EDMONTON BULLETIN, TUESDAY, JANUARY 19, 1909. 2,000 MILES OF RAILWAY Canada at the close of 1908 is thus 10,757 miles. The work of the Grand Trunk Pacific during the year has hear confined in Mountains Causes De-CAUSES HE WESTERN OUTLET FOR GRAIN OF ALBERTA Grain for western shipment. It costs is exactly six cents per bushel to sack the wheat. A large terminal storage elevator, similar to those in operation at Fort William, must of course it will not require as much THE WESTERN OUTLET BUILT IN WEST IN 1908 **GOUROCK** been confined in western Canada to **ON LAKE WINNIPEGOSIS** railment of Locomotive. the construction of the main line and the Lake Superior branch. The Revelstoke, B.C., Jan. 14-Carrying United Farmers of Alberta Discuss This Most Important Subject— Thomas Woolford, of Cardston, Delivers Paper Outlining Great Possibilities of This Route for Alberta Farmers and Trunk Acci-her to Long List hed in Ditch — and Curlers Were latter has been completed and ts engineer and fireman with it, the trains are now running on it to the point of junction with the main ine which has been completed and trains are now running on it freight train ran into a snowslide at Remarkable Extension of Various Systems Notwithstanding Prevail-ing Financial Depression—Total Thomas Walker, Scotchman, Frozen to Death and Two Galicians Badtine which has been completed from the city to Hawkins, Sask, 680 miles vest from the city. A large amount calls, jumped down the embankment Mileage in Canada at End of Year ly Frozen, as Result of Attempt 10,757 Miles. One Fatally Inwest from the city. A large amount of equipment has been sent on from he east and is now being used in the the east and is now being used in the the east and is now being used in the the set of the engine could not east the set of the the set of the set necessary to store as much grain at that point as is necessary in the case of Fort William, the Fort William port being closed about five months of the market, who is unable to ship, and Reach Place 100 Miles From Lumber Camp. Alberta Farmers. he cash and is now being used in the business of the company. At various boints along the line it has been nec-sare and were drowned. The acci-stant happened at a point where the ize. One of the most important of hese is the great structure at Clover iar, near Edmonton, where the larg-st single concrete piers on the conti-ent have been constructed. The to-al cost of this bridge will be in the singhborhood of a million dollars. In vinning good progress is being made a the new Union depot, which will Railway building in the west occu-14.-A serious pies a position entirely different from hat in other countries, inasmuch as not attended occurred this line of the the lines pave the way for settlemen rather than following in the wake as has been the custom. The railway ay, two miles ion. When a have, as a result, played a most im portant part in the development ( the west, and have taxed their re train was in the rear coach sources to the limit to provide th transportation facilities demanded by broken tire tch. The coach the incoming settlers. They have ex tended their lines with a rapidity tha inthe new Union depot, which will used by the Grand Trunk jointly the the Canadian Northern Numer-was J. Coughlin. The fireman is un-let, and on the whole question of the the the Canadian Northern Numer-the the canadian the can scene of ter amongst the be used by the Grand Trunk jointly was J. Coughlin. The fireman is un-the canadian Northern. Numer-us small buildings have been erected long the line through the west and the new line from Regina to Brandon, which constitutes was J. Coughlin. The fireman is un-the the document is interesting to note the telegraph-ic dispatch in the Bulletin to the ef-Regina to Brandon, which constitutes was J. Coughlin. The fireman is un-the chose of navigation, they le-the same wheat, in December, would pay. He immediately figures would pay. He immediately figures that the elevator company is robbing him of 5c or 6c per bushel. He dose that his carload of grain, loaded on track, can be shipped immediately to the close of navigation, they le-the same wheat, in December and in the source of navigation, they le-the same wheat, in December and the close of navigation, they le-the same wheat, in December and the close of navigation, they le-the same wheat, in December and the close of navigation, they le-the close of navigation, they le-the same wheat, in December and the same wheat, in December and the close of navigation, they le-the close of 1-1 must be a surprise to any not familia whom were sevdes members of with the situation, and this fact i ecially true of the year 1908. sional hockey It is commonly supposed that owing to the financial depression during the amilton Thistle past year the companies have not pro ceived more or Adding and will be presented to the government next week and will be presented to the government next week and will be presented to the government next week and will be presented to the government next week and will be presented to parliament as the solving of the grain and Winnipeg, the line from Strassburg to Saskatoon on the Kirkided for their development and ex but it is not tension work in the Canadian west and that this work has been more of likely to prove milton, was cn ess at a standstill. It is true that fo the reason mentioned there was some interference with the work of exten in caring for the erious of whom sion on all the railways, but the amount which has been actually ac Guelph Junct'on miles towards ire of a wheel on complished is very much greater than one might suppose. If a line of rai had been built during the past sum The car d rolled over on mer extending from Winnipeg through With a view of obtaining as far as pos-sible, uniform fisheries regulations in Canada, the government has asked Prof. tween Oct. 15th and Dec. 10th of each Prince, Dominion fisheries commissioner year. He also believes that the new to confer with the measurement of the second seco to the Pacific coast it would have been dragged along subject. Here is the way the deal works out, During the summer, before the crop is harvested, a large number of empty of Alberta. The elevators are also emptied during the summer and, Winter Wheat Market. Tates, but an additional saving of 5 or 6c per bashel to all of those far-mers who are forced to sell their wheat to the elevators between Octo-ber 15th and December 10th of each year. Winter Wheat Market. Discholor Women More Inscribe. Prince Albert, Sask., Jan. 14.—War-Prince Albert, Sask., Jan. 14.—War-prince Albert six, Jan. 14.—War-tates, but an additional saving of 5 Prince Albert, Sask., Jan. 14.—War-ber 15th and December 10th of each year. Winter Wheat Market. deemed a most wonderful thing, but her coaches kept there has been brought under operais a down grad Wilkie, on the way to Edmonton; ne from Teulon to Komarno (20 illes), and a line from Virden, Man., tion in the Canadian west during the was running at past year an amount of railway mileage considerably greater than from Winnipeg to the coast. The actgovernments on the question. He continued the work begun a year which the Manitoba Grain Act is held crowded with governments on the question. He continued the work begun a year ago by Mr. Bastedo, now in charge of the government old age annuities depart-ment. The matter of overlapping federal and provincial jurisdictions in respect to ince of Alberta is about 1,500 miles isheries regulations will be taken up form. Fort William and Port Arthur. Act to cover all western shipments of the governments of alberta for red winter the grain raising district of the Prov-ince of Alberta is about 1,500 miles isheries regulations will be taken up form. Fort William and Port Arthur. Act to cover all western shipments of the government of age annuities depart-the grain raising district of the Prov-ince of Alberta is about 1,500 miles ince of Alberta orth ten miles. The grading was on, Brantford ual distance from Winnipeg to Van mpleted on the line frrom Saskatoon 'go by Mr. Bastedo, now in charge of not to apply. es. Nearly all couver is less than 1,500 miles, while Hardisty, and some grading was one on the line to Icelandic river, oach were njur-of Guelph, was the new mileage of the western rail Manitoba. Among other improve-nents on the central division were ways during the past year amounts to and provincial jurisdictions in respect to ince of Alberta is about 1,000 miles of shipping grain east. when the sea-fisheries regulations will be taken up from Fort William and Port Arthur, son opens the elevators start buying market. Prince and an effort will be made to ports are open only about seven reach a satisfactory working agreement months in the year. Therefore, in the present were transformed to be a reasonable margin, taking into the writer believes, when we will be had good effect. ich and efforts In this there is not in miles irst were unsuc-ly released after cluded a large amount of track which with the provincial authorities by Froi. Prince and an effort will be made to ports are open only about seven of all fisheries questions now at issue between the federal and provincial gov-menths in the year. Therefore, in shipping Alberta grain east, for five months in the year. St. John is the pareset port, and this port is located almost 3,000 miles by rail from Al-ter between the federal and provincial gov-measts port, and this port is located almost 3,000 miles by rail from Al-betra shipping points. A glainee at ing for Reduction in Railway Rates. Austin, Aex., Jan. 14—Radical legis-ter have the thirty-first between the thirty-firs he relaying of the Souris branch with is rapidly approaching completion, or which the dump has been finished ug all around f the car was so 5-pound steel, the building of new ngine houses at Minnedosa and La and on which the track will be laid none of those 1 leave by that iviere, the installation of cables at he Fort- William coal docks, ne early next year. In round numbers, and including some short pieces of umping station at Portage la Prair had to be ie, the creation of experimental for-est farms and numerous others. new track which are nearing comple rate those withtion, it might be said that there were nd combination actually added to the railway lines o peler and sum-Western Division of C. P. R. Canadian west during the year l aid and the to Guelph and On the western division of the C.P. 1908 a total of 2,000 miles and or the line from Moose Jaw to Out which passenger trains are now being operated. All this mileage has been urt removed to ook was completed. Work was done nty persons wer the change of line between Lethbuilt under government supervision bridge and Macleod, on the immense which got down to busi-bridge over the Belly river, and cn he grade reduction work on the Medi-cine Hat section. Numerous old bridges were replaced with steel spans and was not used for the transporta tion of passenger trains until it had RE VALUABLE. been inspected by the government en tine Hat section. Numerous old bridges were replaced with steel spans ne concrete abutments. On the Cal-gary, Medicine Hat and Lethbridge sections ballasting and widening "t the dump—and on the Crow's Nest in Alberta sections—relaying Nest track with 80-pound steel. New sec-ion houses on the Calgary section, drilling large well for water supply of gineers, who are required to certify Price of Farm that every mile is well ballasted and in every way serviceable for the ordinary business of the companies ope The census and orts the average rating them. The 2,000 miles of new track would for all provinces n five of the probe a very respectable railway. There 0, being \$27.30 in va Scotia, \$21.40 are scores of companies in the United States and in Canada, supplied with States and in Canada, supplied with the events of export. The rate from Al-all the officials necessary for the have not, all told, 2,000 miles of track 0.40 in Saskatch-Prince Edward in Quebec is

and the

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| srit-   | 12 to the second se |  | lia aimed and a C i a moustare   | three years and will undoubtedly re-   | cars are available to any great ex-  | 10ur wheat is in great demand by ex-  | An Alberta Grain Act.  |   |
|---|--|--|--|--|--|---|--|---|
|   | on their entire system. A company<br>having as large a mileage as the  | is bert, new stock yards at Burk, new  | will cause a worm falt my  | three years and will undoubtedly re-<br>main the same for many years to<br>come, owing to the fact that this rate,   | tent. A few empty cars, of course,   | porters, that is our No. 1, No .2 and   | Ti la transmitti   | that  |
| igh *<br>to   | with all the necessary equipment f   | for ce house at Strathcona, erection of  | Toads have a strong lobby have to  | taking into consideration the length   | are on hand all the time, which  | No. 3 grades, and, if you consult the   | e anain chinned from the cloretors or  | must  |
| rm  | the operation of the line, would   | D lootedbes tot emptoyees on ordener   | fight a reduction of roton   | of the haul, is the cheapest rate to   | I come into the province and are made  | I markets you will find that every year   | I led to grade a cortain grade someti  | imes  |
| its.  | worthy of the respectful consider  | ra i section, new pipe nue and water tank  |  | be found anywhere son the American   | Tempty nere, naving been brought   | before the close of navigation our No.  | fails to grade as expected here in   | Cal-  |
| une   | tion of railway men in all parts of t  | he at Frank.   | OREGON TRAINS SNOWBOUND.   | continent as applied to grain. The   | diag These cars in inficient to  | 1, No. 2 and No. 3 red winter wheat   | gary. For a time when these cars v   | went  |
| ALL AND   | world. Yet there has been added  | tel Pacific Division of C. P. R.   |  | rate on grain from Alberta points to   |  | sells in Fort William at a premium<br>of from ½c to 1c per bushel over the  |  |   |
| Do-   | the railroads of western Canada du   | ur On the Pacific division work has  | Passengers From the eEast Make   | Vancouver has gradually been de-   | 11. 1 1 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.   |   |  |   |
| Alexandread and the   | ing the past year a mileage of this e  | ex been done during the past year as for-  | ledious Journey-Many Trains  | s creased as the quantity offered for  | That law ander which we are obliged  | same grades of spring wheat. If you continue your research you will also  |  |   |
| do-   | tent, and all the equipment for t  | he lows: Changing grade between Field  | 1 Stalled  | shipment as increased, until, at the   | that then should serve the purpose   | find that immediately after the close   | billed to Vencenter must go stra   | ight.   |
| Der   | operation of the lines has also be   | er and Hector, commonly known as the   | Portland One To to Di t  | present time, the rate from Alberta  | faw individual farmore obtain these  | of navigation red winter what in  | through to Vancouver must go stra  | ation   |
| 3.50  | provided. The men necessary to ca  | ar Field Hills reduction work; the com-  | dred mon work, Jan. 16Five hun-  | points to Vancouver for export is 22½  | cars and the farmer with a small   | the Winnipeg market, drops until it   | t must not be changed in transit Atter   | mnt.  |
| for   | ry on the additional work have be  | pletion of the line from Esquimault to   | sengers on the and children, pas-  | - cents per hundred. I do not believe  | quantity of grain to shin and the far-   | is worth from 2 to 3c per bushel less   |  |   |
| The   | engaged and are now employed   | a' Alberni, new fire heating system for  | from the cost one found trains   | s that this is as cheap a rate as the  |  | than the same grades of spring wheat.   | under these conditions is an imposs  | sibil-  |
| the   | these new duties. Farmers and me   | er engine houses at Revelstoke and   | crossed the Columbia inon Chicago,   | , railway company will eventually  | market, who are forced to depend un-   | The question occurs immediately as to   | lity, for there is no place in Vancou  | uver  |
| ach   |  | try Field, replacing old bridges with steel  | at The Della mostandar of the ice  | e make for this haul. It is proabbly as  |  | why our red winter wheat is worth   | to store or sell grain that fails to gi  | rade  |
| \$160   | have been furnished with the need  | led spans at many points on the Laggan,  | They were passengers on O B & N  | . cheap a rate as can be expected under<br>present conditions with the present   | able to sell their wheat or when they  | loss after the close of nevigation than   | in accordance with the original  | sale  |
| bec   | transportation facilities and the e  | Paralataka and Arrow Taka Slo  | trains and crossed to reach a North  | amount of grain offered for western  | I can find an opening at the elevator  | before the close of nevigation and  | made. Whether this ruling is inter   | nded  |
| 240,  | tire business interests of the count   | 1 D law settiens workson   | Bank train on the West's to 1  |  | I find that they must sell at a direct   | the only answer possible is that  | t to discourage western shipments  | 18 a  |
| Electron to all the second second   | have realized the benefits accruing.   | . I call allo boundary sections, replacing   | The North Bank train proceeded twon  | - cheapest by any means, taking dis-   | llogg of 50 non bushal arron normalan ala  | lofton the place of permention own nod  | question, of course, that the writer   | can-  |
| A State of the second  | How Mileage Is Distributed.  |  | ty miles towards Portland when it  | , tance into consideration, and event-   | vator charges.   | winter wheat, instead of going into   | nct say, but that it does discourage   | wes-  |
| RE.   | The new mileage which has be   |  | too, poked its nose into a snow drift  | t ually must work down to the same   | .The Elevator Proposition.   | the hands of millers and exporters,<br>finds its way directly into the hands  | tern shipments and virtually puts a  | stop  |
| ALL CONTRACTOR  | added to the various lines during t  |  | and there it remained Relief trains  | basis as rates on other divisions cov-   | Here is the way this proposition   | finds its way directly into the hands   | s to them, under the present conditi   | lons,   |
| inet_   | year is distributed among the Can  | iid'   | from Portland are hurrying to the  | e ering a haul of 650 miles. With these  |  | 1   | goes without proof. Before the Prov  | Tince   |
| APPLY TO PARTY  | dian Pacific, the Canadian Norther   |  | scene with food for the passengers   | s two rates, however, as they stand at   |  |   |  |   |
|   | and the Grand Trunk Pacific. Fi  | 10 F . 1. 1141   | and wrecking srews to open up the  | e the present time, we find that we can  | The up occurs the elevators are filled   | A herta red winter wheat The Win-   |  |   |
| ood   | ures furnished by the various railwa   | ay   | drift.   | Iship wheat from Alberta points to   | with grain to one roor, grain which  | Impeg commission men certainly nave   | loop take advantage of these should be   |   |
| hat   | companies show that the distribution   | or Grimsby, Jan. 16-A sleigh load of   |  | Liverpool, by way of Vancouver, at   |  |   |  |   |
| for   | was as follows:  | people returning from a dance at   | CHINESE ENVOY TO 2. S.   | ten cents per hundred pounds less  | I grain must an be torced to Fort  | lot our Alberts red winter wheat We   |  | 1   |
| mer   | The Canadian Pacific railway, a  | ac Winona was struck by a Grand Trunk  | and the second   | than we can ship to Liverpool by way   | I WILLIAID DELOTE THE CLOSE OF DAVIES-   | Then find ourselves in a position   |  |   |
| lue-  | cording to the reports of the engine   | Apress funning sixty miles all nout  | Discusses Far Eastern Question With  | of Fort William which is equal 10  | tion or the elevator companies will  | where we are trying to build up the   | ble to make the movement to Vancor   | ILVAT   |
| ave   | ing department, added 826 miles.   | ust east of Grimsby. Mr. and Mrs.  | State Department.  | lair conta nor hughol With naviga-   | 10se the 5c per bushel difference in   | linest grain glowing country in ex-   | from and unhamponed The procent  | not   |
| e is<br>Mr  | The Canadian Northern, according<br>to the reports of its engineering d  | do Wilson, Geo. Tetter and Mis. Geo.   | Weshington   | ting aland at Fast William at the  | I price between the price quoted for   | listence on pasis of wheat that we  | I which may and few and the last   |   |
| Mr.   | partment, added 245 miles.   | i tetter, were kined, the first three out-   | wasnington, Jan .16-It has been  | I present time making it necessary to  | grain delivered before the close of  | KLOW 13 10 great demand for mixing  | ing country located at a comparation   | ivalv   |
| re-   | The Grand Trunk Pacific complet  | ignt, the last dying a few hours after   | i annitied in ometal circles nere for  | I have grain all rail to St John we  | inavigation and the price quoted for   | purp es, and then placing these   | short distance from an interior man  | rket  |
| ome   | and brought under operation 8  | rom injuries. Miss Lottle letter, in   | 1 som stime that the miss on of Tang   | Cal at the present moment that we  | grain delivered after the close of   | products into and through markets   | a property and the second second   |   |
| ious  | miles.   | futed internany, may not recover.  | Shao 11, special envoy from China,   | can really ship by way of Vancouver,<br>at 15 cents per hundred less than we   | navigation. Each elevator holds 30,-   | controlled by men who have absolute   | the year and closed for five months  | is in ·   |
| the   | The total mileage of the Canadia   | an Jordon Nelson, terribly batered is not  | abiest then to thates, had a further   | at 15 cents per hundred less than we   | 000 bushels of grain, and it is next to  | ly no interest in our welfare, who  | the year, and an act made especially   | y for   |
| re-   | Pacific railway west of Port Arth  | interv to recover. He was taken to   | Solution to thank the United States  | can ship to Liverpool by way of Fort   | impossible to get this quantity of   | if not actually antagonistic to our in-   | a country that had its markets t   | thor-   |
| reon  | at the close of the year is reported   | of one naminon nospital. Both horses   | ha Power indemnity find  | William and St. John, but the differ-  | grain forward to Fort william mar-   | terests, certainly are giving our in-   | oughly established, and at a time w  | when  |
| the   | 6.160 miles.   | were kined and the sleigh smasnee  | Pana Shao Vislicensel for  | t ence of ten cents per hundred is the   | Kets before the close of havigation,   | terests no special attention. The   | s its markets had been established and   | d in  |
|   |  | to kindling. All of the killed and in  | Lang blidy II discussed 12" eastern  |  |  |   |  |   |
|   | The total mileage of the Canadia   |  | meetings with Mr. Dest stath day   | average, difference the whole year   | companies just as soon as the tie-up   | difference of two or three cents per  | operation for a number of years, will  | l not   |
| the   | The total mileage of the Canadia<br>Northern at the close of the year  | an inred helong to Grimshy   | questions with Mr. Rept at the state   | pround including the seven months  | companies, just as soon as the tie-up  | bushel on Alberta red winter wheat  | t do for the Province of Alberta, rai  | ising   |
| the his   |  | is jured belong to Grimsby.  | lepartment is acmitet officially, al-  | e round, including the seven months  | companies, just as soon as the tie-up<br>occurs, to purchase on basis of   | bushel on Alberta red winter wheat<br>during the five months that naviga-   | t do for the Province of Alberta, rais   | ising   |
| the<br>his<br>rob-  | Northern at the close of the year  | an jured belong to Grimsby.  | questions with Mr. Root at the state<br>lepariment is a mitet officially, al-<br>though Mr. Root and fathy that the  | e round, including the seven months<br>when lake navigation is open and the  | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the   | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount  | t do for the Province of Alberta, rais<br>- an entirely different kind of wi<br>t which they are trying to put on the r  | ising<br>heat<br>mar-   |
| the his   | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Trunk Pacific under operation at t   | nd<br>the Oporto Jan 16 The distress in  | puestions with Mr. Root at the state<br>lepartment is a mitel officially, al-<br>though Mr. Root and faily that the<br>question of a Chinese-American all-   | e round, including the seven months<br>- when lake navigation is open and the<br>five months when lake navigation is<br>- closed. We can therefore assume with<br>the present rates as they stong that   | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>5c less than the price at which the  | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount<br>of money to the farmers of Alberta,<br>which belongs to the farmers of Al-  | t do for the Province of Alberta, rain<br>an entirely different kind of will<br>which they are trying to put on the r<br>, ket through a port open 12 months<br>- the year, and which they are trying  | ising<br>heat<br>mar-<br>is in  |
| the<br>his<br>rob-  | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Trunk Pacific under operation at the<br>close of the year is reported at 9   | an<br>is<br>id<br>nd<br>he<br>bhe<br>Oporto, Jan. 16.—The distress in<br>the port wine growing regions arising   | juestions with Mr. Rost at the state<br>lepartment is acmittet officially, al-<br>though Mr. Root sold fail, that the<br>question of a Chinese-American all-<br>ance was not monthened.  | e round, including the seven months<br>when lake navigation is open and the<br>five months when lake navigation is<br>closed. We can therefore assume with<br>the present rates as they stand, that,   | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>5c less than the price at which the<br>elevators would be only too glad to   | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount<br>of money to the farmers of Alberta,<br>which belongs to the farmers of Al-<br>berta and which can only be obtained  | t do for the Province of Alberta, rai<br>an entirely different kind of wi<br>which they are trying to put on the r<br>, ket through a port open 12 months<br>- the year, and which they are trying<br>and the market through this port   | ising<br>Theat<br>mar-<br>is in<br>ig to<br>t not   |
| the<br>his<br>rob-  | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Trunk Pacific under operation at the<br>close of the year is reported at 9<br>miles.   | an<br>is<br>iured belong to Grimsby.<br>Riots in Wine Region.<br>Oporto, Jan. 16.—The distress in<br>the port wine growing regions arising<br>rfom a crisis in the wine trade cul-   | questions with Mr. Root at the state<br>lepartment is acmite! officially, al-<br>though Mr. Root and fatl, that the<br>question of a Chinese-Angrican adi-<br>ance was not montioned.  | e round, including the seven months<br>when lake navigation is open and the<br>five months when lake navigation is<br>closed. We can therefore assume with<br>the present rates as they stand, that,<br>on an average, the year round 10   | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>5c less than the price at which the<br>elevators would be only too glad to<br>purchase the wheat providing they  | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount<br>of money to the farmers of Alberta,<br>which belongs to the farmers of Al-<br>berta and which can only be obtained<br>for them by establishing our own ex-  | t do for the Province of Alberta, rain<br>- an entirely different kind of wi<br>which they are trying to put on the r<br>, ket through a port open 12 months<br>- the year, and which they are trying<br>1 put on the market through this port<br>- only to Liverpool but also to a put  | ising<br>heat<br>mar-<br>is in<br>ig to<br>t not<br>mher  |
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| the<br>his<br>rob-<br>bun-<br>for<br>shes<br>ujoz,<br>ex-<br>that<br>pt a<br>pops<br>ade.<br>tain<br>nbli-<br>are<br>nilli-<br>t of<br>blice<br>ters<br>that<br>eav-<br>hat<br>outpus   | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Trunk Pacific under operation at the<br>close of the year is reported at 9<br>miles.<br>The total mileage of the Great Not<br>thern railway in western Canada<br>the close of the year is reported<br>624 miles.<br>Total Mileage in West.<br>The total mileage of all the railw.<br>companies doing business in wester  | an<br>is<br>iured belong to Grimsby.<br>Riots in Wine Region.<br>Oporto, Jan. 16.—The distress in<br>the port wine growing regions arising<br>rfom a crisis in the wine trade cul-<br>minated on Friday in rioting. At<br>Regoa, the troops keeping order were<br>fired on b yan infuriated mob and re-<br>plied with a bayonet charge. It is<br>said that calm has been restored and<br>the troops have returned to their bar-<br>racks.<br>PLAN OF LEGISLATIVE CHAMBE              | A. J. Robertson<br>A. J. Robertson<br>A. J. Robertson<br>A. J. Robertson<br>A. J. Robertson  | e round, including the seven months<br>when lake navigation is open and the<br>five months when lake navigation is<br>closed. We can therefore assume with<br>the present rates as they stand, that,<br>on an average, the year round 10<br>cents per hundred can be saved on all<br>grain shipments from Alberta points<br>to Liverpool via Vancouver.<br>Markets have been worked up dur-<br>ing the asset wo or three years in Ja-<br>pan, China, Maxico, Australia and<br>the Philippine Islands, and at times<br>grain can be exported to all these<br>markets at a better figure than possi-<br>ble to obtain in Liverpool, but, of<br>course, these markets are not open<br>every year and are not open every<br>month in the year. If we can get<br>into Liverpool and save money by<br>shipping through Vancouver, then we<br>shall be in a position to take advan-<br>tage of these other markets whenever<br>they are available.<br>The saving above outlined is on a   | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>5c less than the price at which the<br>elevators would be only too glad to<br>purchase the wheat, providing they<br>could get it forward to market prompt-<br>ly. This difference is not covered en-<br>tirely by the difference in freight, but<br>tying up the grain in the elevator<br>means insurance, interest and other<br>items which go to add to the expense<br>of handling. It is safe to say that if<br>Member.<br>Hon. A. C. Rutherford<br>Hon. W. H. Cushing<br>Hon. W. T. Finlay<br>Charles W. Fisher<br>J. R. Boyle<br>F. A. Walker   | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount<br>of money to the farmers of Alberta,<br>which belongs to the farmers of Al-<br>berta and which can only be obtained<br>for them by establishing our own ex-<br>changes, our own markets, and put-<br>ing our grain through a port that is<br>open the year round, so that ex-<br>porters can come to our markets<br>direct for the wheat they they re-<br>quire and get it every day of every<br>month of every year. I do not wish<br><b>OMPOSITION OF THE LEGISLATU<br/>MINISTERIALISTS.</b><br>Occupation.<br>Lawyer<br>Manufacturer<br>Merchant<br>Lawyer<br>Farmer  | t do for the Province of Alberta, rais<br>an entirely different kind of wi<br>which they are trying to put on the r<br>ket through a port open 12 months<br>the year, and which they are trying<br>put on the market through this port<br>only to Liverpool but also to a nun<br>of other wheat consuming countries. 7<br>s act, in its present state, as it applie<br>the Province of Alberta will never<br>sparticularly while these markets are<br>ing worked up and established,<br>while the movement west is in its<br>fancy.<br>JRE<br>Constituency.<br>Strathcona.<br>Edmonton City.<br>   | ising<br>heat<br>mar-<br>is in<br>in<br>g to<br>t not<br>mber<br>This<br>es to<br>do,<br>s be-<br>and |
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| the<br>his<br>rob-<br>pun-<br>for<br>shes<br>ajoz,<br>ex-<br>that<br>pt a<br>cops<br>ade.<br>tain<br>are<br>milli-<br>t of<br>blice<br>ters<br>that<br>eav-<br>mder<br>y to<br>'up-   | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Trunk Pacific under operation at the<br>close of the year is reported at 9<br>miles.<br>The total mileage of the Great Not<br>the close of the year is reported<br>624 miles.<br>Total Mileage in West.<br>The total mileage of all the railw.<br>companies doing business in wester<br>Hon. A. C. Rutherford<br>Hon. C. W. Cross  | and<br>is<br>iured belong to Grimsby.<br>Riots in Wine Region.<br>Oporto, Jan. 16.—The distress in<br>the port wine growing regions arising<br>rfom a crisis in the wine trade cul-<br>minated on Friday in rioting. At<br>Regoa, the troops keeping order were<br>fired on b yan infuriated mob and re-<br>plied with a bayonet charge. It is<br>said that calm has been restored and<br>the troops have returned to their bar-<br>racks.<br>PLAN OF LEGISLATIVE CHAMBE<br>Speaker. | A. J. Robertson<br>A. J. Robertson<br>A. J. Robertson<br>A. J. Robertson<br>A. J. Robertson  | round, including the seven months<br>when lake navigation is open and the<br>five months when lake navigation is<br>closed. We can therefore assume with<br>the present rates as they stand, that,<br>on an average, the year round 10<br>cents per hundred can be saved on all<br>grain shipments from Alberta points<br>to Liverpool via Vancouver.<br>Markets have been worked up dur-<br>ing king two or three years in Ja-<br>pan, Ching, Maxico, Australia and<br>the Philippine Islands, and at times<br>grain can be exported to all these<br>markets at a better figure than possi-<br>ble to obtain in Liverpool, but, of<br>course, these markets are not open<br>every year and are not open every<br>month in the year, and our basis of<br>comparison must necessarily be Liver-<br>pool, the world's market, that is open<br>every day in the year. If we can get<br>into Liverpool and save money by<br>shipping through Vancouver, then we<br>shall be in a position to take advan-<br>tage of these other markets whenever<br>they are available.<br>The saving above outlined is on a<br>basis of shipment by way of the Suzz<br>canal, or around the Horn, to Liver-<br>pool, and, of course, just as soon as<br>the Panama canal is completed. an-  | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>be less than the price at which the<br>elevators would be only too glad to<br>purchase the wheat, providing they<br>could get it forward to market prompt-<br>ly. This difference is not covered en-<br>tirely by the difference in freight, but<br>tying up the grain in the elevator<br>means insurance, interest and other<br>items which go to add to the expense<br>of handling. It is safe to say that if<br>CC<br>Member.<br>Hon. A. C. Rutherford<br>Hon. W. H. Cushing<br>Hon. W. H. Cushing<br>Charles W. Fisher<br>J. R. Boyle<br>F. A. Walker<br>D. C. McNab<br>John T. Moore<br>J. P. Marcellus<br>Eletcher Bredin  | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount<br>of money to the farmers of Alberta,<br>which belongs to the farmers of Al-<br>berta and which can only be obtained<br>for them by establishing our own ex-<br>changes, our own markets, and put-<br>ing our grain through a port that is<br>open the year round, so that ex-<br>porters can come to our markets<br>direct for the wheat they they re-<br>quire and get it every day of every<br>month of every year. I do not wish<br><b>OMPOSITION OF THE LEGISLATU</b><br><b>MINISTERIALISTS.</b><br>Occupation.<br>Lawyer<br>Lawyer<br>Manufacturer<br>Merchant<br>Lawyer<br>Farmer<br>Miner j.<br>Capitalist<br>Rancher   | t do for the Province of Alberta, rais<br>an entirely different kind of wi<br>which they are trying to put on the r<br>ket through a port open 12 months<br>the year, and which they are trying<br>put on the market through this port<br>only to Liverpool but also to a nun<br>of other wheat consuming countries. 7<br>s act, in its present state, as it applie<br>the Province of Alberta will never<br>particularly while these markets are<br>ing worked up and established,<br>while the movement west is in its<br>fancy.   | ising<br>heat<br>mar-<br>is in<br>in<br>g to<br>t not<br>mber<br>This<br>es to<br>do,<br>s be-<br>and |
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| the<br>his<br>rob-<br>boun-<br>for<br>shes<br>ajoz,<br>a ex-<br>that<br>pt a<br>oops<br>ade.<br>ttain<br>abli-<br>are<br>mill-<br>it of<br>oblice<br>tress<br>that<br>pea-<br>v of<br>ten<br>y of<br>ten<br>y of<br>ten<br>Dr.<br>Dr.   | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Tunk Pacific under operation at it<br>close of the year is reported at 9<br>miles.<br>Total mileage of the Great No<br>thern railway in western Canada<br>the close of the year is reported<br>(24 miles)<br>Total Mileage in West.<br>The total mileage of all the railwo<br>companies doing business in wester<br>Hon. A. C. Rutherford<br>Hon. C. W. Cross<br>Hon. W. H. Cushing<br>Hon. W. T. Finlay<br>M. McKenzie  | and<br>is<br>iured belong to Grimsby.<br>Riots in Wine Region.<br>Oporto, Jan. 16.—The distress in<br>the port wine growing regions arising<br>rfom a crisis in the wine trade cul-<br>minated on Friday in rioting. At<br>Regoa, the troops keeping order were<br>fired on b yan infuriated mob and re-<br>plied with a bayonet charge. It is<br>said that calm has been restored and<br>the troops have returned to their bar-<br>racks.<br>PLAN OF LEGISLATIVE CHAMBE<br>Speaker. | A. J. Robertson<br>C. D. Hiebert<br>T. A. Brick<br>E. H. Riley<br>C. R. H. Riley<br>C. R. H. Riley   | round, including the seven months<br>when lake navigation is open and the<br>five months when lake navigation is<br>closed. We can therefore assume with<br>the present rates as they stand, that,<br>on an average, the year round 10<br>cents per hundred can be saved on all<br>grain shipments from Alberta points<br>to Liverpool via Vancouver.<br>Markets have been worked up dur-<br>ing from an exported to all these<br>markets at a better figure than possi-<br>ble to obtain in Liverpool, but, of<br>course, these markets are not open<br>every year and are not open every<br>month in the year. If we can get<br>into Liverpool and save money by<br>shipping through Vancouver, then we<br>shall be in a position to take advan-<br>tage of these other markets whenever<br>they are available.<br>The saving above outlined is on a<br>basis of shipment by way of the Suze<br>canal, or around the Horn, to Liver-<br>pool, and, of course, just as soon as<br>the Panama canal is completed, an-<br>other large saving will be consumma-<br>ted.  | Companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>5c less than the price at which the<br>elevators would be only too glad to<br>purchase the wheat, providing they<br>could get it forward to market prompi-<br>ly. This difference is not covered en-<br>tirely by the difference in freight, but<br>tying up the grain in the elevator<br>means insurance, interest and other<br>items which go to add to the expense<br>of handling. It is safe to say that if<br>Member.<br>Hon. A. C. Rutherford<br>Hon. W. H. Cushing<br>Hon. W. H. Cushing<br>Charles W. Fisher<br>J. R. Boyle<br>J. R. Boyle<br>John W. T. Kinlay<br>Charles W. Fisher<br>John T. Moore<br>John T. Moore<br>John W. Woolf<br>K. McKenzie<br>E. H. Riley<br>T. A. Brick<br>H. W. McKenney<br>A. S. Rosenroll<br>W. F. Puffer<br>J. R. McLeod                | bushel on Alberta red winter wheat<br>during the five months that naviga-<br>tion is closed, means a vast amount<br>of money to the farmers of Alberta,<br>which belongs to the farmers of Al-<br>berta and which can only be obtained<br>for them by establishing our own ex-<br>changes, our own markets, and put-<br>ing our grain through a port that is<br>open the year round, so that ex-<br>porters can come to our markets<br>direct for the wheat they they re-<br>quire and get it every day of every<br>month of every year. I do not wish<br><b>OMPOSITION OF THE LEGISLATU</b><br><b>MINISTERIALISTS.</b><br>Occupation.<br>Lawyer<br>Lawyer<br>Manufacturer<br>Merchant<br>Lawyer<br>Farmer<br>Miner i.<br>Capitalist<br>Rancher<br>Lawyer<br>Rancher<br>Lawyer<br>Rancher<br>Capitalist<br>Realty Agent<br>Merchant | t do for the Province of Alberta, rais<br>an entirely different kind of wi<br>which they are trying to put on the r<br>ket through a port open 12 months<br>the year, and which they are trying<br>put on the market through this port<br>only to Liverpool but also to a nun<br>of other wheat consuming countries. 7<br>s act, in its present state, as it applie<br>the Province of Alberta will never<br>particularly while these markets are<br>ing worked up and established,<br>while the movement west is in its<br>fancy.<br>JRE<br>Constituency.<br>Strathcona.<br>Edmonton City.<br>Calgary<br>Medicine Hat<br>Banff<br>Sturgeon<br>Fort Saskatchewan<br>Lethbridge<br>Red Deer<br>Pincher Creek<br>Athabasea<br>Cardston<br>Macleod<br>Gleichen<br>Peace River<br>St. Albert<br>Wetaskiwin<br>Lacombe      | ising<br>heat<br>mar-<br>is in<br>in<br>g to<br>t not<br>mber<br>This<br>es to<br>do,<br>s be-<br>and |
| the<br>his<br>rob-<br>boun-<br>for<br>shes<br>ajoz,<br>ex-<br>that<br>pt a<br>cops<br>ade.<br>that<br>namili-<br>it of<br>oblice<br>tters<br>that<br>eav-<br>milli-<br>t of<br>oblice<br>tters<br>that<br>page<br>y of<br>ten<br>you.   | Northern at the close of the year<br>reported at 3,119 miles.<br>The total mileage of the Gran<br>Trunk Pacific under operation at the<br>close of the year is reported at 9<br>miles.<br>The total mileage of the Great Not<br>the close of the year is reported<br>624 miles.<br>Total Mileage in West.<br>The total mileage of all the railw.<br>companies doing business in weste<br>Hon. A. C. Rutherford<br>Hon. C. W. Cross<br>Hon. W. H. Cushing<br>Hon. W. T. Finlay  | and<br>is<br>iured belong to Grimsby.<br>Riots in Wine Region.<br>Oporto, Jan. 16.—The distress in<br>the port wine growing regions arising<br>rfom a crisis in the wine trade cul-<br>minated on Friday in rioting. 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We can therefore assume with<br>the present rates as they stand, that,<br>on an average, the year round 10<br>cents per hundred can be saved on all<br>grain shipments from Alberta points<br>to Liverpool via Vancouver.<br>Markets have been worked up dur-<br>ing from three years in Ja-<br>pan, China, Marico, Australia and<br>the Philippine Islands, and at times<br>grain can be exported to all these<br>markets at a better figure than possi-<br>ble to obtain in Liverpool, but, of<br>course, these markets are not open<br>every year and are not open every<br>month in the year, and our basis of<br>comparison must necessarily be Liver-<br>pool, the world's market, that is open<br>every day in the year. If we can get<br>into Liverpool and save money by<br>shipping through Vancouver, then we<br>shall be in a position to take advan-<br>tage of these other markets whenever<br>they are available.<br>The saving above outlined is on a<br>basis of shipment by way of the Suz<br>canal, or around the Horn, to Liver-<br>pool, and, of course, just as soon as<br>the Panama canal is completed, an-<br>other large saving will be consunma-<br>ted.<br>So much for the saving possible in<br>freights under present conditions,<br>which would amount to six cents per<br>bushel on every bushel of wheat rais-<br>ed in the province of Alberta if fa-  | companies, just as soon as the tie-up<br>occurs, to purchase on basis of<br>wheat values in December after the<br>close of navigation, or, in other words,<br>5c less than the price at which the<br>elevators would be only too glad to<br>purchase the wheat, providing they<br>could get it forward to market prompt-<br>ly. 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ions did not exist which makes

way of Vancouver under present cit

imstances. This saving of six cents

per bushel is entirely eaten up in con

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necessary at present to sack al

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impossible to move grain by

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John A. Simpson

goes directly to the ves. Each organ has ve. When these nding organs must This plain, yet Ils why Dr. Shoop's sally successful lruggists everyhere preference. A test by all dealers.

J. W. Woolf

A. S. Rosenroll John T. Moore D. C. McNab

J. R. McLeod

W. F. Puffer

F. A. Walker J. B. Holden

J. P. Marcellus J. A. McPherson R. T. Telford

J. B. Holden ..... John A. Simpson .....

C. D. Hiebert .....

R. T. Telford .....

A. J. Robertson .....

Farmer

Farmer

Merchant

.Merchant .

OPPOSITION.

Merchant .. .....

.Innisfail

.Leduc

Vermilion

High River

Rosebud