

EDMONTON BULLETIN

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MONDAY, DECEMBER 31, 1906.

HIS MOVE.

A Halifax divine is persuaded that the brains of the Dominion lie in the Maritime Provinces. The decision being of a harmless nature and originating in excess of local patriotism need not be considered an occasion of offence. It may be said, however, that said "divine" appears to "lie" in the Maritime Provinces only until a favorable opportunity offers to rise and travel west. If the present movement continues the Halifax pastor will awaken some bright morning to find that the glory has departed from Labrador and that the brains which now lie in the Maritime Provinces are hustling on the prairie. The pastor should come west or he will be lonesome one of these days.

THE EIGHT HOUR BILL.

Mr. Verville introduced a bill in the House early in the month, providing for the eight hour day on public works. The bill provides: His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Every contract to which the Government of Canada is a party which may involve the employment of laborers, workmen or mechanics, shall contain a stipulation that no laborer, workman or mechanic in the employ of the contractor or sub-contractor, or other persons doing or contracting to do the whole or a part of the work contemplated by the contract, shall be permitted or required to work more than eight hours in any one calendar day, except in cases of extraordinary emergency caused by fire, flood or danger to life or property.

2. Every such contract, hereafter made shall contain a provision that unless the person or corporation making or performing the contract complies with the provisions of this Act, the contract shall be void and the person or corporation shall not be entitled to receive any sum nor shall any officer, agent or employee of the Government of Canada pay or authorize payment from the funds under his charge or control to the person or corporation for work done upon or in connection with the contract which in its form or manner of performance violates the provisions of this Act.

3. This Act shall apply to work undertaken by the Government of Canada by day labor.

WESTERN DEVELOPMENTS AND THE RAILROADS.

The Winnipeg Tribune calls on the board of trade and the Railway Commission to do something to relieve "The Railway Tie-Up." In the premises the Tribune says:—

"From all parts of the country comes the same story. Elevators are full; the sale of grain is stopped; fuel can not be bought; merchants can not secure goods; farmers, unable to dispose of their wheat, after hauling it ten, twenty or thirty miles, are obliged to haul it to their homes again; unable to pay the accounts they have run with the merchants; the merchants, unable to live without money, have been forced to refuse further credit; signs are posted on all stores 'cash only'; books closed until the 'cash' is paid; the irregularity of the mails has become a grim joke in short the railroads seem to be practically out of business, and the country brought face to face with a great calamity."

These conditions, if practically existing here at all, are far less noticeable in Alberta than in Manitoba and Saskatchewan. While they are produced there in part no doubt by the unusual snowfall blocking the railways, they are also the effect of the rapid influx of settlement and the consequent increase of production and of railway traffic. Exactly how far the increase of traffic is responsible for the present blockade it is impossible to determine, but it must be a very great factor, and it is a factor which if disregarded could alone produce a railway blockade, without the assistance of unusually difficult conditions of operation. This increase of railway traffic is and must be a feature of western development of rapidly increasing proportions. It reflects the increase of western production, both in the produce exported from the west and in the commodities imported in return.

Not only is there an annual increase of produce for export but the increase each year must be larger than that of the preceding year. The

immigration returns and homestead entries do not represent any considerable increase in production for the current year, but they indicate an additional acreage which will be brought into cultivation during the next and succeeding years. If one hundred homestead entries were made during 1906 this does not mean that products of 100 quarter sections have been added to the crop of 1906, but that this area will be added to the crop acreage next year. But it does indicate that during 1907 and the several succeeding years an additional acreage will be added until the whole 100 farms are producing.

The western crop of 1906 represents in little measure the operations of the settlers who came during the year. It is the result of the labors of the settlers who came last year, and of those who preceded them. But of those who came last year probably not one in a hundred had his entire quarter section under cultivation this year; few probably had half their farms under crop. But while the crops of 1906 were growing the settler was breaking ground for a larger crop and the settler of 1905 will probably have twice the crop acreage in 1907 that he had for the present year. To this increased acreage will be added that brought under cultivation by the greater number of settlers who have arrived during the present year, and also the additional area cultivated by those who were in the country prior to 1905, hundreds of whom are bringing new land under crop annually.

It follows that the possible western production is always in excess of the natural production; that western farmers have always a surplus of grain at present prices, which will be increased if the acreage under cultivation were to cease suddenly and entirely the volume of western exports and imports which constitute the real railway traffic of the country would continue to grow for many years to come. If the west produced 80,000,000 bushels of wheat for export in 1906 this means in reality that the number of farmers now in the west are capable of producing probably from 100,000,000 to 125,000,000 bushels when their farms have been brought to their normal production. And the more rapidly immigration increases the more rapid will be the increase both of the actual production and in the possible and prospective production.

This in turn means that Western Canada is very rapidly catching up on the capabilities of its railway facilities. If it is not already taxing these abilities to handle the present traffic, and that the railway problem is changing from that of constructing "colonization roads" to facilitate settlement to the construction of trunk lines to accommodate traffic already existing and certainly to multiply. The west must be developed not only to the point of large production, but to the point of producing all the country is capable of producing. To permit such development steadily and continuously the basis of supplying railway facilities must be that these shall always be certainly capable of handling all the traffic such development may create.

LOCOMOTIVE WHISTLING.

(Saturday's Daily)
 Lethbridge council has adopted a by-law forbidding the blowing of locomotive whistles within the city limits. The penalty for infringement of the bylaw is \$20. If Lethbridge, why not Edmonton? The route of the C. N. R. and the prospective routes of the G. T. P. and C. P. R. all traverse contested residential districts. The abolition of the whistling would abate a present nuisance, and one which will be both increased and made to affect a wider area by the construction of the new roads. The purpose of the whistle, from the public standpoint, is to give warning of the approach of a train but if the crossings are properly guarded by gates such warning will be unnecessary.

THE C. P. R. ALFAMINE.

(Sunday's Daily)
 The petition of the Frank board of trade to the Railway Commission gives the coup de grace to the C. P. R.'s professions of having exhausted the resources of ingenuity to avoid a fuel famine in Saskatchewan and Manitoba. It is the deliberate contention of this responsible body that the abolition of the whistling would abate a present nuisance, and one which will be both increased and made to affect a wider area by the construction of the new roads. The purpose of the whistle, from the public standpoint, is to give warning of the approach of a train but if the crossings are properly guarded by gates such warning will be unnecessary.

With such a presentation of the case from a body whose authority cannot be questioned, the professions of the C. P. R. officials regarding

their strenuous efforts to prevent and remove the fuel famine in the west are too serious for pleasure. During the summer months, when the population of the prairie country was increasing by thousands and the certain demand for winter fuel was assuming daily enlarged proportions the miners in Frank were working only half time because the C. P. R. would not supply them with cars to haul away more than half the coal they could have mined and would have been glad to have been permitted to mine. And during the present month of December while the people of Saskatchewan were burning their furniture to keep from freezing, and even while Sir Thomas Stagg and Mr. William Whyte were assuring the government and the country that they were doing all possible to prevent suffering, the C. P. R. was unable to secure even as many cars as during the summer, were restrained from producing more than one quarter the amount of coal they could have taken out and in the ground for which the Frank board of trade is prepared to vouch a string of cars ready loaded with the coal which would have tided hundreds of Saskatchewan families through an anxious and bitter week, were left standing on the tracks where they had been loaded for five days.

The Frank board of trade takes the stand that the cause of the fuel famine was not the Lethbridge strike, because had sufficient cars been provided them the other mines could have abundantly supplied the demand and avoided any danger of fuel shortage. As the judgment of a responsible and independent body of business men who know at first hand whereof they speak, this judgment must be accepted correct and the entire blame for the famine shifted from the labor troubles of Lethbridge to the shoulders of the Canadian Pacific Railway company. The lack of railway facilities was a contributing circumstance to the famine, but the declaration of the Frank board of trade changes it from an accessory condition of the famine to the prime cause of the famine. Their responsible assertion is that had the C. P. R. supplied the cars to handle the coal which the mines were ready to produce there would have been no coal famine in Saskatchewan and Manitoba.

The board did well to petition the Railway Commission to investigate the coal shortage and its causes. On the face of things the cause must have been either that the company could not supply the cars or that they could have supplied them and did not do so. To accuse the company of deliberately withholding cars from the district for the purpose of making more money elsewhere, while understanding both from reflection and observation the consequences of such withdrawal, would be to accuse the company of action about as nearly criminal as conveniently possible. But that they could not supply the money by keeping their cars on the Saskatchewan-Fort William run there is good reason to suppose and it will require the best of assurances, corroborated by pretty substantial evidence to eradicate the public impression that the company may to some extent at least have done so.

On the other hand the trouble may have been that the company had not cars to supply. If so it provides the best of reasons possible why the transportation of fuel from the mines to the prairies should no longer be left absolutely in such incapable hands. If with the increase of settlement in Saskatchewan and Manitoba, known to them in all its bearings, better probably than to any other body of men in Canada, the C. P. R. company were unwilling to place a sufficient number of cars on the system to meet the increased coal traffic which such settlement must certainly create, what may be expected to be their preparation to meet the still more largely increased demand for the coming and for each succeeding season? The mining and consumption of coal, and hence the traffic in coal is as yet only in its infancy and if the C. P. R. cannot meet the demand in 1906 how would they be able to meet twice or three or ten times that demand in 1910?

The C. P. R. company are either unable or unwilling to handle the coal traffic from the mines to the market today; and the claims of common humanity demand that the thousands of new settlers flocking onto the prairies be not left to suffer the tender mercies of their inability or greed.

COAL FAMINE CAUSED BY C.P.R. FAILURE TO SUPPLY CARS.

Frank, Alta., Dec. 21.—The Frank Board of Trade today forwarded to the railway commission a formal complaint against the conditions that exist in the Pass relative to the manner in which the coal mines of this district are hampered in their operations by the failure of the C. P. R. to supply cars for the transportation of the output of the mines.

All season the output of the mines has been greatly curtailed by the shortage in the car supply. In consequence the mines have been forced to idle much of the time and the

miners being unable to earn more than half wages, have been idling their equipment. The board of trade, believing that difficult as have been the conditions under which the C. P. R. has labored this season there is nevertheless no warrant for such great discrimination against this district, decided at the last meeting to take the case to the railway commission. A memorial was accordingly adopted setting forth the facts in relation to the matter and asking for an investigation. The memorial reads:—

Whereas, There is invested in active coal mining operations within a radius of six miles of Frank, Alberta, a sum not less than \$9,000,000.00, the same being invested by the International Coal and Coke Co., Ltd., of Colorado, The Canadian-American Coal and Coke Co., Ltd., of Frank, the West Canadian Collieries, Ltd., with mines at Lille and Bellevue, and the Hillcrest Coal and Coke Co., of Hillhurst;

And, whereas, the said district and the people therein are entirely dependent on the mines of said companies being in continuous operation, therefore

"Your memorialists respectfully represent as follows:—

"That the various lines of industry are seriously effected by reason of the closing down of the mines of the district a large portion of the time for periods of from one to four days wholly and a much greater part of the time being able to work only parts of days through lack of transportation facilities, or a shortage of cars necessary to send the product of the mines to market.

"From statements gathered from the mines in active operation in the said district your memorialists are able to state authentically that by reason of the shortage of cars the said mines were operated about half time during the months of May, June, July, August, September and October, about three quarters time during November, and about a quarter time during December to date.

"From statements supplied, your memorialists learn that the mines in operation have an aggregate shipping capacity of 4,000 tons a day on a load shift of ten hours, and that were they to work a double loading shift, that output could be nearly doubled. From the statistics referred to, your memorialists find that the actual shipments during the period mentioned averaged under 2,500 tons a day, making a net loss to the companies involved of at least 2,000 tons shipment per day. Add to this the fixed running expenses incurred by the companies, and the sum total of loss to the companies will be seen to have run into many thousands of dollars.

"The effect of these conditions upon the general commercial life of the district is depressing in the extreme. Miners being compelled to lay off so large a portion of the time are not able to earn sufficient to provide the actual necessities of life at best, and your memorialists could cite instances in which men of steady habits have not earned enough to pay their store accounts. As a natural consequence, merchants and men in every line of business suffer proportionately with the mining companies. The situation in this respect leads to much dissatisfaction among the miners and is a fruitful source of labor dissensions.

"This condition of affairs is wholly due to failure on the part of the railway company to provide adequate transportation facilities.

THE COAL FAMINE.

"Your memorialists would further represent, in their judgment, that the generally accepted belief that the coal famine existing in Alberta, Saskatchewan and Manitoba is attributable to the recent strike of coal miners at Lethbridge, is wholly erroneous and that the said strike had little or no bearing upon the coal famine, for these reasons:

"Lethbridge mine working at full capacity, never produced more than 1,200 tons a day. The Pacific Coal company, operating at Bankhead, is in the market this year with 1,200 tons of coal a day. The Taber mine and the Lundbreck mines are in the market with an average of 400 tons a day, and less than a third of this tonnage was on the market a year ago, while the Lethbridge mine throughout the strike produced at least twenty-five per cent. of its regular tonnage. This showing, your memorialists think, takes care of the situation as regards the absence of the output of the Lethbridge mine from the coal supply of the country. As regards the increased consumption of coal in the prairie provinces incident to growth, this they affirm could have been abundantly supplied had the mines of this district been furnished with full complement of cars or, in other words, had transportation facilities been adequate to the shipping capacity of the mines in question.

"In connection with this phase of the coal famine subject, it may interest the commissioners to know that in at least one instance wherein your memorialists have positive proof, a number of cars loaded with coal and billed to points in Saskatchewan, suffering for the want of coal, stood on

the side track for five days before being moved from the shipping station. The board of trade, believing that difficult as have been the conditions under which the C. P. R. has labored this season there is nevertheless no warrant for such great discrimination against this district, decided at the last meeting to take the case to the railway commission. A memorial was accordingly adopted setting forth the facts in relation to the matter and asking for an investigation. The memorial reads:—

"In view of the foregoing representations, the authenticity of which your memorialists will undertake to fully establish, your memorialists would respectfully solicit an investigation with a view to obtaining adequate and speedy relief."

Respectfully submitted,
 THE FRANK BOARD OF TRADE,
 G. H. Malcolmson, President,
 J. H. Bricker, Secretary.

Unsatisfactory Prices For Cattle

The cattle industry is entering upon an era of unparalleled development, but it yet remains to be seen will prosperity unparaltered attend it.

By consulting Chicago markets of October we find that prices have been the highest in twenty years with the exception of 1902. Grass cattle were selling for \$5.50 for heavy, with choice Montana from \$5.25 to \$5.25, fair to good \$4.25 to \$5.25, and coming steers from \$3.25 to \$3.85.

In comparison, export steers were quoted at Winnipeg at \$3 to \$3.50 off the cars. When it is taken into consideration that the latter are weighed off the cars with no fill, and the former Chicago prices are for cattle that have been fed and watered, it will be easily seen that the Alberta producer is receiving much less for his cattle than the Montana rancher receives for his canners.

The distance from Helena, Montana to New York is practically the same as from Stettler to Montreal. The ocean passage is practically the same from each port, namely, 30 shillings per steer, which is the paltry sum of 50 cents per hundred weight for a steer weighing 1,500 pounds from Montreal to Liverpool.

There can be but one of three reasons, or two of three or all three together for the difference in prices obtained for live stock in Alberta and Montana—either the freight rate is excessive, or the middleman is making exorbitant profits, or the cattle lack quality.

It is said that grain rates are 20 per cent. cheaper on Canadian lines than on American lines across the country. We do not say or charge that the C. P. R. has discriminated against the live stock industry, but every stock grower should study this situation thoroughly with a view to submitting material evidence to the Live Stock Commission.

Regarding the profit of the middleman, when a thousand ranchers grow the cattle and one concern or two handles the entire output, and when these ranchers succeed in making only a bare competence, while the other party or parties become millionaires, it is time to ask for a fairer distribution of profits, and is absolutely necessary for the best interests of the community.

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A Page

A TRIM SHIRT WAIST

For general wear there is of dress which answers the of usefulness and becoming does the shirt waist frock. blue mohair is drawn here shows the newest skirt effect; tucked in slot-seam skirt; the linen collar in stiff linen as batiste are most attractive. This shirt waist dresses. The of the waist form two-sets



feets at each side in front and back. The skirt is a four-piece with tucks at front, back and side resemble inverted pleats. This a practical one as well as being date in line and outline. Any of light weight worsteds or cloths develop the dress while silk is way pretty. For the medium 6 1/2 yards of 44 inch material needed.

6788—Size, 32 to 42 inch. measure.

A GOWN FOR MISS BABY.

What lovable little creatures babies are in their first dresses. We they do not give much thought clothes; mother does, and she light-as-much in these small dresses as in the latest creations of quinn. Here is shown a little dress with deep round yoke as a pleasant change from the usual square effect. Fine tucking and insertion form yoke with a ruffle of embroidery correspond. The dress may be made



elaborate or simple, according to its use and lawn, Swiss or nainsook may serve as material. As pictured, the bottom is finished with several narrow tucks, a row of beading and an embroidered ruffle. A tiny frill finishes the neck. The pattern comes in one size and demands 2-3 yards of 36 inch material.

A SIMPLE SCHOOL GOWN.

The shirt waist dress for school



wear is the choice of practical mother.