

Fore River, Mass, Nov. 13—The launching this week of the North Dakota, the semi-Dreadnought type of vessel to be built for the American navy, marks a step toward the supremacy of Uncle Sam on the high seas. All records for speed were broken in her construction, and while much remains to be done in fitting the leviathan for active service, all indications point to its completion many months before the expiration of the three-year limit allowed by the government. The keel of the big vessel was laid on December 16 last, and by October 1 last the ship was 54 per cent. completed. It is expected that the North Dakota will be in commission within two years from the date of the laying of her keel, which will break all records of American shipyards. When commissioned, she will be commanded by Captain Chas. J. Badger, superintendent of the Annapolis Naval Academy.

Some Rivalry.

The North Dakota is a sister ship of the Delaware, in process of building at the yards of the Newport News Shipbuilding and Dry Dock company at Newport News, Va. On October 1 the Delaware was 44 per cent. completed, according to the official reports to the navy department. A fierce rivalry has marked the construction of the sister ships.

The North Dakota and the Delaware are almost precisely alike, each having a long forecastle deck extending from the bow almost to the center of the vessel. The ten twelve-inch guns are arranged in five turrets, two to a turret, the forward turret being so located that the axes of its guns are twenty-four feet above the water line. Just abaft this turret of the forward turret. Abaft the break of the forecastle deck, and also situated on the axis of the ship, are two more twelve-inch gun turrets, and abaft and near the stern is the fifth and last of the big turrets.

The wonderful speed of these big ships, twenty-one knots, makes every other battleship not turbine driven a tortoise-like affair. In an action a fleet of Dreadnoughts might accept or decline battle, as suited its convenience. It could also choose its own range and control the rate of change of range.

Although the tremendous power of concentration secured by the ten twelve-inch guns of a Dreadnaught is the principal reason for the adoption of this new type by all the navies of the world, its cost is much less than four small battleships aggregating the same power. As to the question of maintenance, it costs no more to keep the big ship in commission than the small one. A million a year is about the expense of it. Strange as it may seem, it does not require so many officers to man it. Fewer men are necessary to serve the ten guns of one of our new Dreadnoughts than are required for all the guns of the Missouri.

In combat such ships would conquer without wasting a single shot. Secure in the possession of impregnable armour, one of them could descend on her adversaries and with the concentrated fire of her ten hard-hitting guns hammer the little ships to the point of surrender or speedy annihilation. Her perfect fire control would never permit a miss. Sweeping noiselessly across the sea, her pointers, following the enemy in the crosswires of their sights, her ten enormous guns high above the waves' spray would seek out the vulnerable point of the enemy and by continuous pounding would silence his heaviest guns.

Naval experts are now generally agreed that the Dreadnought type is the battleship of the future and that the nation with the largest and most efficient fleet of these monsters will control the world. Although late in getting into the game, Uncle Sam will find his two new ships a valuable addition to the navy, although many more will be necessary to cope with the great nations of Europe.

BRITISH PRESS COMMENT.

On Proposed Line of Steamers Between Canada and Germany.

London, Nov. 11.—Referring to the proposed Trans-Atlantic line between Germany and Canada, the Pall Mall Gazette says: "As trade develops the tendency will be for a closer fiscal understanding between Germany and Canada and thus a farther whittling away of the British preference, such as the French commercial treaty has already begun. This is one of Germany's avowed objects, and it will be accomplished unless we avail ourselves in time of commercial alliance with the Dominion, which is still at our disposal."

Regarding Henniker Heaton's agitation for penny cables, the Gazette says that if the Imperial aspect of the scheme is to be pressed it is obviously with the All-Red system that reforms must begin.

The Aberdeen Free Press says Heaton's appeals may serve a useful purpose in stimulating discussion, but they certainly cannot at this particular stage be regarded as within the sphere of practical politics

The Dundee Advertiser suggests that the British government buy one of the Atlantic cables and show what can be done with cheap rates.

ILLITERATES CONTROLLED.

Hungary's Universal Suffrage Bill Gives Franchise to 1 in 10.

Budapest, November 12.—A bill for universal suffrage in Hungary was presented to the Chamber of Deputies today by Count Andrassy, minister of the interior. It contains many novel provisions designed to prevent political power from falling wholly into the hands of illiterates or those not in a position to use it in the interests of the country, but to retain it in the hands of the intelligent sections of the population.

The bill provides that every Hungarian over 24 years of age, who has resided in any community one year, is entitled to vote. Illiterates, however, must be assembled in groups of ten, and each group will have the power to select one elector. As a result of this statement these classes are characterized in the preamble as "particularly accessible to incitement of agitators," and will have only one vote for every ten men.

Third Candidate in Winnipeg.

Winnipeg, Nov. 11.—Alderman R. A. C. Manning, a popular young barrister, who has served at the council board for two years, announces himself as a candidate for mayoralty. There are now three candidates in the field—Manning, Evans and Forrester.

Breach of Promise Action.

Ottawa, Nov. 11.—Judge Rochon, of Hull, has reserved judgment in the breach of promise action of Miss A. E. Desautelles, of Montreal, for $5,000 damages against Dr. Cartier, of Nomini'que.

Quebec Manufacturer Assigns.

Quebec, Nov. 11.—Mr. F. O. Schryburt, doing business under the name of F. Schryburt & Co., as boot and shoe manufacturers in this city, assigned today with liabilities of $42,397 and assets of $48,400. The principal creditors are from this city and include the Banque Nationale, the St. Roch branch, $8,510; Anglo-Canadian Leather Company, $3,791; Apion & Co., $3,496; Mrs. A. Wallace, $8,600, Mortgage; T. Mahoney, $4,500 mortgage.

May Not Speculate in Scrip.

Ottawa, Nov. 13.—A notice has been posted in the interior department to the effect that employees discovered dealing in veteran land grants will be visited with instant dismissal from the government service. It was discovered that some speculative civil servants were inclined to do some dealing on their own account in scrips.

It isn't so difficult to strengthen a weak Stomach if one goes at it correctly. And this is true of the Heart and Kidneys. The old fashioned way of dosing the Stomach or stimulating the Heart or Kidneys is surely wrong! Dr. Shoop first pointed out this error. "Go to the weak of ailing nerves of these organs," said he. Each inside organ has its controlling or 'inside nerve.'" When these nerves fail them those organs must surely fail. This vital truth is leading druggists everywhere to dispense and recommend Dr. Shoop's Restorative. A few day's test will surely tell! Sold by all dealers.

EDMONT

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ter of Edmonton, which is pronou
one of the best in the Domi
much credit is due to the may
that time, William Short, an
council board, composed of
Cushing, Chas. May, D. R. F
E. D. Grierson, James Ross and
Picard. It was sanctioned by
territorial legislature after it
been considered week in and
out in the town council here. O
its main features and one that
been of inestimable benefit in
development of the city is the
tion system, a modification of
single tax idea by which impr
ments are exempt from taxation.
a result the man with unoccu
land soon found that it was t
advantage to build, for he had
pay as much for his vacant lot a
next door neighbor with a large b
ing. The single tax idea, has
with almost unanimous endors
since its inception.

When Edmonton laid aside
swaddling clothes in November,
and assumed the more signif
garments of city government, its
velopment was only in the in
stages. Public ownership of
utilities has ever been the watchw
of Edmonton, but little had been
while it was still a town. True it
its municipal electric light sys
purchased in May, 1902 for $1
from a local company; its munic
telephone system was then being
gotiated for and was taken ove
December, 1904, from a local co
ny for $17,000; and its water
sewer work was in course of
struction, having been started in
and put into use for the first tim
1902. This last was really the
serious undertaking that Edmon
faced, and in the first year of
struction there was an expenditur
about $80,000.

Concrete Pavements Then Unkno

Concrete pavements in Edmon
were practically unknown four y
ago, all that there was in the city
that time being 204 feet around
Alberta hotel, constructed in 190
a cost of $830. To-day there
miles of similar sidewalk where
that time were narrow sheep path
plank sidewalks.

In 1904 the water and sewerage
tems were confined to a few blocks
the center of the city. Now alm
every part of Edmonton within
mile or more of the centre of po
lation is served, and every mo
sees extensions into the more ou
ing sections.

Of the telephone service little n
be written. In 1904 an oldfashio
system afforded a measure of
venience to about two hundred
scribers. Now there are over
subscribers, and Edmonton has w
is pronounced by every visitor to
the most up-to-wate automatic
vice in the Dominion.

Modern Electric Light System.

The electric light system, wh
has been improved from year to y
since its purchase in 1902, will s
undergo a complete transition by
operation of the new gas produ
plant which commences work n
week. Next year the construction
the new water power house up
river at a cost of $750,000 will ma
the passing away of the old wat
works system as it was in operati
at the time of civic incorporation.

Of the street railway and ma
other improvements of a lesser
ture that go to make up a mode
city it is unnecessary to make lengt
reference. They speak for themselv
in no uncertain note of progress a
development.

First Year as a City.

The civic elections for the year 19
took place a short time after the cit
incorporation. K. W. McKenzie w
chosen by reclamation as first c