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SEMI-WEEKLY.

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C. F. HAYES,
Business Manager

MONDAY, MARCH 28, 1910.

SEED TIME.

(Thursday's Daily.)

Spring has opened early and with it comes the usual debate as to whether seeding should be done now or a month later. It may be safely left to the man on the ground to settle this question for himself. He has in most cases tried both plans, and knows beyond anybody's telling which way turned out best on the particular quarter-section he is farming.

The value of an early spring is not so much that it allows the farmer to do his seeding earlier, as that it gives him a longer time in which to do his spring work. Given normally favorable weather during the summer and autumn it does not usually make very much difference in the results whether a field is sown early in April or late in May. But it makes a very decided difference to the farmer whether he can do some of his spring work in the early part of April or even in the latter part of March, or whether he is forced to do it all in late April and May.

Most of the cultivating in this country is done in spring. Whether it will ever be much different is a question, for some of our oldest farmers doubt the wisdom of fall ploughing here. However this be, the period from harvest to winter is a short and busy one and between threshing and marketing some of his crop the farmer finds little time to spend preparing soil for the next season's crop. Except where fall wheat is grown therefore practically all the cultivation as well as all the seeding must be done in spring.

And in spring farm laborers are proverbially scarce. It is estimated that 15,000 of them are needed now in the prairie provinces. But the 15,000 are not here. The laborers in the country have been drafted into the railway camps by the thousand while hundreds more expect work during the summer at the rough work in connection with building operations in the towns and on public improvements of various kinds. And this is about the normal condition of things in the spring months.

Reducing the situation to the viewpoint of the individual farmer this means that in a very literal sense he must earn his bread by the sweat of his brow. If he is not in fairly good circumstances he cannot hire help in competition with the offerings of other employment. And however well off he cannot get all the help he needs at a profitable outlay for wages. Rich or poor, therefore, he must depend largely, frequently altogether, on himself and "the boys" to prepare the ground and get in the seed.

To a man so situated it makes a vast difference whether he has four weeks, or eight or ten or twelve, in which to get through the work. A short spring means for him the hardest kind of hard work, work beginning with dawn and sometimes continuing for into the night. Under these rush conditions somethings are pretty apt to be left undone which should be done and the results of the hurry appear when the threshing is over. Sometimes even a part of the farm has to be left in idleness because the labor supply available is not sufficient to get it under crop in the limited time. More frequently a field which had been intended for grain crop is sown for green-feed.

An early spring allows this work to be distributed over a longer period of time, to be gone about more deliberately and done more thoroughly and with less hardship on the farmer and his help. Both in the matters of comfort and results it is all to the farmer's advantage. He is able, without breaking himself down, to carry out his season's plans, to sow what he wishes to sow when he thinks it should be sown and to put all his cultivated land under crop.

Given normally favorable weather during the growing and ripening seasons, the crop returns this fall should show the advantage of the early spring. From the present appearance of things the farmer will have as favorable opportunity for putting in the crops as could be desired. Work has now begun in all parts of the Province under conditions which locally, at least, could not be bettered. The heavy snowfall early in the month left an ample supply of moisture, while the succeeding warm, sunny weather, has made the land dry enough to work to advantage. The prospect is that the farmer though handicapped by want of help, will be able to prepare his land with more than usual care and to put his whole cultivated acreage under crop.

Men for that aid nature are always most successful. Chamberlain's Cough Remedy acts on this plan. It loosens the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Sold by all dealers.

GOING AFTER THE LEVEL CROSSING.

The Railway Commission has developed a distinctive and altogether creditable and wholesome disposition to "mix things up" with the railway companies when the safety or the interests of the public seem to demand it. An order was recently issued by the Board which reads: "No train shall pass over any highway crossing at rail level at a greater speed than ten miles an hour, if at such crossing an accident has happened subsequent to the first day of January, 1900, by a moving train causing bodily injury or death to a person using such crossing." Quite naturally the railway companies do not like this. They have been hurling high speed trains over level crossings so long and so absolutely regardless of people's lives that they have come to regard this as one of the inalienable rights of the business. If it were sifted it would probably be found that the average railway manager entertains an unshakable notion that the company owns the crossing and only permits the public to use it when trains are not passing over it purely of free will and grace. That in any event has been the way they have used the level crossing, and the interruption to the practice seems to have struck them as something of the nature of an impertinent infringement on their private rights. A portion of what is known as the "travelling public" of course back up the protests of the company. The chief complaint arises from the companies running fast trains between Toronto and Montreal and from people who travel on these trains frequently. It would be, of course, unjust to put any unnecessary obstacle in the way of a man who wanted to get away from such places, or of any company or agency aiding and abetting him in the good resolve. But this is a case in which it is necessary to put up obstacles. It is a case of private interest standing squarely in line against public safety. The interest of the companies is to run trains as fast as possible. The interest of the "travelling public" is to lose as little time in travel as possible. And both of them for the sake of their private interests are quite prepared to continue to maim and slaughter people at level crossings. Fortunately the Railway Commission has absolute jurisdiction in the matter and is not in the habit of taking back an order. The up-shot will be that the railway companies will begin to put in overhead or subway crossings at danger points along their lines in towns and villages and thickly settled parts of the country. This of course unless lotus-eating local councils sign away the Board's power by making agreements which allow high speed over the level crossings. Whether the Board could or would over-ride an agreement of that kind may be a doubtful point.

CANADA STANDS PAT.

We've talked this question through and through,
And mean to act both fair and true.
But, Uncle Sam, it's up to you,
To know "where you are at."
There's nothing further we can do,
So Canada stands pat.

The case is simple. We have made
A special deal for mutual trade
With France; our right is not gain-said
To make a deal like that;
For tariff favors France has paid,
So Canada stands pat.

You want these favors, too, you say,
But "Blame a nickel you will pay!"
You hint that there's another way
To fry out fiscal fat.
The "maximum's" the card you'll play,
Well, Canada stands pat.

Dear Sam, you're our own flesh and blood,
And much we prize good neighborhood.
'Tis sad that there between us should
Ever be tariff spat.
But pat we heretofore have stood,
And we will still stand pat.

—J. W. Bengough.

CALLED.

(Saturday's Daily.)

The New England manufacturers seem to have found that a bull-dozing tariff cuts both ways. They are now praying to be saved from a tariff war which their own beloved Senator Aldrich invited. With the Western Republicans insurging, the threatened bolt of the New Englanders will probably help President Taft to put a peaceable construction on the high-binder clauses of the Payne bill. The amusing and satisfactory feature of the incident is that Canada has had absolutely nothing to do but to sit still and watch the gentlemen at Washington squirming in their own trap. The sound sense of Mr. Fielding never stood out more clearly or more to the public advantage than during the somewhat trying situation of the past month. Toward the United States he maintained an attitude of perfect courtesy but of nothing more than courtesy. He admitted absolutely the right of Washington to make tariffs for the United States, and insisted quietly but firmly on the right of Ottawa to make tariffs for Canada. It means something to the Canadian consumer that at this juncture we had a Minister of Finance who could keep both his head and his counsel. The people of the United States have no idea whatever as to what Canada would do if President Taft brought the maximum tariff into operation against goods from this country. But they are pretty sure Mr. Fielding knows, and they suspect that it would be something not to their advantage. So far as Canada is concerned the Payne tariff bill seems to have been nothing more than a huge bluff. Never was a bluff more promptly, quietly and effectively called. President Taft must lay down his cards on Friday. If when they are shown somebody reminds him that it is the first of April he will have to thank Senator Aldrich who did the dealing.

AUTHORITY.

The market building is to remain a castle in the air for another year. This at least seems to be the meaning of the City Council in postponing indefinitely the proposal to provide money for its erection. Under this procedure the project can be quietly laid to rest in a pigeon hole until time relieves the aldermen of their public duties, and then handed on to their successors as it was handed on to them, a kind of official reminder that life is full of troubles and that it is well to shuffle some of them off onto the fellow who comes after. And unless some wild radical person with a memory long enough to recall his campaign speech breaks into next year's council that body will likely follow the example of its ilustrious predecessors and pass on the enterprise for consideration by the council of 1912. Thus in time the project will become a perpetual heritage for succeeding councils and be handed down from generation to generation as one of the venerable and venerated traditions of the City. In prospect of this it is humbly suggested that the plans and specifications for the building be enclosed in the hollow end of a baseball bat and this good stick, fitly gilded and ornamented be laid upon the table of the civic parliament as the taken of authority which denotes that a British popular assembly is in session.

It is peculiarly fitting that the market building project should in this way be made the badge and token of the Council's authority, for in respect of no other matter has that authority been more bravely and persistently exercised. For ten years now we have been always just about taking off our coats to begin the erection of a building wherein the farmer and the townsman might meet at all seasons and in all weathers and carry on their traffic in those products of the farm which the townsman finds necessary and desirable for his table. But we have never quite got down to work. The authority of the Council has stood always in the way. That the people wanted the building has been plain for years and that they were ready to vote the money for it. But for some reason they never got a chance to vote. Procrastination, that proverbial thief of time, has stolen season after season and we are now little nearer the accomplishment of this project than we were ten years ago. There have of course been times when the aldermanic fortitude seemed weakening before the manifest desire of the public that something be done. Annually, for example, have we not been regaled with campaign speeches about the urgent necessity and wisdom of proceeding with the building in the following spring? But when spring came the elections were far away and as it turned out the market building was even more remote. Last year's Council seemed to have a spasm of positive friendliness toward the proposition to establish a market. They bought a new market site. And under the stimulus of the recent election excitement, perhaps, the present Council last month asked a plebiscite as to which of the two sites should be adorned by the building. The answer was emphatic. But the fever seems to have departed and again the authority of the Council stands between the demand of the people and its fulfilment. What could be more appropriate than to make the project upon which the authority of the Council has so often thwarted public opinion the badge and token of that authority? By all means let us have the plans enshrined in the mace, that when future aldermen gaze upon this gilded bauble they may feel that they are free to do as they please even after they have asked the people what to do and have been told in the plainest of terms.

TO IMPROVE NAVIGATION.

In the estimates of expenditure proposed by the Federal Department of Public Works the following items appear for the purposes indicated. The resolution including these was read a second time and agreed to by Parliament on March 16th:—

Athabasca river—Removal of boulders and deepening channel through sand and gravel bars	10,000
Harbours, rivers and bridges—General repairs and improvements	20,000
Last Mountain lake—Improvements of navigable route	10,000
Lesser Slave river—Urgent provisional improvements	9,000
North Saskatchewan river—Removal of boulders opposite Prince Albert	5,000
North Saskatchewan river—Wing dams for improvement of navigable channel from Edmonton to Lake Winnipeg	25,000
Surveys of rapids, etc., on North and South Saskatchewan rivers and other navigable streams	10,000

THE ROAD MUST BE BUILT.

One point to be kept in mind is that the road from Edmonton to Fort McMurray is to be built and built with as little delay as possible. The old Legislature decided that such road should be built and money for building it has been borrowed. Whatever the Commission may or may not find, or whatever becomes of the government who made the bargain or the company with whom it was made a railway to Fort McMurray must be built and built with as little loss of time as may be. Nobody has proposed the abandonment of the project. Its critics in the House and out of it have not opposed, and do not oppose, the building of the road. But they want $20,000 worth of railway for $20,000 borrowed on the credit of the Province. For whether the $20,000 goes into the road or not, the people using the road will be called upon to pay interest on it in the form of freight rates, and if they fail the Province will have to pay both interest and principal. If it is important to Edmonton and to the country north and northeast that the road be built it is equally important to the people in this part of the country that all the money borrowed be put into railway, for they are the people who will have to pay dividends on it whether it goes into the railway or not.

MORE REFORM IN MONTREAL.

Council Refuses to Increase Salaries of Mayor and Controllers.

Montreal, March 21.—Further efforts were made in the city council today to increase the salaries of the mayor and controllers to $10,000 a year apiece. The proposition, however, did not meet with favor and was voted down without discussion.

A proposition to turn the management of the police department over to an independent commission was also refused, the council taking the position that they were trying one commission system with the board of control and that was enough for the present.

The Greater Montreal movement was also given a move ahead, the decision being taken to apply to the Legislature for power to annex three municipalities—Ville St. Paul, Ville St. Laurent and Ahuntsic.

Another sign of the passing of the old regime was given when resolutions were passed instructing the delegation of aldermen who will go to Quebec to assist in passing amendments to the city charter, that they must not go there at the city's expense, and then oppose its measures, as has happened in past years.

KNOX STUDENTS FOR WEST

List of Those Appointed for Saskatchewan and Alberta.

Toronto, Mar. 23.—The executive of Knox College Students' Missionary society has decided to supply forty mission fields this coming summer, and have made the following appointments in the west.

Saskatchewan—Avonhurst W. A. Ross; East Davidson, H. S. Clugston; Foote, W. R. Columbus; Lake Johnston, E. S. Gale; Spratsville, J. F. Strachan; Willow Creek, James Robb; West Hope, G. M. Chidley; Ayggans, H. Marshall; Dowd Hill, A. S. Siball; English River, S. B. Robson and E. Dam; Turtle River, W. M. See; Fort Pitt, A. B. Irwin; Roche Percee, Y. S. Lloyd.

Alberta—Mewassin, J. S. Bell; Belvidere, F. McLean; Cumberland, E. S. Farr; Evarts, H. W. Lyons; Amiska, W. Graham; High River Forks, B. Smillie; South Bow Island, W. Fingland; Warner East, A. S. Sibbald.

British Columbia—Illecilliwaet, H. B. Johnston, B. A.; Jaffray, N. A. Boyd, B.A.; Stuart, D. J. Lane, B.A.

Englishman Charged With Bigamy.

Hamilton, Ont., Mar. 23.—Provincial Detective Miller this evening arrested W. G. Nash, Brandford, on a charge of bigamy. The prisoner is an Englishman, 31 years of age. It is charged that in August 1902 he married Martha Lindsay, in London, England, and that last November he married Clara Brown at Dundas. Wife No. 2 has been living in Montreal. She had arranged to meet Nash this evening. When he went to the train to meet her, he was placed under arrest. He admitted to police he had two wives.

Policeman Passed Bogus Checks.

Regina, March 25.—A member of the R.N.W.M.P., whose name at present is withheld by the authorities, has been arrested on the charge of passing worthless checks. It is stated that he passed one of the checks in question with a local dealer, and afterwards negotiated another check for $500 through one of the local banks.

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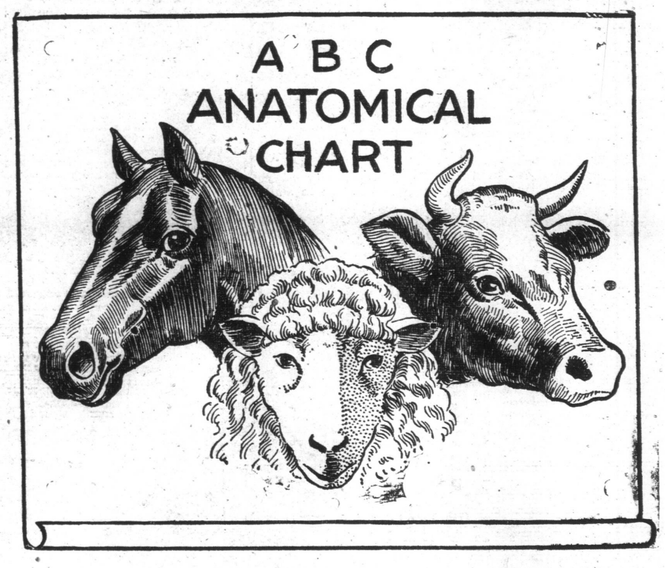

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THE BULLETIN, - Edmonton, Alberta

500 MEN COMING FROM ONE U.S. COUNTRY ALONE

American Visitor to Edmonton Tells of the Unprecedented Immigration to the West During the Present Spring From His Home State of Iowa.

That at least 500 men from one county alone in the State of Iowa will come to Western Canada this spring and many will come to the Edmonton district was the statement of F. R. Creglow, of Rock Rapids, Lion County, Iowa, to the Bulletin this morning.

Mr. Creglow, who is a newspaper man of the republic to the south, is now paying a visit to Edmonton for the first time and is staying with his old friend and fellow-townsman, M. W. Dickenson, who came to Alberta four years ago and took up land in the Pembina district.

A Booster for Alberta.

Mr. Creglow has already become an enthusiastic booster for Alberta and he will carry back with him to his home the most favorable accounts of the new province lying east of the Rockies. He has visited different sections of Alberta but Edmonton district looked best to him.

"You are getting many of the best people of the United States," he said, "who are forced to leave their farms by the constantly increasing rents that are being charged. The free land of Alberta will continue to attract thousands of our people who will do much to build up the west."

Should Advertise at the Fairs.

Mr. Creglow expressed himself strongly in favor of the province advertising largely at the state and county fairs instead of at the bigger expositions where only the wealthier classes visit.

He heartily endorsed the action of the provincial government along this line and said it would be productive of far more good than a similar amount of money spent at Seattle, Chicago, or other large cities.

Excusable Homicide, the Verdict.

Montreal, March 23.—The coroner's jury returned a verdict of excusable homicide in the case of Napoleon Leroux, the boy killed by a street car yesterday.

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Manufacturers of sawmills.

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LA GRIPPE

Arrested, and Consumption Cured

Mr. G. D. Colwell, of Walkerville, Ontario, was stricken down with La Grippe in 1906 and it left him in very bad condition. He says: I was all run down and bordering on Consumption. I could not sleep at nights, had awful sweats, and coughed nearly the whole time. This is how I was when I began to take Psychine, in a low nervous state; but from the first bottle I began to improve. It did marvels for me and brought me back to health in no time, making a new man of me. It fortifies the body against the attacks of La Grippe and is a sure preventative. I always take Psychine if I feel a cold coming on and it puts me right in no time."

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PSYCHINE
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FAVORS PORT NELSON FOR H. B. RY. TERMINUS

Geo. R. Ray, Formerly Hudson's Bay Factor at York Factory and Churchill, Declares Port Nelson is Incomparably Better Than the Alternative.

Winnipeg, Mar. 26—George R. Ray, Pinto, Saskatchewan, is spending a few days in the city. Mr. Ray was several years in the employ of the Hudson's Bay company, at points on Lake Winnipeg and the Hudson Bay.

"You were formerly in the Hudson Bay service?" suggested the reporter.

"Yes, eight years in all, two years in charge of Berens river, Lake Winnipeg; three years at Churchill, two years at York Factory, and one year at Cross Lake.

Favors the Nelson for Terminus.

"You were at Churchill three years and at York Factory, that is to the Nelson River, two years. You should therefore be in a position to say which of the two rivers, the Churchill or the Nelson, you think would make the better harbor?

"The Nelson undoubtedly," said Mr. Ray, "why it would cost as much to make the Churchill into a serviceable harbor as it would to make the Nelson into one, and then you wouldn't have anything like the harbor you would have at the Nelson. On each side of the Churchill River is a rampart of rocks which would make it exceedingly expensive to enlarge the harbor, which of course, would have to be done, as at the present time there is only room for one ship to lie safely. When the company's ship "Pelican" is there there is only room for one ship to lie in the river for another ship to lie alongside at the mouth. Then again the Churchill River "sets fast" very early in the season (I have crossed it at its mouth in November 16) and it does not "break out" till late in the spring. I was going to say, but it is the middle of June and therefore summer. Of course I do not set myself up as an authority but I have my own opinion in the matter."

Says Churchill is Folly.

"And what is your opinion, Mr. Ray?"

"Well, I think it would be the height of folly to fool with the Churchill river when you have a harbor on Hudson Bay. Why not spend the money on a river that you can make something of and not on one which at its best is only a one-horse affair. Do you know that a good judge could almost jump across to the river which run out from the east shore at the mouth of the Churchill. Well, he is so. Do you know also, that an ordinary row boat could not go up the river more than seven or eight miles? Well, that is also true; it is too shallow."

"You seem to strongly condemn the Churchill river as a harbor. What have you to say of the Nelson?"

"I must first tell you that in condemning the Churchill river as a terminus for the Hudson Bay railway I am speaking against my own interests. I have an axe to grind there. Now as to the Nelson being more suitable for a harbor—in my mind there is no comparison. The Nelson is from fifteen to twenty miles across, according to what you call the mouth. The mouth of it does not freeze up during the three years I was at Churchill I made a trip to York factory at least once each winter, and had to cross the Nelson both going and returning, and always cursed it while travelling for six miles up the shore in order to cross, for not freezing over in reasonable river should. This would generally at the end of January, March I have crossed lower down and shortly after, say in May, the river was "out."

Differs With Major Moodie.

"I suppose you have read Major Moodie's report?"

"Yes, I know the major personally and, as he was at Churchill as many years as I was, believe him to be quite as capable of speaking on the conditions of the Churchill river as I am, perhaps more so, but when he refers to the Nelson river, he speaks inadvisedly. He is out of his latitude; he knows nothing about the Nelson. For instance, he says that the harbor at Nelson had been made a factory, the company (meaning the Hudson Bay company) would certainly have had their post there and not on the Hayes." Now look at the facts. When the Hudson's Bay company's post York Factory was established the company's supplies were all brought out in sailing ships which were able to navigate the Hayes river. Again, mark this, the company's inland posts were in those days all supplied from York factory, and the company knew those supplies would be more easily freighted up the Hayes river than up the Nelson, there was not such a great body of water to contend with in the Hayes and hence the post being established there.

Nelson Not Charted.

Again, he says: "The Hudson Bay steamers, when delivering goods at Nelson, always lie miles out in the 'bay' and land the goods by small boat." Now the company's ships always lies from fifteen to twenty miles out to sea, not because it cannot come nearer, it could lie much nearer, but the captain's great fear is, not of getting in, but the getting out again. There are no charts of the waters at the mouth of the Hays and Nelson rivers, and as what is known about Nelson shoals are in the near vicinity it behoves the master of the vessel to be very careful when approaching land. He could run much closer to the mouth of the Hayes river with the aid of lead and line, but should he be in an offsea storm he must be remembered that when he is lying off the Nelson or the Hayes that right ahead of it (probably from eight or ten miles) is the shore. A glance at the map will show you nothing to Cape Tatnam. Two years ago last August the "Pelican" was caught out a storm off Hayes river (a severe storm). It had two anchors out and was steaming full steam ahead, and was drifting ashore. What would have happened had it been nearer in shore, I see no reason why the Hudson's Bay company's ship (not ships, there is only one a year) could not run up to Nelson, but there has never been any reason for it to do so. To my own knowledge there is good water