

STORE
Presents
VARIETY.

Stripes and fancy Belts, Silk Collars,
Hosiery Individually or in Fancy
Cloths, Five O'Clock Tea Cloths, in
Kilts and Fancy, from \$3.75 up.
House Lengths.

"Gloves." We have them in
and Glass except absolutely.

Scarfs, Mufflers, Fancy Hand-
kerchiefs, etc.

FURS!
We have a good assortment of Ladies'
Minklets, Coats, etc.

at prices to please everybody.

SECORD

MUSIC CO.

having been made to
and endeavor to do
and public in general
all our music lines and

duced prices.
EINZTMAN PIANOS.
NOGRAPH.
PRIETOR
EDMONTON, ALTA.

Name
GILLIES

the Place
BERT

ers, Saws,
Etc.
to

GILLIES
RT



Sod Plow.
and "Garden
tom.
day, Ill., U. S. A.
all classes of work. At
that furrow in the sod. Just
ground plow and the long
ard, share and handside
work in this locality, we'd
anything better. You'll agree
same, 1906.
Edmonton, Alberta.

Do Not Forget
Some of these in your next order. Just
opened up. Covanut Fingers, Lady
gingers, Abernethy Jam, Jams, Fig
Bar, Fig Sandwich, Raisin Cookies,
Luscious Fingers, etc.

GARIEPY & LESSARD

VOLUME IV.

**WILL ACCEPT RESOLUTIONS OF
INTERPROVINCIAL CONFERENCE**

**Prime Minister Announces Government's Attitude
Toward Demands of Province**

Bulletin Special.

Ottawa, Dec. 25.—Sir Wilfrid Laurier announced today that the Dominion had come to the conclusion to agree to the resolution embodying the views of the interprovincial conference submitted by the Hon. Mr. Gouin on Oct. 10th, with the exception of that portion of the first resolution proposing an increase of subsidy towards the cost of administration of criminal justice and also the proposal that a bill should be introduced into the parliament of Canada providing for the payment of the increased subsidies and allowances pending the necessary amendment to the British North America Act, neither of which he was prepared to entertain. The Prime Minister said that his Government desired to impress the conference with the fact that the resolution of the Quebec conference of 1887 seemed to have been drawn and considered with great care and they were of the opinion that the terms agreed to at that time should not be departed from. Sir Wilfrid Laurier further observed that his government had considered this question

up to this moment in the hope that the present interprovincial conference would be unanimous. He said that while there was unanimity with respect to the principal of increased subsidies and also in regard to that portion of the resolution of the interprovincial conference submitted by Mr. Gouin on Oct. 10 to which the government had agreed, there was a special claim for British Columbia touching which some difference as regards the amount existed. Sir Wilfrid added that he wished to report to his colleagues on that point before giving a final assent. The question of the discrimination against the Dominion charters by provincial authorities was referred to by Sir Wilfrid, who expressed the view that there should be no such discrimination. He also referred to the previous discussion on the provisional tax on commercial travellers. The chairman of the conference announced that his question had been considered by the interprovincial conference and that the various premiers had come to the conclusion to propose to the legislatures the repeal of this tax.

Bulletin Special.

Winnipeg, Dec. 20.—The Kenora Thistles and Winnipeg Strathconas opened the professional hockey tonight and after a hard game the former won by 6 to 3.

Bulletin Special.

Vicksburg, Dec. 20.—The steamer Second blew up on the river and half of her crew and passenger list, numbering fifty, are missing.

Bulletin Special.

Toronto, Dec. 20.—Three keepers of Manitou Island lights are marooned on Hatt Island in Lake Superior. Storms have made it impossible for the men to reach the mainland in their small boat.

..... FARMERS

**MONEY TO LOAN ON FARM PROPERTY AT LOWEST RATES
THE CANADIAN LOAN & SECURITIES CO., Limited.**

The Western Realty Co., Limited
..... AGENTS

281 JASPER AVENUE.
The Crown of the Home

National Trust Co., Limited

MONEY TO LOAN
On Improved Town Property. Lowest Current Rates.
No Delay. No Commission Charged to Borrower.
Highest Prices Paid for School Debentures.
A. M. STEWART, Manager Edmonton Branch.

**The Western Canada Land
Company, Ltd.**

LANDS FOR SALE

In the following thriving districts: Spruce Grove, Stony Plain, Independence, Edson, Fort Saskatchewan, Bruderheim, Ross Creek, Mundare, Toisdale, Vegreville, Innisfree and Vermilion.
For maps, prices, literature and terms, apply to
GEO. T. BRAGG, Local Agent,
P.O. Box 56. Edmonton, Alta.

**THE
EDMONTON MUSIC CO.**

beg to announce the preparation having been made to meet with the Christmas rush and endeavor to do what is right for our customers and public in general. We advertise a reduced rate in all our music lines and particularly our violins.

Our toys are offered at greatly reduced prices.
**AGENT FOR THE GERHARD-HEINZTMAN PIANOS.
AND THE EDISON PHONOGRAPH.**

J. G. PICARD, PROPRIETOR.
28 JASPER AVE. EDMONTON, ALTA.

Edmonton Bulletin.

EDMONTON BULLETIN, FRIDAY, DECEMBER 21, 1906.

NUMBER 118.

**ROBLIN'S POLICY
WAS REJECTED**

**Municipal Telephone Scheme Turned
Down by the Electors**

Bulletin Special.
Winnipeg, Dec. 19.—The fuller details now available from the settled portion of the province show conclusively that the government's proposal for municipal telephone exchanges throughout Manitoba has been decisively defeated. Out of eighty-one municipalities from which the final returns are to hand, forty-eight have rejected the scheme and thirty-three have endorsed it. At least twenty-five per cent. of the latter have returned less than five votes above the sixty per cent. necessary for its adoption. The striking feature of the returns is the large number of rural municipalities within one hundred miles of Winnipeg have approved of the project. The municipalities adopting it are those in the more remote parts of the province. The two largest centres in which polling took place yesterday, Portage la Prairie and Brandon. Both condemned the project. It is also significant that the municipalities represented by Premier Roblin, Minister of Public Works Rogers, and Attorney General Campbell voted down the proposition. It is apparent from the returns that it will be practically impossible for the government's proposal of a municipal and government system to be carried into effect. The returns of the settled portions of the province are practically complete and those yet to come are expected to add further emphasis to the already pronounced defeat of the scheme.

HANGED HIMSELF FROM A BEAM

**Thomas Hallett Ends His Life by Hanging Himself
From Rafter in a Barn**

Thomas Hallett, well known in Edmonton, committed suicide by hanging himself in his barn on Elizabeth street some time between 11 and 12 o'clock this morning.
Word was brought to the police station at 11.30 that Hallett had threatened his wife with a razor this morning and had also threatened to commit suicide. At a later hour Mrs. Hallett found the barn locked and she sent word post haste to the police station. The call was answered by Sgt. Tidbury and Officer McCullum. Breaking the door open they found the unfortunate man suspended by a half inch rope from a rafter in the hay loft. Close by was a packing box, on which he had evidently stood while adjusting the noose, and then kicked aside, allowing his feet to hang clear of the floor. The body

**TELEPHONE LINE
TO LLOYDMINISTER**

All arrangements for the construction of the first long link of the Alberta Government's telephone system in the central part of the province have been practically completed and the Public Works Department will be ready when the weather permits them to go ahead with the construction of the line between Edmonton and Lloydminster.
Specifications have been completed, the necessary exploratory work done and the route of the line chosen. The government is now advertising for 7,000 poles and is calling for bids from the leading telephone supply houses of Canada for the wire, insulators, cross arms and other items of construction.
The route selected will take the new line to Fort Saskatchewan on the north side of the river and crossing there it will be carried eastward in the same general direction as the Canadian Northern, but for the greater part of the distance following the section and range lines. Every town on the railroad between Edmonton and Lloydminster will be connected with the system and towns to the north and south will later on be connected up with branch lines.
The new line is going to be one of the finest telephone lines ever built in Canada. It will be copper wire construction throughout, central energy, which require a double wire, and the metallic circuit will transfer every mile. It is expected that when

DISCREPANCY IN FIGURES

There appears to be a very wide difference of figures between the estimate of the amount of cement to be used in the Canadian White contract for the completion of the sewer and the original estimate of the Taylor Construction Co., a difference so large as to require considerable explaining.
The estimate prepared by the city engineer and the Canadian White Co.'s engineer calls for 7,245 cubic yards of cement at \$12 per yard. The Taylor Construction Co. figured in their original estimate that it would require 15,001 yards of cement. These figures, Mr. Taylor claims, corresponded with the figures of the city engineer at that time.
From this 15,001 cubic yards there would have to be deducted 510 yards

CALGARY NOTES.

Calgary, Dec. 19.—The street delivery of letters will commence in Calgary on the first of February.
P. Diamond, of Canmore was the defendant in a wage case tried before Inspector Duffus, office of the barracks. A complaint of wrongful dismissal and non-payment of wages amounting to \$50 having been laid against him by a former employee named Samuel Caplan. Several witnesses were examined, one of whom gave evidence in Hebrew and the proceedings at times were quite lively, all the parties and their friends insisting on addressing the court simultaneously. In the result the case was dismissed and the informant ordered to pay costs.
A branch of the Royal Templars has been formed in Calgary.
Justice Harvey handed down his decision confirming the validity of the by-law regarding the early closing of the stores throughout the city. Several objections were raised by the petitioners but the judge dismissed all of them.

**CHRISTMAS
DAINTIES**
of every description

Candy Toys
Christmas Crackers
Japanese Oranges
Malaga Grapes
and Biscuits and Cakes
of all kinds

HALLIER & ALDRIDGE,
Fruiterers and Confectioners.

"Canucks" by the Cartoonists
EDMONTONIANS.



Registered in accordance with the Copyright Act by the Newspaper Artists and Cartoonists' Society of Canada.

WALTER RAMSAY, Florist

Mr. Ramsay was born at Binbrook, Wentworth Co., August 19th, 1870. He received his education at the public schools at St. Mary's Collegiate Institute. He then went to the Model School at Mitchell, after that teaching school for two years. He then entered on a further course of training at the Normal School, Ottawa, after which he became principal of the Foxboro School, Hastings Co., in which position he remained for five years. He then took a course at the Normal School, Hamilton. In 1897 Mr. Ramsay came West, locating at Edmonton, and taught school for seven years, part of which time he was principal of the public schools.

ROBBED WHILE SHOPPING.
Bulletin Special.
Philadelphia, Dec. 20.—Mrs. Ella V. Kober was robbed of \$5,000 by pickpockets in a holiday crowd in the shopping district here today. The money was paid Mrs. Kober by the Pennsylvania railroad in settlement of the claim on the death of her husband, who was killed in a recent electric railroad wreck near Atlantic City. Mrs. Kober had no faith in the banks and had refused to accept a cheque from the company in payment. She received the amount in \$500 notes, which she sewed in a secret pocket in an undershirt. While shopping with a friend she discovered that the pocket had been cut from her skirt and the money taken.

**YOU CANNOT GET AWAY FROM IT
GOOD LUMBER PAYS**

We have on hand the largest stock of
HIGH GRADE LUMBER
we have ever carried. We have also a good supply of
B.C. Common Lumber
which is good value at the price. And we are still headquarters for
Windows, Doors, Laths, Shingles, Etc.

Cushing Bros., Co., Limited
Edmonton, Strathcona, Ft. Saskatchewan, Etc.

XMAS GOODS
At J. H. MORRIS & CO'S

We present a marvelous collection of fancy goods that will make an instant appeal to Xmas shoppers.

Point Esprit Dresses.
Out Steel Belts.
Burnt Leather Goods.
Fancy Handkerchiefs.
Whisk Sets.
Silk Trays.
Silk Dressing Gowns.
Perfumes in Fancy Boxes.
Dresser Sets.
Book Covers.
Card Cases.
Pin Trays.
Ash Trays.
Pipe Racks.
Cigar Trays.
Silk Garters and Hose Supporters.
Hand Painted Pin Cushion.

Silk Waist.
Piano Drapes.
Drawn Work Linens.
Embroidered Linens.
Silk Cushion Covers.
Opera Bags.
Purses.
Shopping Bags.
Squaw Bags.
Fans.
Silk and Chiffon Collars.
Leather and Silk Belts.
Mounted Combs.
Sterling Silver Thimbles.
Needle Cases.
Whisk Holders.
Silk Hosi.

J. H. MORRIS & CO., DEPARTMENTAL STORES

PEACE-YUKON TRAIL

By CAPT. C. E. DENNY in Calgary Herald

While at Hudson's Hope resting and building a raft, a party of Grand Trunk railroad engineers came in from the north side of the river for supplies. They had been trying to find a practicable pass for the road through the South Pine pass. They led me to understand that although it is no easy pass to the summit on the east side no feasible way down could be found on the west side. There is no doubt in my mind that no railroad will be built anywhere near the Peace River. If the Grand Trunk Pacific goes through the Yellow Head pass, it will cut the Peace River country out altogether, as that pass lays a long way south, even of the Athabasca, which is itself a long way south of the Peace River.

Mostly like the coast of the Peace River and about 50 miles from Hudson's Hope. This is quite a large lake and is full of white fish. There is some open country in patches around it, and a path leads from the lake to opposite Fort St. Johns. The Peace River is swift, but clear. I constructed from Hudson's Hope to Fort St. Johns and I rafted down it less than two days. All you can do with a raft is to keep it in the current and let it drift, if, of course, swings in crazy directions, turning round continually. I had no trouble in getting to Fort St. Johns and saw some game, one or two black bear and one moose. I remained at Fort St. Johns over a main street.

While at Hudson's Hope, resting and building a raft, a party of Grand Trunk railroad engineers came in from the north side of the river for supplies. They had been trying to find a practicable pass for the road through the South Pine pass. They led me to understand that, although it is an easy pass to the summit on the east side, no feasible way down could be found on the west side. There is no doubt in my mind that no railroad will be built anywhere near the upper Peace. If the Grand Trunk Pacific goes through the Yellowhead pass, it will cut the Peace River country out altogether, as that pass lays a long way south, even of the Athabasca, which is itself a long way south of the Peace River.

Mostly like the coast of the Peace River and about 50 miles from Hudson's Hope. This is quite a large lake and is full of white fish. There is some open country in patches around it, and a path leads from the lake to opposite Fort St. Johns. The Peace River is swift, but clear. I constructed from Hudson's Hope to Fort St. Johns and I rafted down it less than two days. All you can do with a raft is to keep it in the current and let it drift, if, of course, swings in crazy directions, turning round continually. I had no trouble in getting to Fort St. Johns and saw some game, one or two black bear and one moose. I remained at Fort St. Johns over a main street.

While at Hudson's Hope, resting and building a raft, a party of Grand Trunk railroad engineers came in from the north side of the river for supplies. They had been trying to find a practicable pass for the road through the South Pine pass. They led me to understand that, although it is an easy pass to the summit on the east side, no feasible way down could be found on the west side. There is no doubt in my mind that no railroad will be built anywhere near the upper Peace. If the Grand Trunk Pacific goes through the Yellowhead pass, it will cut the Peace River country out altogether, as that pass lays a long way south, even of the Athabasca, which is itself a long way south of the Peace River.

Mostly like the coast of the Peace River and about 50 miles from Hudson's Hope. This is quite a large lake and is full of white fish. There is some open country in patches around it, and a path leads from the lake to opposite Fort St. Johns. The Peace River is swift, but clear. I constructed from Hudson's Hope to Fort St. Johns and I rafted down it less than two days. All you can do with a raft is to keep it in the current and let it drift, if, of course, swings in crazy directions, turning round continually. I had no trouble in getting to Fort St. Johns and saw some game, one or two black bear and one moose. I remained at Fort St. Johns over a main street.

While at Hudson's Hope, resting and building a raft, a party of Grand Trunk railroad engineers came in from the north side of the river for supplies. They had been trying to find a practicable pass for the road through the South Pine pass. They led me to understand that, although it is an easy pass to the summit on the east side, no feasible way down could be found on the west side. There is no doubt in my mind that no railroad will be built anywhere near the upper Peace. If the Grand Trunk Pacific goes through the Yellowhead pass, it will cut the Peace River country out altogether, as that pass lays a long way south, even of the Athabasca, which is itself a long way south of the Peace River.

Mostly like the coast of the Peace River and about 50 miles from Hudson's Hope. This is quite a large lake and is full of white fish. There is some open country in patches around it, and a path leads from the lake to opposite Fort St. Johns. The Peace River is swift, but clear. I constructed from Hudson's Hope to Fort St. Johns and I rafted down it less than two days. All you can do with a raft is to keep it in the current and let it drift, if, of course, swings in crazy directions, turning round continually. I had no trouble in getting to Fort St. Johns and saw some game, one or two black bear and one moose. I remained at Fort St. Johns over a main street.

While at Hudson's Hope, resting and building a raft, a party of Grand Trunk railroad engineers came in from the north side of the river for supplies. They had been trying to find a practicable pass for the road through the South Pine pass. They led me to understand that, although it is an easy pass to the summit on the east side, no feasible way down could be found on the west side. There is no doubt in my mind that no railroad will be built anywhere near the upper Peace. If the Grand Trunk Pacific goes through the Yellowhead pass, it will cut the Peace River country out altogether, as that pass lays a long way south, even of the Athabasca, which is itself a long way south of the Peace River.

Mostly like the coast of the Peace River and about 50 miles from Hudson's Hope. This is quite a large lake and is full of white fish. There is some open country in patches around it, and a path leads from the lake to opposite Fort St. Johns. The Peace River is swift, but clear. I constructed from Hudson's Hope to Fort St. Johns and I rafted down it less than two days. All you can do with a raft is to keep it in the current and let it drift, if, of course, swings in crazy directions, turning round continually. I had no trouble in getting to Fort St. Johns and saw some game, one or two black bear and one moose. I remained at Fort St. Johns over a main street.

While at Hudson's Hope, resting and building a raft, a party of Grand Trunk railroad engineers came in from the north side of the river for supplies. They had been trying to find a practicable pass for the road through the South Pine pass. They led me to understand that, although it is an easy pass to the summit on the east side, no feasible way down could be found on the west side. There is no doubt in my mind that no railroad will be built anywhere near the upper Peace. If the Grand Trunk Pacific goes through the Yellowhead pass, it will cut the Peace River country out altogether, as that pass lays a long way south, even of the Athabasca, which is itself a long way south of the Peace River.

FLOATING SUNKEN LINER

(From The St. John Daily Telegraph)

To turn a 12,000 ton steamer into a huge steel tub by pumping her full of compressed air and floating her on rocks on which she had been impacted for more than a year is a feat which has just been accomplished by two young New York engineers.

After more than \$150,000 had been expended by expert wreckers in unsuccessful attempts to wrest in a great piece of marine architecture from the grasp of a pine rock, these two young men applied the principle employed in building tunnels under water, and within three months after beginning operations they were satisfied in seeing the great ship float from her bondage to a safe harbor.

With a full passenger list and valuable cargo, the Bavarian, of the royal mail steamer line, ran on Wye Rocks, in the St. Lawrence river, thirty-eight miles from Quebec on the night of Nov. 3, 1905. The pilot insisted that one of the buoy lights which marked the channel was out and this had caused him to line out and of his course and leave the harbor and fast, with several sharp rocks piercing her bottom and she was wrecked. Many of the Bavarian's compartments were filled with water, and when the ship settled down she sank below the air pressure.

There was a feeling among the men that the attempt to float the ship which marked the channel was out and this had caused him to line out and of his course and leave the harbor and fast, with several sharp rocks piercing her bottom and she was wrecked. Many of the Bavarian's compartments were filled with water, and when the ship settled down she sank below the air pressure.

These fears were dispelled and confidence in the project was restored when the firm of the outside space which Mr. Baker, compressor engineer, brought on board a yellow dog. It was a well bred bulldog named "Buster" and he was remembered that after a series of mishaps in the tunnel work on which they had been engaged a yellow dog named "Buster" had been brought on board the entrance to the air locks. From that day there was never an accident to work in the tunnel.

After the company owning the Bavarian had worked one day and hung about the entrance to the air locks. From that day there was never an accident to work in the tunnel. The yellow dog was named as a mascot and the men went to work with a will.

Examination had shown that the Bavarian's bottom amidships was in a very ragged condition. The placing of the rock over the bottom and to patch it was impossible. The holes were so large that it would have been useless to attempt to patch them. The preparations to blow it out through the rents in the bottom were hurried forward.

One day last June there came to New York a young man, Robert O. King, a resident of North Tonawanda, N. Y., after getting his degree in civil engineering at McGill University, in Montreal, P. Q., had done good work in his profession and was ambitious to accomplish something in the world.

Mr. King told his friend that he was convinced that the Bavarian could be floated by using compressed air. The two young engineers discussed the matter and Mr. King persuaded Mr. Wetherpoon to take the matter to the ship. This was done on June 27. In the party were several divers, and Mr. Wetherpoon was accompanied by a kind of marine work took along his own diving suit. After a careful examination of the ship it was decided that the Bavarian was to be floated by means of the compressed air method, and the young engineers made up their minds to bid for the salvage of the vessel.

They soon learned, however, that the contract had been given to the Captain Leslie of Kingston, who had determined to make another attempt to float the vessel by the old methods. Messrs. Wetherpoon and King laid their plans before Captain Leslie, who was at first skeptical, but after seeing the plans and the engineering drawings, he agreed to join with the engineers in the salvage of the great ship, which, as a ship, was estimated to be worth \$1,000,000.

It is one thing for a young man, whatever his capabilities may be, to advance a theory that carrying out which will cost much money and another to persuade capital to advance the necessary funds. Mr. Wetherpoon and King had to do this before they succeeded in raising the money to bring the carrying out to a successful conclusion. First they had to obtain the approval of men of standing in the scientific and engineering world.

One of the first to approve of the plan was Judge Charles F. McLean, an eminently high tide. Owing to the bad weather the tugs which had been lying alongside had dropped down the river to a more comfortable harbor. As the tide rose the air compressors were set to work and the full power of the plant used in forcing air into the hold of the ship. Suddenly there was a movement of the great hull and as she lifted herself from her rocks and chest went up from three to four feet.

Five minutes later the Bavarian was a possession of her own again and floated clear of Wye Rocks in sixty feet of water. After the first few minutes all went over or that the air pressure would not hold the water back was dispelled. The Bavarian floated in a calm sea, even keel. Soon the tugs were around her and the ship was taken in tow for Quebec. There she lies now beached in Wolfe's Cove.

Estimates of the cost of putting the Bavarian in a safe place show that the plan originated by Mr. King and carried to such a triumphant conclusion by Mr. Wetherpoon was less than half that of the old method. The men who attempted unsuccessfully to salvage the vessel by the use of old methods lost nearly \$500,000. The price of the vessel, which is the law, was about \$1,000,000. The men who attempted to salvage the vessel by the use of old methods lost nearly \$500,000.

Ottawa, Dec. 13.—An order in council has been issued for the purchase of a block of land at Calgary to the province of Alberta to be used for a school for a Normal school and another block to the Calgary school board for school purposes.

IRRIGATION

Medicine Hat News: Mr. J. D. McGregor was in the city today and was interviewed by the News in regard to the big irrigation project which he has been working for the past two years, the completion of which will mean so much to Medicine Hat though it is opening up of the semi-arid lands lying west of the river.

The entire project includes the irrigation of 300,000 acres of which 100,000 lie on the north side of the river. The balance is on the south side. The tract on the north side, Mr. McGregor states, will be reclaimed first, work on the south side not progressing further than the survey stage until the north side work is completed in its entirety.

Being asked for details concerning the point at which the water would be taken from the river, Mr. McGregor stated that the big ditch would tap the Bow river at a point about forty miles above the tract of land which is to be irrigated, consisting of the land between the river and the north side of tp. 13 in ranges from six to thirteen inclusive. A dam, he explained, would raise the water about ten feet and it would then follow the natural fall of the land by gravitation and fall off into the Saskatchewan through the big coulees at the old St. Mary's. Lateral ditches could easily be run from this point on down as far as Police Point, if the water was required by the owners of the land affected, water being taken from the main ditch and not purchased from the company, and as to the charges which would be made in the event of it being furnished, Mr. McGregor pointed out that the company expected to derive a considerable portion of its income from the sale of water, and the charges could not be excessive even if the company was disposed to ask an exorbitant price, the maximum figure being fixed by the government in such cases, and not being controlled by the surveyors to the extent of the water which could be regarded as in the slightest degree prohibitive.

"Will you throw the land on the market as soon as the survey is completed?" Mr. McGregor was asked. "Oh, no, we have to earn the land before we can sell it," was the reply. "The water has to be flowed through the ditches and a supply available at all points of the system before any sales can be made."

Questioned further as to when the project could be gotten under way Mr. McGregor stated that the work to begin, Mr. McGregor said that this stage would be reached just as soon as the frost was out of the ground when all the men would be employed who could be secured. The company already had taken over the assets and the goodwill of the Grand Forks Cattle Co. Subsidiary companies, composed practically of the same men, would be formed to operate the industries which would arise incidental to the inauguration of the irrigation scheme.

Mr. McGregor's careful investigations have shown the soil and the climate to be especially suited for sugar beet and alfalfa growing. As soon as the beets can be grown a factory will be put in operation in Medicine Hat to handle the product of the farms. The growing of alfalfa will mean that an immense number of hogs will be raised in the district and it is proposed to erect the largest packing plant in Canada to handle the output.

That there is nothing visionary about his plans is demonstrated by Mr. McGregor's statement that his experience in seeding has turned out most successfully, since he has interested himself in ascertaining the capabilities of the soil in the tract of land in which he is concerned. This year he had over one thousand acres under crop, and his experiments with alfalfa have extended over a period of three seasons. The results have proven to his entire satisfaction that this greatest of fodder plants is especially adapted to this country. He has secured two crops a year from the same stands with a fine yield considering that the rainfall has been light and the land was not irrigated. The experiments have not been confined to one point, but have been conducted all along the proposed line of the ditch and good stands of roots secured in every case, showing that alfalfa will be the chief crop of the irrigated district. Returns from Colorado, Montana and other of the northwestern states show, Mr. McGregor points out, that wherever a district follows alfalfa growing it means hog raising, dairying and poultry raising, in all of which products there is money. In the states mentioned, alfalfa is used extensively in fattening lambs for the Chicago market and it means that cattle can be finished up on it at any time of the year and placed on the market instead of being rushed on at certain seasons as at present.

The enterprise which Mr. McGregor has shown in organizing a company for the reclamation of these semi-arid lands means that Medicine Hat's future is now assured beyond doubt. The two large plants already referred to will be established in the city and doubtless many kindred industries will spring up. The company will make its headquarters in Medicine Hat and will open offices here at the first of the year.

The engineering staff will be directed from here and the supplies needed will be purchased here.

ALONG THE G.T.P. Ottawa, Dec. 11.—Chief Engineer Lumberton, of the National Transcontinental railway, in his annual report says that the district from Moncton to Wabigoon is more or less settled. After crossing the headwaters of the Ontario boundary will be comparatively easy. There is no scarcity in this section. Along the valleys of the streams there are fairly good lands fit for settlement. From Ontario westerly to within ten miles of the Saskatchewan river, a distance of 40 miles, the country consists of clay and loam, with here and there sandy ridges and small areas of muskeg or swamps. Very little rock is met with. Some fairly good timber is found in the valleys of the streams and a large amount of small areas of timber. From the 185 miles westerly to Winnipeg, a distance of 66 miles, the country may be called prairie. The western

The most feasible route to a point on the Pacific Coast. (b) From a point on its authorized line near the forks of the Athabasca and McLeod rivers south-westerly to the head waters of the McLeod River. (c) From Battleford westerly a distance of one hundred miles. (d) A branch from the Canadian Northern Railway at or near Strathcona in a south-westerly direction to Pigeon Lake, Province of Alberta. (e) A branch from a point on the Canadian Northern Railway south of Neepawa, Province of Manitoba, thence north-westerly joining the Main Line at or near the crossing of the South Saskatchewan River.

Solicitor for the Applicant. Toronto, November 14th, 1906. R. N. W. M. POLICE

HORSES LOST OR STRAYED A. B. WARD Will be paid for the following described horses, which strayed from Ross Co., Ont., the latter part of April last. One grey colt, rising 3 years old, light bay, with white star on forehead and two white hind feet, a brand; weight about 1,150 lbs.

WANTED: TWO HUNDRED HEAD of horses or cattle to winter; also tender or 25, 50, 70 or 100 tons of green feed, 100 tons of hay, to be delivered in Edmonton before April 1st. Apply S. L. Dagsgard, two miles west of St. Albert.

WANTED—TEACHER (FEMALE) for Wabigoon Lake Indian Day School, duties to commence as soon after New Year as possible. Salary \$400 per annum. Send testimonials to Rev. A. R. Aldridge, Vermilion, Alta.

WANTED—A TEACHER FOR 1907 for Deep Creek, S. D. No. 307, applicant to send certificate and salary. Apply John Pluke, Sec. Treas. Beaver Hills P. O., Alberta.

GIRL WANTED FOR HOUSEWORK on farm in country. Apply F. A. Smith, Wabigoon, Alta. SCHOOL TEACHER WANTED FOR East Clover Bar School District, No. 1001, term one year; duties to commence first Monday in January. Apply stating certificate held and salary required. Applications to be in by 20th of Dec. M. Katam, Secretary-Treasurer.

Four doesn't act whom do you The grocer? He take it. The tradesman told him somebody and the salesman, you buy

Old Flour

Section comes from make it, know its and guarantee it you and the grocer. Buy sold under our trademark, so not go wrong. Grocer for Royal Old Flour. It's the better living.

Our Mills Co., Ltd.

Book for a Cook," complete of excellent recipes, published before. Your you how to get it FREE.

RID GARIEPY, B.A., B.C.L., A. MacKie, B. C. L., GARIEPY & MacKie, Brokers, Notaries, etc., for the Traders Bank of Edmonton.

NEWELL, NEWELL & BOLTON, Brokers, Notaries, etc., 8, K. C. Public Administrator, C. F. Newell, S. E. Bolton.

Bank of Canada, Bank of Montreal, Hudson's Bay Permanent Mortgage Co., Canada Life Assurance Co., Permanent Loan and Savings, The Dominion Term Loan Colonial Investment and Loan P. O. Box 100, Montreal, Quebec.

Hon. C. W. CROW, H. M. Biggar, CROSS & BIGGAR, Brokers, Notaries, etc., at present in Cameron Block, office of Merchants Bank after May 1st, next. Edmonton, Alta.

BOYLE & GARIEPY, Brokers, Notaries, etc., Office, Calgary, Alberta. The West Life Assurance Co., The Dominion Term Loan Colonial Investment and Loan P. O. Box 100, Montreal, Quebec.

TAYLOR, M.A., LL.B., J. R. BOYLE, RID GARIEPY, B.A., B.C.L., Brokers, Notaries, etc., for the Traders Bank of Edmonton.

SBACH, O'CONNOR & ALLISON, Brokers, Notaries, etc., for the Traders Bank of Edmonton.

MEDICAL

NNIS, M.D., C.M., of the British and Canadian Association, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

DVIEW HOTEL.

CLASS ACCOMMODATION. LIQUORS AND CIGARS.

H. SIGLER, Prop.

ELIEU HOTEL, street north of Jasper (Canadian Northern station) \$1.50 and \$2.50 per day. BELLEAU — Proprietor.

Canada Life Investment Department

Key to Loan Improved Farm Property and Notes of Interest.

O DELAY.

and School Debentures. J. S. ROBERTSON, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1000.

TO HIGEL

no Action

EDMONTON BULLETIN

DAILY—Delivered in City, 5¢ per year. By mail, per year, \$2. SEMI-WEEKLY—Subscriptions per year \$1. Subscriptions strictly in advance.

BULLETIN CO. Ltd., 111 CANAL ST. Manager

FRIDAY, DECEMBER 21, 1906

A SEER

(Tuesday's Daily) The New Westminster Columbian argues that the new tariff is not a step toward the abolition of protection and in support of it says the estimates for the coming year amount to one hundred million. As to its argument the Columbian is respectfully referred to Hon. George E. Foster and the Manufacturers' Association; as to its illustration it is referred to the blue book, which gives the figures for expenditure on current account as 45 millions; as to how the illustration affects the argument the Columbian can be referred only to itself.

JAPAN COMES TO THE FRONT

(Tuesday's Daily) A bill has been introduced in the senate to sanction the application of the British-Japanese commercial treaty to Canada. The question of the treaty is another step in the settlement of trade relations between the Dominion and the eastern empire in which Western Canada hopes to find a large and profitable market for its products. The time is opportune for the California educational question has created an impression in the mind of the Japanese which should tell strongly on Canada in her rivalry with the Western States for the Japanese flour market.

THE OTHER SIDE

(Tuesday's Daily) Secretary Ryan of the Japanese consulate at San Francisco, has given out a letter in regard to the question which the Japanese Association of America, sent to President Roosevelt by Secretary Motono. It deals at length with the details of the controversy, and specifies briefly the Japanese grievances as follows: "The Japanese, believing they have been unjustly discriminated against in regard to education and rights, are anxious to see their children 'brought up' in their own schools, 'brought up' in their own schools, 'brought up' in their own schools. This is a view of the problem to which the Californian authorities do not appear to have given sufficient attention. It is the heart of the whole question, however, for if the presence of the Japanese generally is considered undesirable the presence of the uneducated Japanese is surely more so, and least desirable of all, that the Japanese children living in the state should be deprived of the privileges of becoming educated. That the Japanese parents prefer sending their children to the public rather than the Oriental schools is the best testimony they can give of their willingness to free their children from objectionable characteristics and fit them for intelligent citizenship in the land of their adoption."

THE ESTIMATES

(Tuesday's Daily) Toronto Mail and Empire: "The Federal estimates just brought down by Finance Minister Flahing, propose an expenditure of \$106,639,519 for the year 1907-8, which begins on April 1." And having paid this difference to the blue book the Mail starts in to manufacture a financial policy for the Government on its own account and goes serenely on piling up supplementary estimates and further supplementaries until it has worked the figures up 20 million or so higher and then begins to analyse and divide and multiply and add till it figures out toward the close of a column that the expenditure will amount to something like \$88 for every family of five in the country.

There are some other figures in the published "estimates" which are not recorded by the Mail. Owing to the change in the fiscal year the "estimates" include a tabulated list of the sums provided for the nine months ending with March 31st next, and the "estimates" proper, or the amount considered necessary for the twelve months from April 1st, 1907, to April 1st, 1908. The total amount granted for the nine months ending with March was 72 million and that asked for the ensuing twelve months 33 millions. Of the former sum 15 millions was a capital expenditure and the latter sum 38 millions comes under the same head. The total expenditure for the consolidated fund for current expense is for the nine months, 54 millions, for the next fiscal year, 45 millions. As compared with the previous nine months, therefore, there is a decrease in the amount required for running expenses of the country for running expenses of 9 million dollars, or a retrenchment at the rate of 12 millions per year.

The increase in the estimates is occasioned therefore not by an increase in the ordinary expenses of carrying on the business of the country but by the fact that it is necessary to invest more money in permanent improvements. A capital expenditure by a government is of the same nature as an expenditure by a farmer for more machinery or stock, or an outlay by a manufacturer for a new factory or an addition to his plant. Such expenditures are not calculated by the farmer or manufacturer as current expenses of the particular year in which they are made, but as permanent improvements of value should be distributed over the operations of all years in which such benefits are received. In government business such investments are known as "capital" expenditures. In making such expenditures for permanent improvements in the business of an individual there are only two questions considered: are they wise and if so can he afford them? If they are good investments and if he can afford them then the greater the investments the better; and similarly in the business of government, if an expenditure will further fulfill the purposes of good government and if it is such that the country can bear the expense, then the greater the capital expenditure the greater the benefit which the country will receive from making the investment. The time of the capital expenditure is of no consequence whatever provided the end gained be a desirable one and the country can afford to make the expenditure. If the opponents of the Government would condemn the expenditures on capital account they must either condemn the expenditures as useless in themselves or prove that the country cannot afford to bear them.

More than this, the private business man makes his capital expenditures in time of prosperity rather than in depression. When his business is prosperous his credit is good and the expenditure if made on credit is at a lower rate of interest. Canada is now in the flood tide of prosperity, credit is good and the funds necessary for making permanent improvements to the various public services can be more easily secured than when the country is struggling through a period of commercial depression with depleted credit and industrial revenues. A more favorable time to undertake capital expenditures could scarcely be conceived and the Finance Minister has displayed a usual application of business acumen in seizing the opportunity. Till the Opposition can prove the Canada is not prospering they will make no headway in proving that the present is not the proper time for betterment of our railways and canals, the extension of public works and the better equipment of the militia.

As for the current expenditure, that proposed for the coming year is 45 million dollars. According to the Mail the expenditure for 1903 was 41 millions. And there is the difference, whereas the country in 1903 felt very keenly the expenditure of 41 millions the country in 1907-8 will meet the expenditure without appreciable pressure on any class of the people. The former sum was exacted from a people struggling desperately in the throes of national hard times; the latter will be the contribution of a people sharing in the general prosperity of national "good times."

ANOTHER CURVE

(Wednesday's Daily) Even the Edmonton Journal should be found approving the Compulsory Arbitration measure. Yesterday it informed us that "The experience of other countries, where compulsory arbitration has been adopted with striking success is pooh-poohed and ignored out of court" by the Government. And added, "The Government can do nothing and prefers not to be able to do anything." Yet on another page of the same issue, it published the despatch outlining Mr. Lemieux's bill providing the very legislation it represented the Government as "pooh-poohing." The Journal has struck another curve.

TARIFFS AND REVENUE

(Wednesday's Daily) A conservative contemporary argues that large "estimates" for the coming year prove the continuance of the protection principle in the tariff. This is peculiar logic. If the expenditure is large so must the revenue be large to meet this expenditure. Is it the tendency or purpose of "protection" to produce a large revenue? According to its advocates the purpose of such policy is to exclude foreign-made goods from whose importation we now collect duty, and their ideal is a condition in which there would be no revenue from the tariff because there would be no foreign goods imported on which to collect

tariff. Canada's experience under high and low tariff proves that a high tariff produces little revenue and low tariff a large revenue. If this Mr. Fielding feels justified in undertaking larger expenditures from the prospective revenues of the year it is because of his assurance that under the lower tariff the volume of the revenue will be still further increased. Large expenditures under a high protective tariff would lead either to bankruptcy or direct taxation, or both.

THE OPPOSITION ON TRIAL

(Wednesday's Daily) If the Opposition were sincere in their professed anxiety that the Dominion Government take such action as will prevent hardship being inflicted on the public by strikes and lockouts tying up coal mines and other enterprises in which the public are dependent for life necessities, Mr. Lemieux's bill for the compulsory arbitration of labor disputes should receive the unanimous endorsement of Parliament. The bill requires that all such disputes shall be submitted to a board of arbitration comprising representatives from the disputing parties and the Government. In the event of the parties failing to comply by appointing their representatives the Minister of Labor is empowered to appoint the members of the Board and proceed with the investigation.

Of more importance still to the general public is the provision restraining both employers and employees from preventing or retarding the operation of such enterprise while the arbitration proceedings are in progress. This is the direct and vital concern of the public in labor disputes and was the real public interest in the Lethbridge coal strike, which was the immediate cause of the legislation. In that as in other disputes between employers and employees, the interest of the public was so much in the cause of the dispute as in its consequence. In the matter of dispute the public may have a sympathetic interest in the cause of one party or the other, but in the results of the dispute the public has a very real and personal interest in the cause of the public. Probably few of the people in Saskatchewan know or care particularly why the Lethbridge miners "struck" or why their demands were refused but the consequences of the strike are very clearly understood and very seriously felt.

The interest of the public is not in the fact that the Lethbridge miners stopped work, but in the fact that in stopping work they helped to deprive a large section of the public of a fuel supply and that in the season when the supply of such supply means hardship and suffering. And it is of less consequence to the public how or why strikes are settled than that until they are settled neither party in the dispute shall be permitted to prevent the production of a public necessity. This is the phase of the case covered by the "restraining clause" in the new Arbitration Act. It is similar to the legislation adopted in New Zealand some years ago and which has worked to the general satisfaction alike of the employers, the employees and the public.

If the opposition in the House and out of it have been sincere in urging the Government to take action to safeguard this public interest in labor disputes they should be found cordially supporting the measure introduced by the Minister of Labor. An Ottawa despatch of Dec. 13th says: "Hon. R. L. Borden gave notice yesterday of a resolution declaring that 'more effective legislation should be made for the prevention and settlement of disputes between employers and workmen, to the end that 'strikes and lockouts, sometimes resulting in loss of life, and always entailing privation and suffering, may be prevented.'" Mr. Borden should therefore be found among the supporters of the bill, the more so that the Government did not delay matters by turning the problem over to a committee as he proposed.

An Ottawa correspondent of the Calgary Herald informs us that: "Mr. Heron (Alberta) presented his resolution setting forth that the coal lands owned by Canada should only 'be alienated under such conditions and subject to control and regulations as will provide for an immediate supply of coal adequate at all times to the requirements of the people, and at a reasonable price to the consumer, and that in respect of coal lands already alienated provisions should be made for such control and regulation, in case of emergencies, as will in future prevent loss and suffering to the people of the western provinces through lack of fuel supply.'" Mr. Heron's resolution is a very wise one and therefore, if he value consistency will endorse the regulations guaranteeing "to prevent loss and suffering to the people of the western provinces through lack of fuel supply."

Mr. Lemieux's bill is designed to safeguard the public from hardships similar to that caused by the Lethbridge strike and to do so in the manner advocated by the leader of the Opposition. It is up to the Opposition to vindicate the sincerity of their demands by endorsing the measure, or by opposing it, to admit that the demands originated in party interest rather than public concern and that for the sake of party interest they are prepared to sacrifice the public welfare.

interest rather than public concern and that for the sake of party interest they are prepared to sacrifice the public welfare.

CANNED FOOD INSPECTION

The establishment of a system of inspection of Canadian canned food products is a step in the right direction—a step which promises to receive endorsement from the packers and which will assuredly receive commendation from the consumers. It is gratifying to Canadians to know that the inspection of Canadian canneries revealed a very satisfactory state of affairs generally. The establishment of the inspection arrangement is a safeguard rather than a corrective. As such it will guarantee to the consumer at home and abroad the sanitary conditions under which our food products will be prepared. This guarantee will be welcomed by the packers who value a permanently profitable place in the markets of the world to the opportunity to make temporary gains by means which must prove disastrous in the long run.

AT SEA

The Journal is having a time of its own trying to figure out the political consequences of a municipal election which will be in the manner or degree waged on political issues or determined by party affiliation. One day we are told that the "dreaming moral" of the election was the defeat of the "machine," what or whoever may be supposed to have been designated thereby; a few days later we are informed that the election manifested a number of Conservatives; and an issue or later are assured that Liberalism was strengthened by reason of Liberals having voted entirely regardless of the political complexion of the candidates. To help matters out Mr. Griesbach tells the Journal that he is under no obligations to it and the public that he is not responsible for it; while the bewildered organ itself confesses that its partisan utterances are not the views of the local Conservative party. If this confusion becomes much worse confounded the Journal may finally blunder into the admission that the municipal elections were fought out on purely municipal grounds; that the result is in no manner or degree a reflection of public opinion on political issues and can, with no pretence at honesty be distorted to political ends. If it does so, however, the admission will be purely an accidental outcropping of the truth.

CANADA'S FINANCES

In introducing the new tariff schedule the Minister of Finance reviewed the financial condition of the Dominion and outlined the prospect for the coming year. The following paragraphs are from the Hansard report of his speech: "The fiscal year 1906-6 which closed on the 30th June last and for which the public accounts have just been laid before the House, may be regarded as a year of financial prosperity as well as a year of general prosperity. The estimated revenue for the year was \$79,000,000. The actual revenue was \$80,139,360.07. There was thus an excess in the revenue over the estimate of \$1,139,360.07.

"On the expenditure side, chargeable to consolidated accounts, the estimate was \$66,500,000. The expenditure was \$67,240,640.95. "Thus we had an increase of expenditure of \$740,640.95, but we had an increase of revenue of \$1,139,360.07, so that the net result of the year's operations, as between revenue and expenditure chargeable to consolidated fund was that, whereas I had estimated a surplus of \$12,600,000, the actual surplus was \$12,869,719.12."

The revenue shows a remarkable expansion, being \$3,956,557.49 in excess of the revenue for the year 1905, or an increase of 12-1-2 per cent, the expenses exceeded that of 1905 by \$3,820,058, or a little over 6 per cent. We increased our expenditure in that year—consolidating with the items chargeable to consolidated fund—to the extent of 6 per cent, but we increased our revenue to the extent of 12-1-2 per cent.

"There have been only two surpluses larger than that which I have mentioned, namely, in 1903 and 1904. The total net surplus in the ten years completed amounts to \$77,198,884.67. During that period there has been but one deficit and that was in 1897 and it amounted to \$619,000.

"When we turn to the comparative statement of the receipts for 1904 and 1905 we have the gratifying fact that in every department there was an increase in revenue."

The other branch of the government railways, the Prince Edward Island railway, is not usually self-sustaining and hitherto we have hardly felt at liberty to hope it would be so. However, there is an improvement in the Prince Edward Island railway, for whereas in the fiscal year, 1904-05, there was a deficit of \$181,375.19, the deficit on the Prince Edward Island railway last year (1906) was only \$36,382.50. There is therefore a very decided surplus in the case of the Intercolonial railway, and a very material reduction of the deficit in the case of the Prince Edward Island railway, a statement which must be most gratifying to my hon. friend the Minister of Railways and Canals (Mr. Emmerson). The following table shows the receipts and expenditures for the past year of the Intercolonial railway, and the Prince Edward Island railway:

INTERCOLONIAL RAILWAY, 1905-06. Revenue... \$7,643,829.90 Working expenses... 7,681,914.36 Surplus... 61,915.54

PRINCE EDWARD ISLAND RAILWAY, 1905-06. Revenue... \$257,270.57 Working expenses... 294,253.16 Deficit... \$36,982.59

U.S. CREAM SEPARATOR. For over 15 years the U.S. has been making a reputation for reliability that is today unequalled. You can depend on it to do the best work all the time and a long time, too. SKIMS CLEANEST. Holds the World's Record. IS SIMPLEST. Only two parts inside bowl. WEARS LONGEST. Construction and repair prove it. RUNS EASIEST. Fully self-cleaning. LOW MILK CAN. Fully self-cleaning. PERFECTLY SAFE. All moving parts enclosed. MOST PROFITABLE. Saves most of the time and labor. You'll easily understand why from the 27 pictures and plain, complete explanations in our new catalogue that we want to send you by return mail if you'll just write "Send Catalogue Catalogue No. 110." Write us today.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

Clarke's Mitts, GLOVES, MOCCASINS, Etc. Leather values, unstamped, are about the most deceptive things on earth. You may get the real, genuine article or a very real-looking imitation. But if you'll insist on "Clarke's" brand, you'll always know exactly what you're buying—always receive full value in return for your stamped coin. A. R. Clarke & Co., Limited, TORONTO, CANADA.

U.S. CREAM SEPARATOR. For over 15 years the U.S. has been making a reputation for reliability that is today unequalled. You can depend on it to do the best work all the time and a long time, too. SKIMS CLEANEST. Holds the World's Record. IS SIMPLEST. Only two parts inside bowl. WEARS LONGEST. Construction and repair prove it. RUNS EASIEST. Fully self-cleaning. LOW MILK CAN. Fully self-cleaning. PERFECTLY SAFE. All moving parts enclosed. MOST PROFITABLE. Saves most of the time and labor. You'll easily understand why from the 27 pictures and plain, complete explanations in our new catalogue that we want to send you by return mail if you'll just write "Send Catalogue Catalogue No. 110." Write us today.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

"CLARKE'S" COATS. For comfort, warmth and wear. Ever try one? You can't realize how useful they are until you do. The best cold repellers ever worn, and nothing can equal them for wear. Keeps the body warm and comfortable in the coldest weather. Made of either Duck, Leather or Corduroy and lined with the best bark-tanned sheepskins with the wool on. Clarke's Coats have extra high storm collars, large inside, chest-protecting, sheepskin flaps, strong, unripable seams, big, unsagable pockets and, in fact, every feature to make them warm, comfortable and serviceable coats. Every coat fits as a coat should fit, so as not to bind any part of the body. Guaranteed by our brand "Clarke's" that is on a label sewn on every coat. See that yours has it. Most dealers have them. A. R. Clarke & Co., Ltd., Toronto, Can.

LIFE ON

A Little World Primitive Methods Home Life

Leather values, unstamped, are about the most deceptive things on earth. You may get the real, genuine article or a very real-looking imitation.

But if you'll insist on "Clarke's" brand, you'll always know exactly what you're buying—always receive full value in return for your stamped coin.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

Edmonton Clothing Co. AGENTS. Why take chances of getting unsatisfactory Suits and Overcoats when you can buy "Progress Brand" Look for the label that protects. Progress Brand Clothing.

