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**DAILY EDITION**

Tuesday, May 13, 1913.

**BALKAN WEATHER NOW CLEARED UP.**

Europe is still heaving deep sighs of relief over the passing of the Balkan war cloud. It is hard to get used to the clear atmosphere again. No doubt there is a deal of hickering to go through yet over the delimitation of frontiers, and the pacification of the disturbed regions, but the real crisis is passed. Out of the tangle of bluster and intrigue Great Britain has emerged with increased prestige. Her attitude of sweet reasonableness throughout, coupled with her insistence upon the needlessness of war, was largely instrumental in keeping Austria and Russia from flying at one another.

But there were other reasons. Contrary to their custom, fear and distrust worked against war. The powers distrust one another, even in time of peace, and remain always armed to the teeth. In time of war their trust, if they have any grows less. A war that would involve all the powers would be too dreadful to contemplate. The most inveterate war lord would hesitate to provoke it, knowing that the Napoleonic conflict of a century ago would be child's play compared with it. At the same time, such is the terrible cost of war in these modern days that none of the great nations dare indulge in it, while an important rival is left at peace. The victor could not hope to escape with much less damage than the vanquished, and both,

after all their sacrifice, would be simply playing into the hands of the power wise enough to remain neutral.

As will be seen in our press despatches of today, the budget brought down yesterday in the commons showed a revenue of \$136,000,000 and an ordinary expenditure of \$98,000,000. Add to the latter the \$35,000,000 which Borden proposes giving away to help meet an imperial emergency which does not exist, and Canada's national credit is reduced to three millions.

The closure at Ottawa and the steam roller at Toronto prove that Canadian Toryism still puts force in the place of reason as a principle of government.

In our naval policy we are not even to have the company of New Zealand. Col. Allen, her minister of defence, says New Zealand will take steps to defend her own shores and keep her trade routes open. We and the Malays will have to go it alone on the contribution basis.

Prince Rupert is to have a G. T. P. grain elevator of ten million bushels capacity. Two years hence all the western grain will not come down the lakes. Panama means something.—Toronto Globe.

Mrs. O. P. Belmont says that the suffragettes of England are justified in blowing up people's houses. Mrs. Belmont has a mansion in New York. Suppose somebody should destroy it because women have no votes in that state. Would Mrs. Belmont approve?



**ARREST OF MRS. DESPARD**

Aged sister of General French, who succeeded in holding up traffic in the busiest part of London by gaining the summit of the great monument near London Bridge, throwing down banners and "Votes for Women" circulars

**DISPUTE AS TO LOCATION OF FORT GEORGE STATION SETTLED**

**RAILWAY COMMISSION ORDERS THAT IT BE PLACED ON ORIGINAL TOWNSITE AND THAT ITS ORIGINAL NAME OF FORT GEORGE BE RETAINED.**

Vancouver, May 10—After a two days' hearing and an additional two days digesting the voluminous evidence, the Railway Commission at Ottawa today handed down its decision in the now famous Fort George station case, according to a despatch today. The application of the G. T. P. R. to place a station on the eastern part of the Indian Reserve, located at the junction of the Fraser and Nechaco rivers, in Central British Columbia, and to name the station Prince George, was refused. The application of the Natural Resources Security Company, Limited, and George J. Hammond, of Vancouver, for a station on the western part of the reserve, adjoining the Fort George townsite and for the station to be named Fort George, was successful. The decision orders the Grand Trunk Pacific Railway to place its station in the west part of the reserve, 300 feet east of the townsite.

The contest for control of what is now known as Fort George dates back four years. George J. Hammond, of Vancouver, secured from the original stakers the land that is now embraced in the Fort George townsite. Prior to the crown grants being issued the Grand Trunk Pacific Railway entered a protest claiming that this particular land was needed for railway and townsite purposes. The provincial land department at Victoria, however, upheld the original stakers. The land was then sub-divided into building lots, streets were graded, sidewalks built, buildings erected and the rapid increase of population indicated the speedy growth of a prosperous city.

The general policy of the Grand Trunk Pacific Development Company, the subsidiary company which exploits the townsites in

connection with the Grand Trunk Pacific Railroad is to give the owners of property a fifty per cent. interest in the townsites in exchange for a clear deed to the property. Negotiations were opened between the Natural Resources Security Company of Vancouver, the owners of the Fort George townsite and the Grand Trunk Pacific Development Company, but were never consummated. The Indian Reserve adjoining the townsite on the east was then purchased by the railroad from the Indians through the Dominion Government for \$200,000. The railway company announced that it would place its station on the eastern part of the reserve, over a mile and a half away from the town of Fort George and that the name would be changed to Prince George.

The application for the registration of the Indian reserve as Prince George was last week refused by Attorney-General Bowser of Victoria and his decision was today upheld by the Railway Commission. The victory of the Hammond forces in winning both the name and the station location brings to a close one of the most spectacular fights in the history of Western Canada.

**Railways for Alaska.** Washington, May 8.—Responsibility for the condition of Alaska rests squarely on the shoulders of Congress and no place else, former Secretary of the Interior Walter L. Fisher asserted today before the Senate territories committee. Mr. Fisher thinks the government should build and operate railway lines in Alaska.

Glassware, Crockery. Wallace's.

**Ella Wheeler Wilcox at Court** London, May 8—The King and Queen held court at Buckingham Palace this evening. Miss Ella Wheeler Wilcox, the writer, was among those presented.

**Senator McMullen's Estate** Guelph, Ont., May 8—The will of the late Senator James McMullen of Mount Forest, disposes of an estate amounting to \$139,202. With the exception of \$2,000 to the Presbyterian Missionary Society and other minor bequests, the whole is left to the family. His son William is the chief beneficiary.

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