

The Daily Mail

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THE ALBERTA ELECTION

Polling takes place throughout Alberta on Thursday of this week. The premier, Hon. A. L. Sifton, goes to the electors for a renewed expression of public confidence admittedly strengthened by his legislative achievements in the interest of the people and by a policy for the future which appeals to all who have a single eye for the progress of the province. His policy calls for an extension of the railway system, increased telephone service, more and better roads, bridges and markets, improved conditions for the farmer and mechanic, the development of the great north country, promotion of the mining industry and the provincial control of natural resources.

The record of the Sifton administration for the past three years constitutes an irresistible claim to the support of the Alberta electors, and the Liberals of the province have no fear as to the result of the poll. Unable to lay any specific charges against the government, the Tory party is said to be pinning its faith to abuse and corruption. A campaign fund of \$400,000 has been provided and numbers of notorious secret service men under the guise of homestead inspectors and other officials are attempting to intimidate and stampede the electors of Alberta.

A tree is known by its fruit and Toryism in Alberta may be judged by its leaders. Mr. R. B. Bennett, for instance, is one of these leaders. As a joint controller with Sir Max Aitken of the Alberta-Pacific Elevator Company, the biggest monopoly in the province, it is not unnatural to find Mr. Bennett opposed to the government's co-operative elevator policy and his partner appearing before the government in the interest of the implement combines and against the farmers. In Alberta, as elsewhere, the fight is one of the people against the big interests. The Sifton anti-combine measures, and a long list of practical reforms designed to protect the people of the province and to encourage honest labor, have driven the big interests to resort to desperate methods in this campaign. The fact that Hon. "Bob" Rogers, and not Mr. Michener is the virtual leader of the Tory forces in Alberta, and that the electors are implored to eliminate the question of wider markets, shows how anxious the Rogers' faction is to make Alberta province a battleground of Dominion politics and to substitute the club for intelligent argument and criticism.

A CROWN LAND JOKE

Tory papers in Nova Scotia tell us that Mr. Douglas, M.P.P. for Cape Breton, has unearthed a crown land scandal against the government of that province. He accuses the government of having leased to a syndicate of Americans for 99 years, six hundred thousand acres of timber land in the counties of Inverness and Victoria. Mr. Douglas figures it out that the land contains twelve million cords of wood worth \$2 a cord, therefore he claims it has a potential value of \$24,000,000. It is evident from this that crown lands in the sister province are held to be worth much more than they are in New Brunswick. Here the crown possesses seven million acres of fairly good land and the valuation placed upon it by the government is five dollars per acre, a total of \$35,000,000. If this land were in Nova Scotia according to Mr. Douglas' estimate, it would be worth somewhere around \$280,000,000.

It appears that the "Americans" who have secured such an alleged snap from the Nova Scotia government include Messrs. Nathaniel Jones and H. W. Schofield of the Partington Pulp and Paper Company, the concern which lately acquired the Alexander Gibson property on the Nashwaak River in this province, and that the exposure came to light

partly because of litigation proceedings commenced against them in the U. S. courts of Boston by one Alfred Sweeney. From this distance it looks as if the Tory party in the Nova Scotia House had discovered a mares nest of large proportions. It is not to be wondered at that the alleged scandal is not taken seriously by the Murray government.

THE VALLEY RAILWAY

The following editorial from the St. John Globe, in reference to the Valley Railway route, seems to hit the nail squarely on the head:

"A Board of Trade meeting is called for tomorrow evening. The notification card says the object is to consider the location of terminus of the St. John Valley Railroad. This sore what indefinite statement is understood to mean not the location of the terminus, but the location of the line itself. Why should St. John seek to revive again the discussion of a few weeks ago which was so satisfactorily settled by the conference at Fredericton? The I. C. R., which is to operate the road, has not asked that it be brought in by way of Westfield and Carleton. The Grand Trunk authorities who expect to use the Valley road as their line to St. John are making no move for a change in the location, in fact they are known to favor the contract route. The Premier has said he considers the matter settled. Why should St. John seek a change from a short direct route to a more circuitous one, particularly when a drawbridge must be included, that will make the route even more unsatisfactory? Why not accept the assurance of the Premier that the matter is settled and say so to the few agitators who are putting personal interests before the larger interests and would make a little local road a line that seems to have a part to play in a great trans-continental system."

The views of the Globe will be strongly endorsed by the great majority of the people of this section. The suggestion thrown out at the Board of Trade meeting on Monday evening that the citizens should raise a fund of \$25,000 to be invested in a new industry, has much to commend it. We know of no surer way of securing new industries for the city than by putting up the necessary capital. We have some men here who can sign their check for a few thousand. We also have a million dollars on deposit in the government savings bank, drawing three per cent. and an amount nearly as large on deposit in the chartered banks. It cannot be said therefore that it is because of lack of money that Fredericton does not secure new industries. What appears to be lacking is the spirit of confidence and optimism. An energetic campaign of education would seem to be necessary to convince people that by investing their money in local industries, they will not only benefit themselves but assist in aiding to the wealth and prosperity of the community.

Winnipeg Free Press—Every true Canadian would rejoice to see the Government of this country get out of the morass of false Imperialism in which it is floundering, to find footing on solid Canadianism. More important than any considerations of partisan political advantage is it that this question, which is by far the most vitally important to the future of Canada and the Empire has yet arisen, shall be settled. This false, centralizing Imperialism must be destroyed by the force of true Canadianism. The upholders of the centralist doctrine, which would make Canada a mere outlying province, a satrapy of Great Britain, are few in number and of inconsequential importance in the mass of the Canadian people, for all that they loom up imposingly in a financial and social way. If they cannot stomach true Canadianism, let them go across the Atlantic and live the lives of old world grandees.

The Chicago parties who pretend to be anxious to establish a tannery in this city are not inclined to be very modest in their demands. Their proposal is that if the citizens will put up \$40,000 and give them a factory building and site they out of the goodness of their hearts will invest \$10,000 in the proposition. It is scarcely necessary to go all the way to Chicago to search out philanthropists of that kind.

ZAM-BUK IN THE HOME

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Zam-Buk's strongest point is its effectiveness in all kinds of skin diseases and injuries. Just note how excellent these persons proved it in widely different directions.

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RAILWAY OFFICIALS BEFORE THE COURT

Indianapolis, Ind., April 15.—R. B. White, division superintendent of the Chicago, Hamilton and Dayton Railroad Company, is to be tried in the criminal court here this week on a charge of involuntary manslaughter. The charge is the result of the C. H. and D. wreck in Irvington last November, which cost sixteen lives. Several of the higher officials of the company have been indicted and it is expected the White case will determine whether these indictments will "stick." The indictments against the officials were drawn on the theory that the officials had failed to comply with the law providing for the installation of a block signal system approved by the railroad commission of Indiana. It later developed that the railroad commission had given the company until January 1, 1913, to install the block system.

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