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MONDAY, AUGUST 16, 1908.

A BLOW AT THE HUDSON BAY RAILWAY.

Mr. Haultain objects to the construction of the Hudson Bay railway as a Dominion enterprise. He declares the provinces most directly concerned should be left to secure the construction of the road themselves or to do without it. This proposal though launched in a Saskatchewan Provincial campaign, and advanced as a matter of Provincial policy concerns the people of Alberta quite as much as the people of Saskatchewan, and gives them a direct and vital concern in the outcome of the local elections in that Province. If the Scott Government is returned, the Dominion will be urged and encouraged to prosecute the enterprise as rapidly as possible as a Dominion work, and at Dominion expense. If Mr. Haultain should win the Dominion would be asked to relinquish the undertaking and the other Western Provinces asked to join Saskatchewan in bearing the burden of its construction. This on the supposition that Mr. Haultain in office would respect the proposals of Mr. Haultain on the stump. The people of the entire West have therefore a dollar and cents interest in the success or failure of this scheme. Its success means that a million people will undertake the burden; its failure that the load will be distributed among six millions. As we in Alberta are numbered among the million we must be pardoned for thinking we have some concern in the matter.

Why he desires to load the enterprise on the Western Provinces Mr. Haultain has not yet explained. Explains in this he is wise for the explaining is likely to be both a lengthy and an unpleasant business. There is certainly nothing in the provincial economy of Saskatchewan to suggest either the necessity or the wisdom of it. Not a mile of the proposed line will be within the boundaries of that Province. Saskatchewan could therefore collect no taxes from it if built by a Company. The Province stands to gain nothing either by the local industry it will generate or by the traffic it will handle that will not be gained quite as fully, as quickly and as surely if the road be built under Federal auspices. All and absolutely all that Saskatchewan would gain would be the privilege of bearing a larger share of its cost and the responsibility for a larger share of its deficits should such occur. Unless we misinterpret the business acumen of our neighbors this is a kind of distinction they do not covet. To the people of Alberta and of Manitoba the proposal means precisely what it does to Saskatchewan; that they should undertake a costly enterprise which the Dominion has already undertaken for them. From the standpoint of Saskatchewan and of the group of Western Provinces there does not appear one valid reason nor one tenable pretext why we should relieve the Dominion of the burden and add it upon ourselves.

When the motive for this reversal of Mr. Haultain's stand of two years ago, when he declared in the Legislature: "If the Federal Government will build the road so much the better," and committed his party to support the Provincial Government in urging the general Government to undertake it? The cause may lie in Mr. Haultain's relationship with the Opposition at Ottawa. The leader of that Opposition is making war on the cause of Government ownership. He is attempting to stampede the people of Canada with the cry that they will be bankrupted building the Government-owned half of the National Transcontinental. He has reason to believe that the Government contemplates building the Hudson Bay road also as a national highway. The Government engineers are even now on the ground locating the line, and would have been there three months ago if Mr. Borden had permitted the appropriations to pass more rapidly. The reasons which move him to condemn one Government-owned railway would move him more strongly to condemn two. To Mr. Borden Mr. Haultain appealed for help when the Provincial elections were announced. Was he afterwards to the Hudson Bay road the price he paid for the assistance, or the bid he offered for it?

Or is it merely that Mr. Haultain is renewing his declaration of fealty

to the traditional "corporation connections" of his party? No Canadian enterprise has so much reason to oppose the construction of the Hudson Bay road under Government ownership or any other ownership as the Canadian Pacific Railway. Their interests are antagonistic to it by the necessities of geography. It is designed as a "short cut" to Europe. The C.P.R. does not want any short-cuts. If so, they would have built a Hudson Bay railway years ago. Their money is made out of the long haul from the prairies to the sea, and any proposal to shorten that haul is a blow at both their supremacy and their business. Where either its monopoly or its money has been concerned the C.P.R. has never shown itself indifferent either to its friends or its enemies. To the former it has stuck closer than a brother. The latter it has pursued with unwearied persistence. It is the third political party in Canada, maintaining with vigor and consistency its single-planked platform of the C.P.R. first, last, and in between. Gratitude and promise have combined for a generation to affiliate it with the party whose forces in Saskatchewan are headed by Mr. Haultain. In his blow at the railway the C.P.R. has most reason to dread that gentlemen re-asserts his unflinching devotion to the interests of this formidable ally.

THE PUBLIC AND THE STRIKE.

The C.P.R. machinists quit work on Wednesday, apparently in practically all the shops on the system. Their number is said to total 8,000, and to comprise practically the whole force of men on whom the Company was dependent for maintenance and repairs of their engines and cars. The immediate cause of the conflict is the failure of the Arbitration Board to effect a satisfactory adjustment of differences between the Company and the machinists, which have been hanging fire for some time. The Board were indeed unable to reach a basis unanimously satisfactory to themselves, and presented a majority report which the conclusions of the majority; the men stood by the contentions of the minority. Back of this lies the real cause of disagreement. Some months ago the Company posted a series of new regulations covering the operation of their shops. These changes touched the classification of employees and thus the questions of wages and hours. This the men declared an act of hostility toward the union, and the subsequent refusal of the Company to accept the minority report from the Arbitration Board they cite as a pursuance of that course.

The public are less concerned in the causes of the trouble than the fact that trouble is on. It is an admitted principle in industrial conflicts that the real sufferers are the non-combatants. For this reason each party to a dispute endeavors to secure public sympathy, to the end that public opinion may exert its influence in forcing or persuading the other to capitulate. This consideration no doubt weighed in the minds of the machinists and helped to determine the moment they should suspend work. The busy season for the C.P.R. is now in sight. The Western crop is fast ripening, and in a month or six weeks every available car and engine will be needed in its condition to haul wheat to the Lake terminals. Yet without constant and efficient supervising and repairs during these intervening weeks much of the rolling would inevitably get out of order and the crop movement would be crippled. The Company handicapped with crippled engines and dilapidated cars. This in turn must result in a grain blockade and this in a public outcry. The onus is directed toward the Company it might become a factor in inducing them to accept the machinists' demands. Tactically the machinists have chosen the psychological moment when a disruption of the eye would most certainly produce a vigorous and general protest.

The impairment of the road's efficiency at this time would be a serious matter for the Western people. The crop ripening in our fields promises an abundant yield. The adverse conditions of last year make it of more than ordinary importance that we get from the crop every dollar that is in it. More, it is of primary importance that we get the returns as quickly as possible. As yet we have only two lines of railway to the Lakes, and with these operating at their utmost capacity only a fraction of the grain can be got out before navigation closes. The partial paralysis of one of these lines—the oldest and best equipped line—and the one with double-track almost completed from Winnipeg to Port Arthur—would be disastrous. It would reduce perhaps by half the volume of grain removed before winter, would postpone the receipts from the other half and ultimately lessen those receipts because the grain must be either shipped by rail during the winter or held over until navigation opens next spring. This would mean that thousands of farmers would be delayed or prevented paying bills they

have incurred against the returns from their crop. This delay would in turn handicap the local merchant in meeting his obligation for stock, and through his inability would make itself felt in the wholesale houses and factories. Thus our whole economic system stands to suffer at every point of exchange. The upshot must be that business which would otherwise be done on a cash basis would be transacted by credit, with all the expense and inconvenience this necessarily involves.

However divergent Western people may be as to the party at fault, there will be no differences among them as to the disastrous results of a railway tie-up, or as to the desirability of an early settlement. To whichever side of the case their sympathies may incline, the public will first and foremost sympathize with themselves. In this lies a possible hope of peace, for the public through sympathy for themselves will be likely to favor the disputant who shows the readiest disposition to reach a settlement. If public opinion is worth anything in an industrial dispute it should be worth considerable in the present conflict, because if the dispute results in delaying the crop movement that opinion is certain to be pretty thoroughly aroused and pretty vigorously expressed against somebody. If popular approval is a desirable ally or popular disapproval an undesirable opponent in such disagreements the conflicting parties are likely to vie with each other in representing their anxiety to terminate the struggle. Through these mutual avowals lies a possible pathway to peace.

A SPLENDID BARGAIN.

The bargain made by the City Council for the purchase of the franchise held by the Strathcona Railway Company will no doubt meet the hearty approval of the ratepayers of the city when the by-law authorizing the expenditure is submitted to them. The franchise runs for thirty years and carries the privilege of building and operating electric railway lines in Strathcona and throughout the country for a distance of eighty miles. It is therefore valuable in itself and good buying at the price charged. In another way the franchise is valuable to Edmonton. This city holds a charter for an urban system and also for a radial system within an eighty mile radius. Practically outside the city, the two charters enable their owners to build and operate lines in the same territory. This opened the way for endless conflict of interests which the charter "war" in separate bands—conflicts which it fanned by civic rivalry or urged beyond prudence by mistaken enterprise might easily have resulted in loss. For this reason the purchase of the Strathcona franchise by the Radial Company was recognized as lessening to a degree the value of the Edmonton charter.

While this was no doubt the case, the possession of its own charter by the city of Edmonton also lessened the value of the franchise held by the Radial Company. If Edmonton could not build into Strathcona, neither could the Company build into Edmonton without permission, and there was more chance of a protracted squabble than of a speedy and mutually satisfactory settlement. While therefore Edmonton needed the franchise held by the Company, the Company needed quite as much the franchise held by Edmonton, and which Edmonton was in no mood to part with. This fact the City Council apparently recognized, and to it is no doubt due the satisfactory price at which the Strathcona franchise is offered to Edmonton.

In the broader interests of the two cities and the country tributary to it is desirable that Edmonton secure the franchise. A street railway system is, in the nature of things ought to be a monopoly; and where two cities are so closely situated there are advantages very many and very generally understood in favor of having one system operating between and in both. Despite their corporate differences and the divergence of certain local interests—the two cities really comprise one industrial and commercial centre. Their mutual welfare should therefore be better served by a common service than by two rival and possibly hostile systems.

One of the chief advantages of the bargain is the opportunity it offers for the immediate establishment of an inter-urban service. This is a condition of the purchase, a condition which will be to the interests of both cities and have fulfilled to the letter and in spirit. From the economic standpoint an inter-urban line is the one which at present promises best to become self-supporting and profitable. It is by no means assured that a purely local system could at present be made to pay in either city. But there is reason to believe that a line connecting the two cities will pay its way at least. At any rate its chances of doing so are better than the chances of a purely urban line in either city. Neither this city nor the Radial

Company was in position to establish this most promising line without owning a franchise for both cities. This meant that if the franchises remained in different hands the establishment of local systems in the cities themselves must be delayed.

The Strathcona Council considered the immediate establishment of a local and inter-urban service of sufficient value to warrant them ratifying the bargain between Edmonton and the Radial Company. If the bargain is satisfactory to Strathcona it certainly should be satisfactory to Edmonton. We have put too much money into the local system to let it slide if there is a chance of earning interest or part interest on the money. The hope of doing so is in ratifying the purchase and linking the local system with the inter-urban line.

CANADA'S COMMERCIAL CONDITIONS DEPEND ON THE WESTERN CROP.

Canadians at present are studying the crop outlook with unwearying assiduity, and upon no portion of the country is their attention riveted more closely or more steadily than upon that which lies between the "Lakes and the Mountains." The "Western crop" is the objective to which all eyes in Canada are turned to-day. Readers of eastern papers cannot but have been struck with the lively interest those journals are manifesting in our growing grain. The weather conditions of the Central Provinces are the subjects of their daily inquiry. Special writers are touring the plains and sending back letters filled with first-hand information as to the growth of grain, the time of harvest, the probable yield, the facilities for moving the crop. In short anything and everything about the Western grain fields is considered good news matter-to-day by papers published in our most distant Provinces.

This is not merely an exuberance of newspaper enterprise nor the expression of a sympathetic concern in Western welfare. There is an economic reason behind it. The papers "cover" the Western crop, because their readers want to know about it. The readers want the knowledge, not to gratify scientific curiosity nor to please their national pride, but as a matter of business concern. The nature of that concern is not hard to detect. It is the warp of the editorial references which accompany and follow the announcements from the grain fields. A "bumper crop" in the West, we are told, in so many words, will wipe out the results of last year's shortage. It will pay off the bills which could not be met last year. It will re-establish confidence and credit. Financial currents will run more freely. Investments will be resumed. Industrial establishments will again run night and day. Trade will revive, employment will be plentiful and Canada will resume her march along the highway to her splendid destiny.

More, we are told that a heavy export of grain will have its due effect upon our credit abroad, will overcome any anxiety in the minds of foreign financiers as to our ability to repay, and will encourage them to buy up Canadian stocks, bonds, debentures and securities readily, thus bringing in new streams of capital for investment to hand which we have, leaving it to us to fill their places with untraded commodities. Montreal would become even a more poorly protected city than it is; and he would be a very foolish criminal who would leave such an unprotected least to prowling about the country in search of stray criminals. What would be more to the point in Quebec, would be for the provincial government to maintain a police force in it, and rent it to us when it was of duty.

But it is doubtful whether such an attempt to police the city would solve the problem. The purpose of the police is not so much to prevent crime as to prevent crime. Imagine the condition of the city if there were no police in evidence except after a crime, and then only in the district where the crime was committed! What is required is some effort at policing the country districts. The police force in the city would solve the problem. The purpose of the police is not so much to prevent crime as to prevent crime. Imagine the condition of the city if there were no police in evidence except after a crime, and then only in the district where the crime was committed! What is required is some effort at policing the country districts. The police force in the city would solve the problem.

THE HALIFAX PLATFORM. Toronto Star—Occasionally we are told that something done by the Liberal government is taken from Mr. Borden's Halifax platform; hence the government is a mere copyist. Occasionally we are told that the government has neglected or refused to do something recommended in Mr. Borden's Halifax platform; hence the government is a mere rejecter of good advice, and persists in the error of its way. It is quite necessary to jog the Tory mem-

ory of the Halifax platform, for it is doubtful whether the average Tory of good mental capacity could pass an examination thereon.

To say this is not to belittle the Halifax platform. It is, on the whole, an excellent essay on good government, treated under various heads. Its faults are the common faults of platforms, which cover the whole field of public affairs, and which are too elaborate and diffuse to attract the attention or capture the imagination. Elections are rarely won on platforms. The Conservatives regained power in 1878 by concentrating their forces on the one point of protection, and seizing the psychological moment when the industry and commerce of Canada were suffering from world-wide depression. The Conservative party today places no such issue before the country.

In part, this condition is due to circumstances which political leaders cannot control, for great issues cannot be made to order. In part it is due to the peculiar quality of Mr. Borden's mind. He can talk well on any political subject, but he lacks the power to seize one great subject and fix public attention upon it. Mr. Borden's intellect has a keener cutting edge, but it is employed purely for destructive purposes. He sometimes excites his opponent, he never convinces him. Whoever listens to Mr. Borden feels that he has been lectured and scolded, and the result is depressing rather than encouraging.

TIMELY INITIATIVE.

The Provincial Government is deserving of warm approval for prompt and substantial assistance to the sufferers from the Crow's Nest fire. The relief must be speedy. The people of Alberta were well situated to provide the relief. They wanted to do so. It could be done more quickly through Provincial and civic governments than by any other means. The Provincial Administration and the various civic authorities recognized the popular desire to help, and relying upon this for future endorsement, extended the help from the public funds. They have the approval of every rightly-constituted person in the Province.

THE FARMER TO THE RESCUE.

Canada is rich in recuperative power. For a year we have been handicapped commercially, industrially, as individuals and as a nation, by the money shortage which has prevailed in the markets of the world. Yet the proceeds of a single crop are expected to work marvels in the way of recovering the lost ground. Financiers and publicists agree with general public opinion that if the grain now growing in our fields can be harvested in good condition and marketed with reasonable promptness the handicap will be removed before many months. For the relief we shall not need have to wait until the grain is in the hands of the consumers abroad, and the money shipped back to us. The moment it becomes tolerably certain that our expectations of a bountiful crop will be fulfilled there is every reason to expect that things financial will become easier, that financial institutions will advance against the prospective crop, that investment will re-awaken, that industry will revive and trade show the quickening pulses of returning prosperity. The yield of 1908 is expected confidently to enable us not only to get even with the world on last year's account, but to have a balance left, which will tend to the betterment of our credit abroad, and to the expansion of business at home.

NEED OF POLICE IN RURAL DISTRICTS OF THE WEST.

The Montreal Star has joined the demand for some kind of effective rural police system for the eastern provinces. Though not avowedly addressed to the direction of a mounted police force, The Star says: "In discussing the establishment of more effective rural police arrangements, the Toronto Globe suggests that the provincial government of Ontario take power to call at any time for detachments of men from the police forces of the various cities to be employed in rural districts. The municipalities from which they were taken would be reimbursed for the cost of their services, and could fill their places with special constables. The advantage of this system would be that the province could thus get trained men to take up at a moment's notice a rural crime or to police a disturbed district."

Such a system may be possible in Ontario; but the utter inadequacy of the police force of this city would render it impossible for us to spare men for such a purpose. If our provincial government could drain away such police forces as we have, leaving it to us to fill their places with untrained constables, Montreal would become even a more poorly protected city than it is; and he would be a very foolish criminal who would leave such an unprotected least to prowling about the country in search of stray criminals. What would be more to the point in Quebec, would be for the provincial government to maintain a police force in it, and rent it to us when it was of duty.

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For this reason, while the Tory whip, as in duty bound, predicts the party will win everything from the Pacific to the St. Lawrence, and will "break even" in Nova Scotia, there is not much real hope or heart behind these claims. The prevailing feeling is that the opposition in the country, its day will doubtless come, but not in 1908 or 1909.

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In a word Canada expects that the produce of the fields in one year will lift the country out of the temporary depression.

CURRENT COMMENT.

An appeal has been made to the Minister of Marine for a Royal Commission to investigate an alleged combine among owners of Lake vessels engaged in the grain-carrying trade. The organization is known as the Dominion Marine Association. By the coasting laws the carrying of grain between Canadian ports is reserved to Canadian vessels. According to the Montreal Herald, the Association has abused this advantage to the injury of Canadian ports. Last year 47,000,000 bushels of Canadian wheat were sent down the Lakes, 16,000,000 bushels of which went to Buffalo. Montreal grain men declare this diversion largely due to the Association in fixing a rate of seven cents per bushel from the Upper Lake ports to Montreal. This year, owing to slackness of business, the Association is quietest, rates have dropped and Montreal has handled more grain than in any preceding year. As an instance of the Association's rigid adherence to undue charges, one Montreal grain carrier offered to carry grain from Port Arthur to Buffalo for 1 1/2 cents per bushel less than to Georgian Bay ports, though the distance is nearly twice as great. The lower rate to Buffalo was due to the competition of United States ships, which are allowed to carry from a Canadian to a foreign port. The grain dealers and the grain growers do not always see eye to eye, but in this case their interests are identical and the Montreal grain men will have the best wishes of the Western farmers in probing what looks very much like a wholesale hold-up.

BISHOP PINKHAM'S ADDRESS TO HIS LORDSHIP, BISHOP OF CALGARY ON TUESDAY.

The following is the address made by His Lordship, Bishop of Calgary on Tuesday to the Synod of Alberta, at the residence of His Lordship, Bishop of Calgary. My Brothers: As the synod of the diocese of Calgary a hearty welcome, in this in all our endeavours, have the guidance and God, the holy spirit. It seems fitting that we press our deep sympathy during the past week, through the many trials which have produced our and loss in form and of the Crown's Nest fire. Many of our fellow have been quick to respond and I do not doubt given in abundance. The Terentian You will look for a me with reference to the recently conducted work of patriotism have been and satisfied by the spirit in connection with which of Wales has landed on General the funds needed chase of the Plains of that by what has been the 30th anniversary of a Canadians might be eyes wide to the fact that we and vanquished alike and the foundation was a dence of God, and for success and interest in the Canada not only the price in the British crown, but in the descendants of no me let us play well our part to hand down to our children a better Canada than we. Our last meeting was over to vent our feelings as we are in, this a considerable one in our history, and the presence of many clerical and lay who take their part for the standing very clearly that shows

More Clergy Want

During the past two years welcomed a fairly large clergyman to the diocese several lots of a number of service. Nevertheless are now more than 50 work, and their work is by that of a number of ing and devoted lay-people whom are paid, and are a year time to the clergy are doing excellent work. Yet, so great are their sphere of work, that to increase the clergy, at least; and if there were 50 work in the diocese there such an amount of work almost at once there would be more.

New Fields

The following is a list of new fields to be occupied as F.S.C.C. last month: Med west of Red Deer, 500 sq. miles; north of Red Deer, 1,000 square miles; Walter west of Edmonton, 1,000 sq. miles; north of Edmonton, Little Red Deer, west of Carleton Place, 325 miles; Pigeon Lake west of Wetaskiwin, 700 sq. miles; north-west of Macleod, 200 square miles; Exshaw, west of Fort Saskatchewan, 1,000 square miles; south of Edmonton, 375 square miles; Strathcona, 300 square miles; east of Carbon, 350 square miles; Strathmore, 200 square miles; Creek, 600 square miles; east of Grammon, west of 720 square miles; south of 1,000 miles; St. Andrew's, Edmonton, east of Tofield, 120 miles; Camrose, south of the boundary, 200 square miles; these Millarville, etc., added, as well as two lots in the west, one near Edmonton, towards the east I have 250 from the S.P.G.

Important Anniversaries

The year 1907 being the 50th anniversary of the number of clergyman in the diocese being well over whom 12 were wholly supported by offerings of the diocese, viz. that of Edm. I established two additional dioceses, those of St. Augustin, St. Aiden; the former, for motion of Indian education diocese, and the latter, for the diocesan clergy, consisting of clergy chosen for these two of the Indian industrial and the general missionary.