

CRUISE IN THE FAR NORTH

...In the Cruise of the Arctic in the Northern Waters

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Riley's Majority in Gleichen 125

Calgary, Dec. 15.—Following are the complete returns for Gleichen:

	Riley	Walsh
1 Gleichen	55	38
2 Bassano	5	9
3 Brooks	4	1
4 Berry Creek	10	1
5 Hand Hills	13	0
6 Rosebud	4	9
7 Crossfield	33	33
8 Airdie	49	30
9 Beddington	49	16
10 Hillhurst	57	10
11 Riverside	63	80
12 Rouleauville	80	50
13 Spruceville	16	25
14 Glenora	9	19
15 Sheppard	21	17
16 Langdon	33	25
17 Bow River	6	6
18 Bullhound	6	6
19 Wintering Hills	4	2
20 Tills	3	3
21 Cheadle	13	6
22 Delaware	14	38
23 Brewery Plains	25	22
24 Nose Creek	11	10
25 Strathmore	9	20

Total 569 434
Spoiled ballots—9
Riley's majority—125.

RAILWAY NOTES

The C. N. R. have placed an order for 200 Hart convertible cars with the Dominion Dump Car Co.

The last issue of the Railway World contains an order by the Railway Commission authorizing the C. P. R. to construct a branch line at Elbow from the main line of the C. & E. to the Brackman Ker Milling Co.'s premises.

The Wetaskiwin branch of the C.P.R. has been extended to Hardisty a distance of 106 miles. A bridge over the Battle River is being constructed. It will be 3,800 feet long and 65 feet above the high water mark.

United States engineers have completed plans for presentation next session of congress for a new lock at Sault Ste. Marie, Mich. The proposal is to construct a lock 1,350 ft. long, 75 to 80 feet wide, and 20 feet deep, just north of the present Poe lock.

White Pass and Yukon Ry.—The plans under consideration for the betterment of the line include the elimination of wooden bridges and the substitution of gravel fills. Where necessary these are made by the construction of concrete walls to hold the gravel in place. Some improvements in curvature also contemplated, but it is not intended to do very much in this way until the bridge work has been renewed.

J. Hakelstad, who has been appointed assistant general freight agent, C. P. R., at Calgary, Alta., entered regular service in Jan., 1902, acting successively as message boy and clerk in the C. P. R. freight office at London, Ont., to May, 1894; May, 1894, to July, 1897, billing clerk Toronto local freight office; July, 1897, to July, 1901, telegrapher general freight department Toronto; July, 1901, to May, 1902, chief clerk general freight department, Winnipeg; May, 1902, to Nov., 1902, travelling freight agent, Winnipeg; Nov., 1902, to Feb., 1906, chief clerk general freight department, Vancouver, B.C.; Feb., 1906, to Oct., 1906, freight and passenger agent, Tacoma, Wash.; entire service with C. P. R.

The increased terminal facilities at the most important points in the railway systems of the west have vastly facilitated transportation, as will be seen by a comparison with the time it took to turn a car at Winnipeg in 1902 with this year. In 1902 it took 4 days to turn a car at Winnipeg. Today the average period of detention is 22-42 days, figured from the date of arrival to the date of release, which means further, a saving of 744,896 car days, or the use of 2,940 additional cars per year.

The Dominion Parliament will be asked during the present session to authorize the incorporation of the Edmonton, Dunvegan and British Columbia Railway Co., with power to construct a railway from Edmonton to Dunvegan, thence by the Peace River valley to its junction with the Parsnip River, and thence to Fort George, B. C.

Application will be made this session of the Dominion Parliament for an act extending the time for construction of the previously authorized lines of the Athabasca railway, and authorizing a line from Fort McMurray at the junction of the Athabasca and Clearwater rivers, northward to Fort Smith, on Slave Lake.

Messrs. Short, Crooks & Biggar are solicitors for the applicants.

The C. P. R. between Oct. 14 and Nov. 13 received the following rolling stock: Five locomotives, two sleeping cars, five first-class cars, three colonist cars, 25 box baggage cars, and 200 box cars from its Angus, Montreal, shops; and two vans from the Farnham, Que., shops.

A. Patterson, C. P. R. master mechanic at Medicine Hat, Alta., has fitted up a dummy engine with a view of testing natural gas as a fuel. In a pit underneath the locomotive is fixed a set of car wheels which revolve beneath those of the locomotive and so enable tests of speed to be made. Storage tanks for the natural gas are being made at Montreal with a view of being fitted to a locomotive so that tests can be made in actual running.

The Canadian Northern Railway will apply at the current session of the Dominion Parliament for an act increasing the powers of the company with reference to the issue of bonds and other securities; extending the time for the construction of the various authorized lines; and authorizing the construction of the following extensions or branches: From Humboldt, Man., to Calgary, Alta.; from pt. 29, r. 7, w. 3rd m., southwesterly to the Craik and Bladworth on the Qu'Appelle, Long Lake and Saskatchewan Ry.; from pt. 5, r. 16, w. 2nd m., northwesterly to pt. 16, r. 27, w. 2nd m.; from near North Battleford, Sask., westerly to pt. 44, r. 27, w. 3rd m.; from North Battleford, northwesterly to pt. 59, r. 1, w. 4th m.; from Strathcona southerly to Calgary, Alta.; from Regina, Sask., southwesterly to the International boundary; from Saskatoon, Sask., southwesterly to the South Saskatchewan River; from near Edmonton, Alta., to the Pacific Coast; from near the forks of the Athabasca and McLeod rivers southwesterly to the headquarters of the McLeod River; from Battleford, Sask., westerly for 100 miles.

There has been deposited with the minister of public works at Ottawa, a plan and description of the location of a proposed steel dock, upon a water lot, lying between Lorne St. and Lincoln street, produced in the harbour of Port Arthur, Ont. The approval of the Government has been asked for the construction of the dock by the company—Railway World.

YORK COUNTY LOAN

Toronto, Dec. 14.—R. Home Smith, manager of the real estate department of the National Trust Company, made an interim statement of affairs to the York County Loan to Office, and the York County Loan to Office, Referee Neil McLean. The statement shows assets \$1,229,643.32; liabilities \$1,115,641.42. The assets contain \$20,000 worth of vacant land and \$20,000 worth of improved property on which it is difficult to make an accurate valuation. Thirty thousand shares of stock have either refused or neglected to send in books and certificates. Mr. Smith states that from the present position of affairs it is hardly likely that the court will be in a position to force some considerable time to authorize the payment of a dividend. Twenty-six thousand communications have been mailed by the liquidators to shareholders. One hundred and sixteen thousand persons are interested in the liquidation report.

The details of the assets are: Cash on hand \$121,000, improved properties \$390,000, stock and bonds \$50,000, vacant lands \$200,000, miscellaneous furnishings, \$2,500, mortgages, \$113,800; loan \$50,000. The claims at present follow: \$4,000,000, employees \$150,000; general claim, \$18,000. Of thirty houses taken over—thirty seven have been sold for \$50,000. Seven hundred and fifty are valued at \$47,000 and the list beneficiary is being sold for \$42,000. During the past year sixteen hundred feet of vacant land have been sold for \$40,000. From it appears that the estate will probably yield about twenty cents to the dollar. Chicago, Dec. 15.—With less than half

AFTER A REFINER

Toronto Globe: The British West India and British Guiana are also interested parties in the alterations in the sugar duties. The granting of preference to British-produced sugar opens to them a market in which cane sugar could be placed to compete advantageously with European country-produced sugar, and their position is further strengthened by the requirements under the Brussels convention. These influences the sugar trade with the West Indies increased by leaps and bounds until in the last fiscal year their value reached \$5,254,112, and the total import by Canada of sugar and syrups from British sources \$2,399,656, on which \$1,885,531.24 was paid in duty, while from other sources sugar and syrups to the value of \$1,885,445, paying \$569,916.22, were imported. It is a fact beyond dispute that the granting of an advantage to British-grown sugar served in the colony of British Guiana to save planters from a ruinous loss. The condition of cane sugar production in that country, owing to the heavy cost of the maintenance of sea defense and of labor in the cane fields, presents a competition with best sugar of the West Indies. The British West India and British Guiana, so far as their sugar interests are concerned, are heavily indebted to Canada. It has been found, however, as the Finance Minister stated, that refiners get more advantage than it was intended to give, and in consequence the duty has been advanced on raw sugar of British origin by 1-3 cents per hundred pounds. This advance is not likely to affect the West Indian market as it leaves a sufficient margin to enable him to compete advantageously in the Canadian market with the best sugar. It will not affect the retail purchaser, because the retailer will not be able to make such an immense advance to the manufacturer as the division of the increased duty will permit. The refiner will lose an advantage which he has never intended to get, and which, calculated on the basis of the new tariff and last year's prices, amounts to something like \$100,000 on importations from other British sources. With respect to the criticism of the adoption of a protective tariff as a basis for assessing duty, that in the West Indies and British Guiana sugar is largely sold to the refiners on the strength of consular examinations, it would therefore seem, presuming these tests are accurately made, that the most fair method of calculating duty.

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THREE THOUSAND LYNCHINGS

New York, Dec. 13.—During the last twenty years, according to the best authenticated statistics, there have been over 3,000 lynchings in this country. From 1884 to 1894 there were 442 per year. For the five years from 1899 to 1904 it was 107.

PELAGIC STEALING

When the Alaska Commercial Company in its eagerness for a monopoly made the custom of the Japanese, Russian, Chilean, and other vessels, they were very unwise. It was not the concern of other nations. But when that company made the monopoly of the fishery rights it became a matter of vital and immediate interest to the maritime world. It became a matter of international rights. No rights are more sacred than freedom on the high seas, and Canada will look to the British Government to see that the rights of other nations are not sacrificed through the unscrupulous care or plausible pretences regarding the threatened extermination of a sea life.

The seal spent most of their lives in the open sea, where some of them are captured by Canadian fishermen, Japanese, Chilean, and other vessels. The company has secured the prohibition of such sealing by American vessels, and has a domestic affair. Once a year his seal return to the Pribilof Islands to breed, and there the company's men kill a certain number of males, fixing the number according to the demands of the market. This is a very unscrupulous and explains the extraordinary effort of the company in that direction. It has secured the entire limit of territorial waters around those islands from three miles to sixty miles, a concession which is not a national, for the United States is the world chief among the nations of the Pacific Ocean will now assist her promote, and that preposterous claim is actually being maintained by diplomatic negotiations with British representatives.

The habits of the fur seal resemble those of the mackerel in the Atlantic. These fish after spending the year in the open sea return to breed in Canadian waters. When they appear in the open sea the seals are pursued by the American fishermen with purses, the most destructive method of fishing yet invented. They chase the fish to the three-mile limit, and there, in great quantities. When within Canadian territorial waters they are protected by regulations, but on their return to the open sea they must run the gauntlet again. It would be more absurd and more preposterous for the Canadian Government to claim ownership of the seal than for the Americans to claim ownership of the seal. Perhaps if we were to make a movement to that end it might be inaugurated. It is admitted that the seal is a valuable resource, a nuisance. But Mr. Macdon's remarks have shown that the diminution in numbers was due to disease, and not to slaying. Should such a disease threaten there would be a natural remedy in the voluntary abandonment of pelagic sealing. The seal is a valuable resource, a nuisance. But Mr. Macdon's remarks have shown that the diminution in numbers was due to disease, and not to slaying. Should such a disease threaten there would be a natural remedy in the voluntary abandonment of pelagic sealing. The seal is a valuable resource, a nuisance. But Mr. Macdon's remarks have shown that the diminution in numbers was due to disease, and not to slaying. Should such a disease threaten there would be a natural remedy in the voluntary abandonment of pelagic sealing.

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The cat show is at hand. I understand that the yard or fence out to be exploited. Every dog has his day and it is good to know that the common, everyday cat is to have her turn. The cut of the cat is deeply interesting, for always a cat is the least understood of our domestic animals. We know that Tom and Tabby are the most popular, that a black cat was Satan's familiar in early Christian superstition, and that it is unlucky to have a cat die in the house. But no one of us has ever fathomed the mind of a cat, or been able to account for its indifference. Even our Bobs at times was odd and hard to understand. The cat is never more beloved. He had secret thoughts unexpressed in his big yellow eyes. Not so Tabby, the terrier,

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—Joan Blewett.

"KIT" ON CATS.

Dog shows and horse shows have long held high favor back in Eastern Canada. Now they are to have a cat show in Toronto, and the announcement has drawn out from "Kit" a delightful bit of musing that is written on her page in the inimitable way that is "Kit's" own. It reads:—