

THE END OF THE A. & G. W. R. Y.

PREMIER SIFTON DELIVERS A BRIEF BUT POINTED SPEECH ON HIS RAILWAY BILL

(From Saturday's Daily.) The galleries of the Legislative Hall were crowded to overflowing yesterday afternoon when Premier Sifton rose to address the House in moving the second reading of the Act respecting the bonds guaranteed for the Alberta and Great Waterways Railway Co.

These things, even if it would not go into any detailed statement in reference to what has already been done and what has already been done in regard to this company, it has been seriously discussed in regard to the people connected with this railway company were of limited means and that they were unable to carry on the undertaking for which they received assistance; it has been discussed the fact of the somewhat childish manner in which the company had been organized, and the extraneous matter which has been done with regard to what took place in connection with the carrying on of what work they did.

Practically a Foreclosure. This bill, therefore, becomes practically a foreclosure of an agreement for nonfulfillment of the contract that was made by the Alberta and Great Waterways Company and the Government. The Government has taken the bonds under existing circumstances, and it therefore becomes necessary that the Government should take the bonds under existing circumstances, and it therefore becomes necessary that the Government should take the bonds under existing circumstances.

Mr. Bennett Asks a Question. When the Premier concluded Mr. Bennett again rose to ask a question, he inquired: "Did the A. & G. W. of not location plans which enabled them to build the railway? It has been approved." "The evidence before the Royal Commission is that no plans were made," replied the Premier. "I think you are mistaken," said Mr. Bennett. "The evidence of Mr. Lutherford and the plans that had been filed were not approved."

Others Support Bennett. At this juncture Mr. O'Brien and Mr. Moore also came to his aid and insisted on a count but the speaker was obstinate. "Mr. Moore then rose to his feet. 'The member for Calgary is so palpably in the right that I cannot say why two ex-justices can fail to sustain him.' But the speaker adhered to his decision that the votes should not be recorded. 'I am surprised,' said Mr. Bennett, in his most withering tones, 'that an ex-justice and an ex-justice should disagree this officer.'"

Premier Greeted With Applause. Hon. Mr. Sifton on rising to speak was greeted with applause. He said: "Mr. speaker, in moving the second reading of Bill No. 64 I approach the House with a feeling of confidence in regard to this bill, which has been well said to be a serious question, and one that in that part of the country; and the members of this House are justified in dealing with it in a serious way." The circumstances connected with a railway policy which will bring into the country a large number of people, a railway policy which will bring into the country a large number of people, a railway policy which will bring into the country a large number of people.

What Was Said to North. What did we say to the people of the northern part of the province? They said 'North' of the city of Edmonton some fifteen years ago Lac la Biche and that northern part of the country, all the village settlements there went out of business and Edmonton became the centre for the whole of that north country. Now I show the province and the legislature and I do not propose at the present time to deal with that matter to any great extent; only to say that if you were on the banks of the Athabasca river there is enough asphalt alone which if hauled out over that railroad would undoubtedly pay any cost which any railway company might be put to in building a railroad into that country. There is enough asphalt to supply not only the cities of western Canada, but the cities of eastern Canada. It has been suggested to some members that we should wait until the minerals in that north country are better known, and that we should not incur a heavy liability at any time during the next few days of oil unless they have transportation facilities.

People Supported Policy. The people of this province supported Mr. Lutherford and his government upon that policy and as a result the legislature, the majority of them were, elected upon that policy. Afterwards we had our difficulties in the Liberal party regarding the A. & G. W. railway. The members took one point of view; but when I want to impress upon you, members took another point of view. I want to impress upon you, while you may have a different point of view, that I want to impress upon you, while you may have a different point of view, that I want to impress upon you, while you may have a different point of view.

What Kept West Back. I believe it was that lack of faith which kept Western Canada back for so many years, and I believe it was the same kind of faith which some of the members here in western Canada which has kept you back for so many years. It has gone in the last four years time. Now while the Premier of the Dominion Government is endeavoring to show him and the members of his government that a railroad should be built from Edmonton into the north country and on to the Port McMurray country as soon as possible. When you travel from Edmonton in a northerly direction to Lac la Biche you go into a country which is just as good as any part of the province, and it is true that there is no good commercial land here, and I venture to say that there is no good part of the land system, the C.P.R. system, and that you have had for a number of years a railway system, the C.P.R. system, and that you have had for a number of years a railway system, the C.P.R. system, and that you have had for a number of years a railway system, the C.P.R. system.

What Was Contended at Ottawa. I was one of the members of a delegation which went last year to Ottawa to interview Sir Wilfrid Laurier and the members of his government. I was one of the members of a delegation which went last year to Ottawa to interview Sir Wilfrid Laurier and the members of his government. I was one of the members of a delegation which went last year to Ottawa to interview Sir Wilfrid Laurier and the members of his government.

A Great North Country. It is a fact that Edmonton had a great north country, and it is a fact that Edmonton had a great north country, and it is a fact that Edmonton had a great north country. It is a fact that Edmonton had a great north country, and it is a fact that Edmonton had a great north country, and it is a fact that Edmonton had a great north country.

Waiting for Terms. I do not think it is fair to ask the Premier of this Province to take up on his part the responsibility of the railway. I do not think it is fair to ask the Premier of this Province to take up on his part the responsibility of the railway. I do not think it is fair to ask the Premier of this Province to take up on his part the responsibility of the railway.

LLOYD GEORGE IS STORM CENTRE. Between Two Great Factories—Chancellor of the Exchequer Attacking the Liberal with Vigor. London, Nov. 26.—Liberals and Tories both speak with confidence about scoring a great victory in the coming election. The Liberal Chancellor of the Exchequer, Mr. Lloyd George, has just published a pamphlet containing a critique of the Liberal Government's policy.

Violence of Speech. An article by T. P. O'Connor says that the coming election is marked by no more violence of action but also by violence of speech. One Tory journal remarks that one speech by Lloyd George alone would do as much for the Liberal party as ten or fifteen votes and that would still be a large majority to carry the House of Lords and pass the home rule bill. The writer states that the election will have a very serious character as they stand now.

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BORDEN MOVES A SUB-AMENDMENT

IN EFFECT IT IS THE SAME AS MONK'S ON THE NAVAL QUESTION.

Ottawa, Nov. 24.—The new feature of the debate on the address today was a second speech by R. L. Borden, leader of the Opposition, at the conclusion of which he moved a sub-amendment to Mr. Monk's amendment. Borden's amendment expressed regret that no steps had been taken to ascertain the will of the people in respect to the question of the naval policy. Mr. Borden's amendment traversed somewhat similar grounds but was prefaced with a strong declaration of the unalterable attachment and devotion of the people to the British Crown and their desire to fulfill all just responsibilities.

Premier to Reply Monday. Speeches made before and after the leader of the Opposition had been heard did not contribute much new material to the debate. Dr. Paquet (Cons.) laid out in French and was replied to by L. A. Rivet (Lib.) of Hochelaga. Then came Mr. Borden who spoke in French. In the course of his speech he alluded to the speakers including Mr. Miller, Mr. F. L. Fowler on the Government side and Dr. Chisholm on behalf of the Opposition. It is understood that the debate will continue until Monday.

Mr. Perley Explained. Before the orders of the day were called, Mr. George H. Perley, of Arcturion, drew the attention of the House to a statement made by Hon. Mr. Brodeur in which the Minister of Marine had said that the Nationalist campaign fund in the Drummond-Arthabaska election that if the member for Argenteuil were present he could explain where it came from. Mr. Perley denied that he had anything to do with the campaign fund in any shape or form.

Borden's Sub-Amendment. Shortly after Mr. Borden's speech Borden rose and spoke on Monk's amendment and at the conclusion of a half hour speech, moved the following sub-amendment: "We beg to assure Your Excellency of the unalterable attachment and devotion of the people of Canada to the British Crown and of their desire and intention to fulfill all just responsibilities devolving upon this country as one of the nations of the Empire. We regret that Your Excellency's gracious speech gives no indication whatever of any intention on the part of Your Excellency's advisors to consult the people upon the naval policy of Canada."

MRS. AVERILL SENTENCED. Ten Years in Prison in Connection With Death of Husband. St. Albans, Vt., Nov. 25.—A sentence of not less than ten years nor more than twelve years in the Vermont State Prison at Windsor, was imposed today upon Mrs. Josephine Averill, of St. Albans, convicted last week of manslaughter in connection with the death of her husband, Frank C. Averill. Mrs. Averill was overcome and wept violently.

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THE EDMONTON BULLETIN

SEMI-WEEKLY. Published every Monday and Thursday by The Bulletin Company, Ltd., at the office, Bulletin Bldg., 212 Jasper Ave. East.

RAILWAY EXTENSION

IN THE NORTH

The disappearance of the A. & G. W. company does not, of course, extinguish the hope of railway construction into the northern portion of the Province. The most sanguine champion of that company has not claimed that it was the only railway company in the country, nor the only one which might be expected to direct its enterprise toward the opening up of the great northland.

to build has no reasonable chance of attracting one or other of these companies is to put down the resources of that section as far below those of the normal western district. It is a quite safe assumption that if the Fort McMurray country is as good as everyone hopes and as many people believe, one or other of these companies will run a line into it without undue delay. To say that they will not do so is simply to discredit the district as not being good enough to attract any one of three energetic and resourceful competitors engaged in one of the greatest railway races the continent has witnessed.

knowledge that the C.N.R. simply "loafed" in the extension of its line from Morinville to Athabasca Landing after the A. and G. W. bargain was announced, and it is an open secret that the cause of the delay was that a line only fifteen miles distant was guaranteed for \$7,000 per mile more than the C.N.R. road. The inference is indisputable that had this bargain stood, it would have been impossible to get any company to build into the north at less than \$29,000 per mile guarantee, and impossible to get any road into the north financed at less than 5 per cent interest. Just what this would have meant is clear enough. It is a safe assertion that no railway company would undertake to build to Fort McMurray today on the basis of having to pay 5 per cent interest on \$29,000 bonds per mile. And had that been established as the proper rate of interest to be required for money used in the construction of roads into the north, what chance would the Grand Prairie and Peace River districts have had of getting railway facilities? Railway companies will not pay 5 per cent, and if bond buyers were advised on the authority of the province that they should get 5 per cent for money used in northern railway construction, it should be clear enough that the north country would not be the scene of much railway construction for many years to come.

President Clarke thinks he is an abused man. Men usually think that those plans have come to grief. If the president desires to relieve his feelings by "kicking" anybody, literally or figuratively—he should begin on himself. His company went on the rocks not because of anything the Government or Legislature of this province did or could do, but through their own failure to meet their obligations. The A. & G. W. company was as free during the past summer to proceed with its project as at any period in its history. The Legislature had done nothing to prevent, neither had the Government, nor could either of them do so if they had wanted to. The company held a contract signed and sealed, and that contract the Province could neither repudiate or alter. So long as the company met its obligations when due and went on building the railway, it was beyond the power of any provincial authority to destroy or even prejudice their claim

# The Capitol Beer vs. Budweiser

We beg to inform our many patrons that we are using a temporary label for our "Capitol" Beer as an injunction has been granted by the courts restraining us from using our original "Capitol" label pending our law suit with the Anheuser-Busch Brewing Association of St. Louis, Mo. The quality of "Capitol" however will be just the same, or better if we can make it so; and judging from the demand we are sure that our patrons know from experience that it IS THE BEER, and NOT THE LABEL, that has made "Capitol" SO WIDELY POPULAR.

The Edmonton Brewing & Malting Company Limited  
Phone 1428

Origin, of course, will have its influence. We cannot expect the same attachments and associations in French Canadians as in those who trace their descent to the British Islands. Language and religion will create differences in customs and modes of thought. Sentiment is voluntary and spontaneous, and cannot be imposed by one part of the population on another. There will be differences of sentiment and opinion as to Imperial policy. But our aim should be to prevent these and other differences from impairing the strength, unity, and enthusiasm of the Canadian spirit. Our greatest and most constant aims are common aims, which appeal to every man whose life work is to be done in Canada, and whose home is here. Let us dwell less on the few things which occasionally divide us, and more on the many things, the most important and enduring things, which unite us and are incentives to united action and progress.

Chicago News—Jack—I went sunning in the country one day last week. Tom—Bag anything? Jack—Nothing but my trousers. At breakfast recently Andrew Carnegie indulged in a piece of pie. A diet reformer present remonstrated. Why, Mr. Carnegie, he said, do you eat pie? "Of course," replied the noted philanthropist benignly, "what do you do with it?"

Washington Star—I understand Uncle Raspberry is having chickens right regular these days. Yes, is he raisin' 'em? I dunno whether he's what you'd call raisin' 'em or jes' liftin' 'em.

## PRESIDENT'S RED DEER

Following is the report of the convention of the Improvement Districts in the Province, held at Strathcona, last year, when there were some 80 delegates, sitting for two days. The number of resolutions before that convention was reduced to 12, and was adopted by the convention. Passed at Strathcona, refer to No. 6, you will authorize the format association. The convention needed to form a permanent. A few days after the Strathcona convention was called to Calgary on January 12, 1910. I, as president of the Improvement Districts, received a very cordial letter from the gentlemen who attended the Calgary convention, previous business appointments me from being ever, I at once wrote to and ask him to attend to L. H. Moorehouse, of is a member of your committee, and they were grace. Mr. Lang, of St. a member of the committee. It appeared to me at gentlemen living south, complained that they had notice of the formation, or more of them been present; and thought they had not sentation upon the executive to which they were In passing, I may say executive committee formed the province nearly equal as possible sident was elected from month, your vice-president Medicine Hat, the secretary from Blackfalds, and from the following: Sedgewick, Strathcona, Edson, so I think the fairly covered. The Calgary convention passed fourteen resolutions which has been distributed to all local improvement districts in Alberta. At the convention they asked to be placed upon a committee of this nature representative of the southern part of the better representation. For pains in the side, pen a piece of balm, pain's Liniment and his seat of pain. There is For ... by ...

# LIGNITE

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SALE OF THIS TOWNSITE WILL TAKE PLACE AT

### LACOMBE, WED., DEC. 14th

AT 2 O'CLOCK IN THE AFTERNOON

**LOCATION — LIGNITE is on the Calgary-Edmonton Branch of the Grand Trunk Pacific Railway, where it crosses the Red Deer River, with a High Level Bridge 35 miles south-east of Lacombe.**

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- 2.—GEOGRAPHICALLY SITUATED, HALF WAY BETWEEN CALGARY AND EDMONTON WITH ITS COAL AND ABUNDANCE OF WATER, ALL THE YEAR ROUND, IT IS BOUND NOT ONLY TO BE A SECOND RED DEER, BUT THE DIVISIONAL POINT BETWEEN THE TWO GREAT METROPOLISES OF ALBERTA.
- 3.—FOR ALL OF NEXT YEAR IT WILL BE THE STEEL HEAD FOR THE CONSTRUCTION OF THE GREAT HIGH LEVEL BRIDGE CROSSING THE RIVER AT THIS POINT, 125 FEET ABOVE WATER AND MORE THAN A QUARTER OF A MILE LONG.
- 4.—TO COMPLETE THIS STRUCTURE 450 MEN WILL BE REQUIRED GIVING LIGNITE A READY-MADE POPULATION OF THIS NUMBER OF SOULS AND FORMING THE NUCLEUS OF WHAT WILL BE A GREAT CITY.
- 5.—ALREADY THREE MINES ARE IN OPERATION, ONLY A BEGINNING OF WHAT IS TO COME WHEN IT WILL BE THE PITTSBURG OF ALBERTA.
- 6.—BANKS, HOTELS, STORES, ETC., ARE ALREADY PLANNED FOR LOCATION IN LIGNITE AND OPPORTUNITIES OF ALL KINDS ARE NOW OPEN TO YOU.
- 7.—THE VAST COAL AREA SURROUNDING LIGNITE IS OWNED BY A COMPANY OF INFLUENTIAL CAPITALISTS WHO INTEND WORKING AND DEVELOPING THEIR PROPERTY ON A VERY LARGE SCALE NEXT YEAR.
- 8.—BUY NOW AND YOUR PURCHASE WILL DOUBLE ITSELF IN THE NEXT FEW MONTHS.

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