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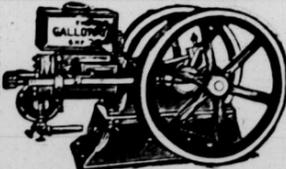
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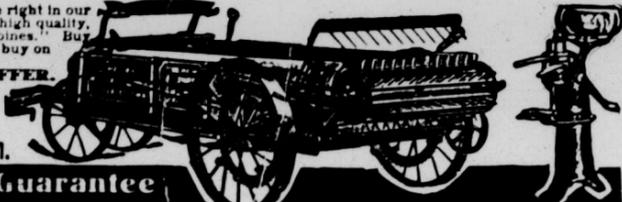
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Our Ottawa Letter

Continued from Page 4

mean the steady march of this system to a receivership and all the consequences that follow.

On Wednesday morning, when the bill was in committee stage, Dr. Pugsley moved an amendment to provide that parliament must consent before the stock of any of the subsidiary companies is increased. The agreement provides for the consent of the government, but not of parliament.

Mr. Meighen objected to the proposal and a vote being taken it was rejected on a division of 64 to 29. Conservative members who voted in favor of the principle of complete parliamentary control were: W. F. Maclean, R. B. Bennett, and W. F. Nickle of Kingston.

Rate Equality Defeated

The amendment which caused the most worry to the government supporters from the west was one moved by Hon. Frank Oliver calling upon the C.N.R. within two months to submit to the Railway Board a schedule of traffic rates which would be the same both in the west and in the east, except in so far and to such extent as the company may be able to establish higher cost of operation on western lines.

Speaking in support of his resolution Mr. Oliver said that as a result of the recent decision of the Railway Board conditions are different from what they were three months ago. When the matter of C.N.R. aid was considered last year the house was told that the question of discrimination in railway freight rates was under the consideration of the Railway Commission. Since then the Railway Commission have delivered a decision which confirms that condition of discrimination. The only authority in the Dominion which can now put the question of freight rates between the east and west in a position of equality is parliament. It seemed to Mr. Oliver that now is the time and this the opportunity to make a declaration that shall be effective so far as the C.N.R. is concerned.

The motion and the speech of the member for Edmonton drew a rejoinder from Hon. Robert Rogers, who declared that the Liberals when in power had never done anything to bring about a reduction in freight rates. He referred to the fact that the Manitoba government, in a bargain made with the C.N.R. in

1898 had secured a reduction in rates which was of material advantage to the province. As the result of the western freight rates case the Saskatchewan and Alberta rates have been reduced to the level of those of Manitoba. Mr. Rogers claimed the principal credit for having induced the railway board to undertake a hearing of this case. Nothing could be accomplished by the amendment, he said, because it would apply to only one system doing business in the west. He had full and complete confidence in the Railway Board to deal with this question in a fair and just manner.

Maclean for Equality

W. F. Maclean, who came out in support of the amendment, said it should be remembered that the concessions secured by the Manitoba government were made possible when the C.N.R. came to that government for favors. "There is such a thing," he said, "as the strategy of statesmanship, and the strategy of statesmanship is in taking advantage of every concession as it arises to remedy public grievances. This is a public grievance in the West. A railway is here seeking aid. The same road sought aid once in the Province of Ontario, and a concession was got then that we ought to get here tonight. The present leader of the opposition subsidized the Crow's Nest Pass branch of the Canadian Pacific Railway and got some concessions in regard to freight rates. On other occasions there have been reductions obtained. I simply maintain the position I have always maintained, that when concessions are given to railways is the time to get concessions from them. They have been got in the past and they ought to be got now. Especially is it our duty to bring some relief to the people of the Canadian West. They have high interest rates to pay out there. Why should they be so stigmatized? Largely because parliament has stigmatized the people of the west in regard to railway rates, the bankers demand higher interest rates in the west. That should not be. We should make it our duty to declare for equality of treatment for everybody. As a consideration of the assistance that we are giving here tonight, we can insist that this company shall give the same treatment to the people of the west that they are giving to the people of the east."

W. A. Buchanan, of Medicine Hat, in closing this phase of the discussion, said

that Mr. Rogers boasted of the position taken by the Manitoba government when it had occasion to deal with this railway. The minister of public works now uses this as an argument in opposing the proposal for equality of rates. If it was good for the province of Manitoba to make a deal for lower rates, then it is good for the Dominion of Canada, when giving assistance to the Canadian Northern, to arrange for the equalization of freight rates. He believed the people of both the east and west would consider an arrangement with regard to freight rates as of some considerable value. It would assist the people of the west and bring about better trade relations between Eastern and Western Canada.

**EMPRESS OF IRELAND WRECKED
 C.P.R. Steamer Sinks With 1,000 Souls**

Nearly a thousand persons, many of them residents of Western Canada, were lost in the St. Lawrence river on Friday morning last, when the C.P.R. steamer Empress of Ireland was rammed and sunk by the Norwegian collier, Storstad. The disaster occurred during a dense fog, and the blame has not yet been placed, the captains of both ships declaring that their vessels had been brought practically to a standstill before the collision occurred. The Empress had only left Quebec on the previous afternoon and had on board 955 passengers and a crew of 432, and of these the latest returns show that 206 members of the crew and 212 passengers were saved, the total loss of life being placed by the C.P.R. on Sunday at 969. Altho the captains of both vessels declare that their ships were stationary, or almost so, it is evident that one of the vessels at least was travelling at a considerable speed, for when the Storstad struck the Empress her nose was buried in the side of the liner and the steel plates were ripped off from between the funnels almost back to the screws. The vessels parted almost immediately, and an enormous rush of water into the side of the Empress caused the vessel to list rapidly and sink in fourteen minutes. The scene on the sinking liner was indescribable. Those passengers who were able to reach the decks struggled to find places for themselves and their friends in the four lifeboats which it was possible to launch. Many were drowned in the

cabins and passages below decks. Others were still on the deck when the vessel took its last plunge. Some, including the captain, were sucked down with the vessel, but came to the surface and were picked up while swimming or hanging to pieces of floating wreckage. Life boats from the Storstad picked up a number of passengers both dead and alive, and the Canadian Government steamers, Lady Evelyn and Eureka, which rushed to the scene from Father Point, twenty miles away, in reply to S.O.S. signals, were instrumental in saving others. At least a score died from shock and exposure in the icy water, after being brought aboard the rescue ships and others succumbed at Rimouski, where most of the rescued were landed. A large party of officers of the Salvation Army, including Commissioner Rees and many other leading officers of the Army in Canada, were on board and few of them were among the saved. Of the 418 persons saved from the wreck only twelve were women, and this is accounted for by the fact that the ship sank so quickly that those who reached the deck first were the only ones who had a chance for places in the lifeboats. A great many of the men saved themselves by swimming and very few women were able to live and swim in the cold water.

An inquest has been opened at Rimouski and a thorough investigation will be held by the Canadian government, for the purpose of determining where the blame for the wreck should be placed, and if any means can be taken either by improvements to the St. Lawrence route, or by the enforcement of more stringent regulations which will prevent the recurrence of such disasters.

Alberta Section

Continued from Page 10

various Local Unions thruout the province."

2. "Resolved that we, the members of Alix Local Union No. 569, do hereby petition all farm machinery companies to grant a discount of 25 per cent from present prices for cash payment, further, that copies of this resolution be forwarded to the General Secretary at Calgary with a request that he forward it to all the other Unions in the province for endorsement."

At the request of that Union we are forwarding them to all the Unions in the province for consideration. This is an important question, which we hope all will discuss carefully and, as your action on this may be required for use at some future date, all secretaries are asked to forward the result of the vote in each Union to the Central Office as soon as possible.

All of which is respectfully submitted for your attention.

Yours very truly,
 P. P. WOODBRIDGE,
 Provincial Secretary.

ALFALFA BREAKFAST FOOD

So far the farmers of Alberta have been growing alfalfa as a forage plant specially adapted to the food needs of live stock. That it will in time come to have other uses seems certain. Already there is in Minneapolis a factory for the turning out of alfalfa food products, and so delicious are they that the demand for them now exceeds the supply.

As a result of years of experimenting two Minnesotans have discovered that this forage plant, properly treated, can be used for both foods and drinks. The factory is now producing Alfa lusa, a soda fountain beverage, alfalfa tea, alfalfa coffee, alfalfa candy, alfalfa table syrup, and preparations now under way contemplate the manufacture of alfalfa breakfast food and flour.

Chemists and dieticians have, after investigation, pronounced alfalfa to contain valuable food substances of a highly nutritious character, and the beverages and cereals prepared from the forage plant are said to be as delicious as anything that could be desired.

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