

# The Albertan

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THURSDAY, MAY 19, 1910.

## THE LAST STAND

It is not many years since corporations supplanted cities with water, and, of course, every other utility. A municipal owned electric light plant was a new thing until a very few years ago.

But now municipalities own all the waterworks and municipalities own all the electric light systems. In Western Canada cities seem bound to own all their street railways.

Doubtless the last stand was made in Regina last week when a determined effort was made by a corporation to secure a franchise from the people of Regina. But the proposition was defeated by a vote of two to one and the corporation received about 25 per cent of the necessary vote. A couple of days later the same people by a vote of about 10 to 1 expressed a desire for a street railway system owned and controlled by the city.

Twenty years ago the movement for public ownership of waterworks became very pronounced. No person would think of corporation ownership of waterworks now.

Ten years ago cities began to go in for public ownership of electric light and power plants. Cities are not giving away electric light franchises now.

At present the movement is for public ownership of street railways. In the next ten years very few cities will give out franchises to private concerns.

## ARMIES TAKING THE FIELD

Hostilities between Peru and Ecuador, and probably involving Bolivia, the imminence of which is recognized in diplomatic circles, would see, it is thought, a change in the map, with Chile as the ultimate beneficiary.

Though not a party to the quarrel, and maintaining outwardly an attitude of neutrality, it would be in line with her known ambitions and suspected designs to seize the opportunity as favorably as possible.

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Today the situation finds the armies of both countries in the frontier, mobilizing in anticipation of an overt act that would precipitate a declaration of war.

The contending armies are nearly equal in strength, each having some 10,000 drilled, well armed and fairly well equipped South American soldiers.

At sea Peru has a decided advantage, with her two new 3,000-ton cruisers and three smaller craft, as against Bolivia's negligible showing of armed vessels fit only as transports.

Financially, neither country is in shape to keep an army in the field on a fighting basis, and as neither has borrowing power, it is not seen how hostilities can be prolonged. Advice from Bolivia made it appear that she would join hands with Ecuador, but at last accounts no active steps to carry out such a policy had been taken.

Secretary Knox and King Alfonso have driven to hold Peru and Ecuador under the terms of the protocol under which the Spanish monarch was to arbitrate the original cause of quarrel, but all to no purpose.

## BOARD OF TRADE RESOLUTIONS

The resolutions of the Calgary Board of Trade to be submitted to the convention of the Associated Boards of Trade of the west, which were adopted at a general meeting yesterday afternoon are very sensible and without doubt will meet with the approval of the convention and eventually have good results.

The first resolution refers to preserving some part of the range that remains for the cattle industry. It recommends that the grazing lands be made permanent and extended over a number of years. Through Alberta and Saskatchewan there are large areas which are suitable for grazing and nothing else. But into these areas unwise homesteaders have gained entrance and have limited the large cattle men to too small areas, and resulted disastrously to all. It must be remembered that the cattle industry in this country is a very large and important one, and that it will continue to be an important one.

It should continue to be an important one. But in order to preserve the cattle industry there must be some degree of permanence about it, and there should be nothing permanent if the leases are subject to cancellation on a notice of two years.

There is no desire to limit the scope of the settlers. But the grievance is that settlers obtain in pithing their lands and staking out land, which is not agricultural land where they

cannot make a profit and really do nothing but interfere with the cattle business.

Another important subject under discussion was that of the duty upon fresh vegetables and fruit. The cost of living is increased very much in this city on account of the excessively high duties which are out of all proportion on fruit. The duty does not profit any person. One gentleman remarked that his firm had spent \$3,000 on duties on tomatoes during the last few months. Tomatoes cannot be purchased in Canada. Watermelons are paying a duty which amounts to 300 per cent, but watermelons cannot be secured in this country at this time.

The opening of the Indian reserves is another matter of considerable interest. The department at Ottawa has been very active in this respect. But the Indians have to be concurred and the policy is delayed on account of their opposition in many cases. However, the department has shown that it is ready and anxious and willing to co-operate in order to deal with the Indian, who occupies vastly more land than he really needs. It is possible that the different boards which have been complaining have not always done their part in attempting to secure the consent of the Indians.

However, it is well that this matter has been taken up again and it is to be hoped that the boards will continue the campaign.

The resolutions adopted by the board are reasonable, practicable and will bring results.

## BRITAIN'S LESSENING DRINK BILL

From an estimate of the drink bill of the United Kingdom for 1909, communicated to the London press by Mr. Geo. Wilson, secretary of the alliance, it appears that the considerable reductions notified for some years, still continue. His analysis of the figures places the total expenditure for last year at £156,162,485, as compared with £181,066,482 in 1908, a decrease of £24,903,997. The consumption of spirits was less by 7,022,773 gallons, and of beer by 645,398 barrels. Wine, however, increased by 183,744 gallons. Mr. Wilson observes that had there been no increase in prices the reduction on the total expenditure would have been £21,147,997, or upwards of \$35,000,000.

Several causes co-operated during 1909 to reduce the consumption of alcoholic liquors. These are stated as the continuous change in the habits of the people, the recent depression in 1908 and the increased price of spirits, which has been the chief factor in the enormous reduction of over 7,000,000 gallons, out of a total consumption in 1908 of 33,123,721 gallons. The increase in price was due to Mr. Lloyd-George's budget, and Mr. Wilson estimates that since its first introduction at the end of April of last year, the public have paid \$25,000,000 more than they otherwise would have done. Of this sum, slightly less than \$15,000,000 went in additional duty, the balance going to "the trade." Additional profits were also made in beer, so that apparently the budget has not been altogether a burden on the liquor business. It will now, however, be hit more heavily by the increased license duties, which, if they are maintained, are expected to put many of the smaller concerns out of business.

## EDITORIAL NOTES

And mother earth hid her face behind a cloud as this young comet came thundering forth to throw his arms about her. Coy mother earth!

The public would have more respect for the present if they did not try to elude it, even though a straight statement would show that he had been wrong.

It is satisfactory to find that Halley's comet is receiving more telegraph space than Jim Jeffries and the Black Cloud, but Halley's comet comes only once in seventy-five years.

The tail of Halley's comet is something like a million miles in width. If some ball players for a night might could use that for a walloping stick, they might hit the ball sometimes.

With the coming of the baseball returns last night, many a local fan would not have objected very much if Mr. Halley had given this portion of the universe a little tighter squeeze with the tail of his comet.

It is with a feeling of pity and sorrow that one witnesses the premier of Alberta giving evidence before the commission, evading, sidestepping, dodging and floundering about. There is no attempt at straightforward answers or at candid evidence. And that is the man who is at the head of the province at the time of its development. It is a matter of great regret.

With the C. P. R. awarding a contract of over \$5,000,000 for irrigation construction and building roads innumerable in all parts of the province, and a second irrigation company going to work on a large scale and two other railways building as fast as they can, one can have some idea that Alberta is getting somewhat busy these days and will continue to be busy for some time to come.

## FOREST PRODUCTS

The Forestry Branch of the Dominion Department of the Interior has just issued its eighth bulletin, entitled "Forest Products in Canada, 1908." The bulletin gives the result of the first year's work of the branch in the collection of statistics regarding the annual production in Canada of lumber, pulpwood, poles and other wood products. The statistics have been compiled from answers to circulars sent out by the branch to manufacturers in the different wood-working industries.

While it is not claimed that they are complete, yet the figures seem to be the most comprehensive yet published. The work was new, both to the manufacturers and to the officials of the forestry branch, and mistakes have no doubt occurred in it. The work is to be continued, however, and increasing familiarity with the work, both on the part of the manufacturers and on the part of the branch, will doubtless bring about greater accuracy and completeness in the returns. The total value of the production of lumber, lath, shingles, cross-ties, poles and pulpwood during the year was \$57,422,944. The production of sawn lumber is shown by the figures to be about 3,346,176,000 feet board measure, per annum, valued at \$54,323,038. In this Ontario leads with a production of 1,294,794,000 feet, valued at \$54,398,977. Quebec is second with 690,125,000 feet of the value of \$10,885,668, and British Columbia third, with 647,977,000 feet, worth \$9,107,188. The other provinces rank in the following order: New Brunswick, 309,400,000 valued at \$4,901,682; Nova Scotia, 216,826,000 feet, of the value of \$2,873,739; Saskatchewan, 51,168,000 feet, valued at \$1,676,820; Manitoba, 58,447,000 feet, value, \$867,959; Alberta, 41,382,000 feet, valued at \$697,244. The total production of woodpulp is 363,979 tons, made from 482,777 cords of wood and valued at \$2,921,653. British Columbia leads in the production of shingles, producing 721,652,000 of the value of \$1,391,295. Its nearest competitor is Quebec, which produced 496,440,000, valued at \$849,787, and then follow in their order, Ontario, with a production of 228,833,000, valued at \$461,165; New Brunswick, 199,813,000 worth \$289,865; Nova Scotia, 164,098,000 valued at \$299,979; Manitoba, 129,000,000 worth \$1,150,000; Saskatchewan, which produces 592,000, valued at \$1,563. The total production for the Dominion was 7,469,399,000 shingles, the aggregate value of which was \$3,101,996. In the manufacture of laths Ontario takes first place with 262,241,000 to her credit, valued at \$612,856. Little more than half that number, viz., 128,291,000, is made by her nearest competitor, New Brunswick, the value of whose product is \$286,033. Quebec made 92,514,000 laths, worth \$189,076; British Columbia 98,362,000 worth \$208,265; Nova Scotia, 62,628,000 worth \$136,893; Saskatchewan, 18,477,000, valued at \$40,173; Manitoba, 7,370,000, at a value of \$19,200, and Alberta 1,969,000, worth \$5,264. The total number of lath manufacturers was 11,562,000, of the value of \$1,457,425.

During the year the railways purchased 12,947,416 cross-ties for which they paid \$5,281,685. Of these the steam railways (47 in number) having a total of 23,722 miles of track, bought 13,738,137, paying therefor \$5,183,474, and the electric roads (numbering 23 and having 118 miles of track) purchased 240,239 ties costing \$98,211. Cheap (including under this term both the eastern and the western cedars) is easily the favorite wood for ties, twice as many ties being of this species as of any other, while hemlock and tamarack in about equal numbers take next place. Reports as to the poles purchased were received from 45 telegraph and telephone companies, 151 electric light, power and railway companies and 19 steam railways owning their pole lines. These represent 65,544 miles of line, supported by 2,423,245 poles. These companies bought a total of 185,997 poles, paying for these, at the point of purchase, \$284,549. Of these 133,387 poles 162,211 were of cedar, other woods used being tamarack, spruce and Douglas fir.

## COMPOSITE LIST OF TEN PLAYS MOST ACTED

In a Composite List "Uncle Tom's Cabin" Leads With "East Lynne" a Close Second.

The Dramatic Mirror has given a list of the ten plays most acted at the present time. The list is a composite one, made from five separate lists submitted by men with a knowledge of the subject.

At the head of the list, like Abou Ben Adhem leading all the rest, we find our old friend, "Uncle Tom's Cabin." Only "Ten Nights in a Barroom" and "East Lynne" are anywhere near it in the public esteem.

The remaining seven, in the order of their popularity, are "Camille," "The Two Orphans," "Tip Van Winkle," "Hamlet," "Jerry the Tramp," "Hazel Kicker" and "Faust."

But while the ten are entitled to precedence as "the most acted plays" there are others which might be termed "much acted plays" which the compiler of the composite list thought worthy of special mention.

These are "Colleen Bawn," "Monte Cristo," "The October," "Fanchon the Young Lady," "The Two Admirals," "The Ticket of Leave Man" and "Hawshaw the Detective." "Street of New York" and "Way Down East."

It is when reading over lists like this, that one is reminded of the old adage, "The more they know the more they know." The editor of the Mirror, contemplating the composite list, falls into a depreciative vein. He says that there is hardly one among them, except "Hamlet," that commends itself to the general public. He adds that "the drama that satisfies the multitude is simple drama, and it deals with elementary facts."

This may be true. But what is to be done? "Uncle Tom and Hazel K. and Jerry the Tramp" and the rest have such an awful hold on the country that it seems almost a waste of time to try to break it.

The "Auld Brig" of Ayr. The works for the preservation of the Auld Brig of Ayr, which have been going on for three years, have been practically completed, says the London Times. Readers of the Times will recall the great effort made some five years ago to save the old bridge, which had become unsafe, and was about to be rebuilt. Lovers of Burns were much alarmed, the engineering profession was so much moved that many engineers voluntarily surveyed the bridge. Lord Bessborough offered an earnest plea that it might not be wiped out of existence. The movement thus earnestly supported, was happily crowned with success. The town council's first intention was reversed, and the bridge, which will be thrown open to the public this summer, is Burns' Auld Brig of Ayr, instead of a new bridge, which would have merely marked the site where the Auld Brig had been.

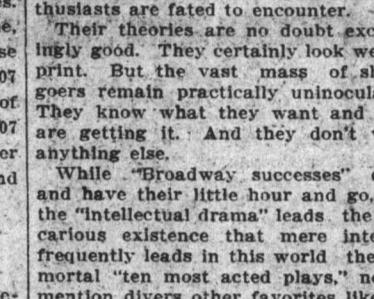
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where the Auld Brig had been.

There is, says the Scotsman, no material change in the outward aspect of the bridge, but the fact that there is so little to show for the expenditure of over \$11,000 may be taken as an indication of the judicious manner in which the experts have carried out their work. Every stone in the structure was examined and probed, and every joint was cleaned out to an unusual depth and filled in with strong cement. The contours of the old bridge have been preserved, and even the broken-backed south arch is untouched, and it retains its abnormal appearance.

The stone in the east parapet with the now almost obliterated outlines of two heads, said to be those of two ladies who originally built the bridge, is in its old position, and the undulations of the roadway also, to some extent, remain as before. The operations have brought to light the rudiments of an old gatehouse or watch-house on the east side. It is not considered probable, says the Scotsman, that the Auld Brig of recent historic times is the original bridge, but there can be no doubt that it is the Auld Brig that Burns immortalized, and it is still substantially the structure that he knew. The whole work of preservation has been carried out under the personal superintendence of Mr. W. S. Wilson, C. E. Glasgow, and Mr. Morris, with whom was associated Mr. John Young, Burgh Surveyor, of Ayr, as representing the town council.

You do not have to leave the house to get word to good help in Calgary. Phone 82 and put an ad. in the Albertan Classified columns.

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