

CROPS HURRY THE WESTERN POLLING

Saskatchewan Government Confident of Being Returned to Power on August 14th.

Regina, Aug. 6.—The Provincial election campaign has already become decidedly interesting, and the politicians are the busiest people in the community. The state of the weather contributes to the warmth of the contest, the thermometer doing its best to reach 100 in the shade. With only 25 days between the issuing of the writs and the date of polling it may be readily understood that there is no room for idling.

Both sides have buckled down to the fight in earnest, and before the campaign closes on August 14 the electors will have had good reason to believe that an election was in progress.

The call to arms found the Opposition, under the leadership of Mr. Haultain, unprepared, but the surprise to the Liberals was perhaps almost as great. The members of the Government made up their minds to the subject of dissolution soon after the return of Premier Scott from Ontario on July 18. Developments during the session of the Legislature which closed a few weeks ago indicated that the House might probably again in the fall. The sessional business was not completed, and the chief item left over was the bill to provide for the organization of rural municipalities. Urban municipalities had received their charters, but the country districts had not been organized, and a commission had made certain recommendations as a result of inquiries into the state of affairs prevailing in what are now local improvement districts.

Time to Study Bills.
The serious nature of this proposed legislation and the important effect which the new enactments would have on the new rural municipalities induced the Government to defer the final passing of the act for a few months. It was considered advisable to give the members of the Legislature and their constituents every opportunity to study the bills carefully. In order that no mistakes should be made later on was decided to dissolve the Legislature, and present the rural municipal legislation to the electorate, so that the most careful expression of sentiment with reference to the proposed changes might be obtained.

In making this decision the Government was also prompted by the desire to give effect to the new distribution bill. By the provisions of this measure the number of members in the House was increased from 25 to 41, and there was no doubt that popular opinion would be more accurately reflected in the new body. Still another cause contributed to the action of the Government. Since the last election took place on Dec. 13, 1905, the population of Saskatchewan has almost doubled, and the members of the administration are determined that the new settlers shall have the earliest possible opportunity of taking a share in the government of the country.

Crops Hurry Polling.
The summons to the polling booths undoubtedly came suddenly. It was necessary to have an election before harvest or postpone it until November. In the latter case it would not be possible to have a fall session, or at least to finish the parliamentary programme before Christmas. As harvest is unusually early this year, the polling must be early, too. It is possible that in some quarters barley and early oats will be cut before Aug. 14, but not much wheat will be attacked by that time. The object of the Government in bringing on the elections quickly is to remove all possible obstacles to the gathering of the grain. It being recognized that a successful agricultural season is as important in its way as any legislative session.

Government Transportation Policy.
It has been said that the Government presents its policy and the Opposition makes the issues in an election campaign. There is so little time at the disposal of the election managers, however, that policies and issues are likely to cut a small figure. The Scott administration is prepared to stand on its record, supplemented by the promise of further action in the interests of the whole people. It asks for a renewal of the confidence of the electors which was extended by the electors nearly three years ago, and for the inspiration to continue the work of carrying out a big programme of organization and development. Its principal claim to confidence and support is in connection with its plans for the improvement and extension of transportation facilities within the province. Mr. Scott might be said to make a specialty of this branch of administrative enterprise, and he has never let go the idea that there should be substantial additions to the present lines of railway. Of first importance to the farmers and other producers of the west is the establishment of the Hudson's Bay route through Fort Churchill. The Dominion is practically committed to this scheme now, and the Scott Government feels that it is amply prepared for its persistence in urging upon the authorities at Ottawa the necessity for it. But the administration here is not content with that result. It is making a determined effort to secure the extension of present lines of the construction of new ones in every part of the province where a railway is a commercial possibility. It is ready and anxious to assist the railway companies in the return of these enterprises as far as its resources will permit, and it is also prepared to use its influence with the Dominion Government for the purpose of securing federal aid. Providing and maintaining proper facilities for transportation and communication gives the Scott administration plenty of scope for the exercise of its undoubted energy, and furnishes as well an index of its desire to advance the interests of the province as a whole.

Mr. Haultain, as leader of the Opposition, has not seen fit to make an issue of the railway situation. He believes in the construction of the Hudson's Bay Railway, but insists that it should be owned by the three western provinces. He demands the "restoration" to Saskatchewan and Alberta of the public lands withheld from them by the terms of the autonomy acts, and argues that if the proceeds from the sale of these lands are to be devoted to paying for the railway, they should own it. For the rest his attitude is largely one of criticism of the administrative and legislative record of the Government. He holds academically to the theories which he propounded in the inception of the "provincial rights" campaign in 1905, but he does not make of these much actual use in his platform discussions. He charges the Government with extravagance, and predicts that financial calamity is ahead for Saskatchewan, and declares that there has been graft in the awarding of some important contracts. Even without materials for a stirring battle-cry on either side there are evidences of a lively struggle. The Liberal forces have maintained their organization in good shape, especially in the larger centres of population, and not much effort is required to round up the stalwarts. In the outlying districts the friends of the Government have not been so well prepared, and they will need to hurry in order to make the most of their opportunities. Good campaigners, and they are doing their best to cover the province with oratory within the limited period for discussion. The Liberals are confident of victory, and at the present time they are wondering what their majority in the new House will be.

AIR ATTACKS ON WAR FLEETS

German Balloon Expert Talks of Coming Battles of the Air.

Berlin, Aug. 6.—Major Gross, the officer of the German military airship department, and the inventor of the semi-rigid aerial vessel which bears his name, has given the following statement regarding the practical uses of airships for purposes of war. His exposition of the part airships may play in wars of the future reveals the great importance which German military experts attach to the new weapon. At the same time it serves to explode certain exaggerated theories freely expounded by alarmists since Count Zeppelin's vessel succeeded in flying over the Alps. Discussing the question whether airships can be employed for aggressive purposes in war at sea and on land or only for scouting work, Major Gross said:

"I am convinced that the airship will, for the present, be primarily used for scouting and observing the enemy's position or movements, and only secondarily for attacking the enemy by dropping explosives. It is true, the French, from the very beginning, have designed their airships with the intention of dropping explosives from them, and it cannot be denied that experiments undertaken to test the possibility of using them for this purpose have been very successful."

"Explosives have been dropped from French airships upon batteries which served as targets. My own opinion is that in cases in which airships are aimed at large objects, such as large bodies of troops, whole forts or big battleships, no great difficulty will be experienced in hitting the object of attack."

Hitting the Target.
"In the case of smaller targets, such as a battery of artillery, it seems to me the probability of hitting the mark is considerably less, though I do not deny that airships can be manoeuvred in such a way as to remain stationary over any given object."

"Airships cannot at present carry explosives weighing more than 600 pounds, so that the damage each aerial vessel could inflict would be strictly limited."

"I do not think a modern battleship could be put hors de combat by explosives which one airship would be able to carry. Even if the aim from the airship should be fairly good, it would be remembered that the best it will be considerably more difficult to take aim from an airship than on a warship or on land."

"As soon as airships begin attacking warships, and Major Gross added, 'battleships will be built with decks sufficiently armored to protect them from such attacks, and armed with guns capable of firing vertically or in any other direction.'"

"The idea that it would be possible to destroy an entire fleet by a flotilla of airships is pure imagination. At the same time one must remember that attacks from airships will demolish these attacks, and they will not have the feeling of being unable to protect themselves from the mysterious foe in the clouds."

Not Too Fast, Please.
Major Gross proceeded to discuss the question whether the present development of aerial warfare is justified, and he said that Great Britain has already ceased to be an island. He expressed the opinion that this is not the case, saying: 'At present no airship has travelled continuously more than 350 miles, and no airship has proved that it can sail safely in a strong wind. It will be a long time before airships can face any weather and travel with perfect security for long distances, and they will not be used for overseas expeditions until these conditions are guaranteed. At present airships could be effectively used in attacking a blockading fleet by sudden raids from land. Airships will be used as sea scouts.'"

Major Gross went on to say that the German Government would construct an aerial fleet containing different types of airships, large and small, and that the British Government has a navy consists of battleships, cruisers and torpedo craft, each with its own functions. The large Zeppelin airship is useful for other purposes, but he said that the smaller airships could be better performed by the British airship. Perhaps other new types of airship will be developed for their respective purposes as well.

Discussing the weight which airships will be able to carry, Major Gross pointed out that the Zeppelin type bears the heaviest load owing to its great size, but is comparatively less favorable in this respect than the rigid Paravis type. The Zeppelin airship in its present size only carries twelve persons besides the crew of four required to navigate the vessel and tend the motors. Major Gross added:

Could Not Carry Army.
"It is thus evident that it is absolutely impossible to transport large bodies of troops from Germany to England by airships, for at present it appears impossible to build aerial vessels larger than the Zeppelin type. True, it is theoretically possible to construct much larger airships on the same lines, but it is doubtful whether they are actually practical. It appears probable that Count Zeppelin has already reached the limit of size which airships can be used for practical purposes. So far as we can see at present, airships will never be able to compete with the present means of transport." Major Gross explained that large airships like the Zeppelin model are a disadvantage because they cannot be folded up and transported by conveyance from place to place. If Count Zeppelin lands anywhere he can only reach another destination through the aid of smaller airships, like the Paravis or Gross type, which can be transported from place to place with facility."

Discussing the cost of modern airships, Major Gross said: "The French rigid Paravis cost \$50,000. Count Zeppelin's new model cost \$250,000. The Paravis airship of 195,000 cubic feet cost \$55,000. I cannot divulge the cost of airships belonging to the German war office."

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Manitoba, Alberta, Saskatchewan
Work harvesting for 25,000 men. Good wages.
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Gold \$10.00 Second \$5.00
Free tickets from Winnipeg to points where farm laborers are needed, within certain limits.
Return for additional \$18.00 after at least 30 days work.
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From all stations, Toronto to Sarnia line and south thereof (in Canada).
IMPORTANT
Ask O.P.R. Ticket Agent for time of special train on August 19th. If no agent convenient write to—
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required, application should be made at once so that suitable arrangements may be made.
Prize lists, entry forms and all information given by the secretary or his staff at the general offices.

BRYAN TO GO ON OWN CAMPAIGN

Will Wait No Longer To be Invited by Eastern Leaders to Make Speeches.

Lincoln, Neb., Aug. 6.—The announcement this afternoon by Mr. Bryan that he had accepted an invitation to speak at the Minnesota state fair, August 31, indicates that he has made up his mind to wait no longer upon the leaders in New York for an invitation to come east and talk, but will proceed to map out his own campaign along his own lines. It is no secret that, buoyed up by the word that has come from the east that conditions are such that he has much more than a fighting chance Bryan has been eager to enter the fray there, to meet the easterners face to face and present the issues. He has had no desire to place himself in antagonism to the state leaders, nor to come east without first receiving an invitation. Bryan expects to go to Indianapolis to the Kern notification Aug. 25. His next engagement prior to today was for Chicago Labor Day. The interim he could have spent in campaigning in the east, but from neither New York nor New Jersey has come any invitation.

Wants It All Free.
Therefore today, when Frederick B. Lynch, late manager of Gov. Johnson's presidential boom, accompanied by President Nelson, of the Minnesota Agricultural Society, came to ask him to speak at the state fair at Minneapolis, he accepted. He probably will talk on the tariff. He would not agree to come, however, unless that portion of the grounds in which he spoke were thrown open to the public and no admission fee charged to hear him. Mr. Lynch said he had come in fairview to second Mr. Nelson's invitation and also to bring assurances from the supporters of Johnson in Minnesota and the northwest that they were for Bryan.

An abandonment of New York as a scene of campaign endeavors will mean that Bryan will throw himself into the contests in the Ohio and Mississippi valleys.

Norman E. Mack has notified Mr. Bryan that he will be in Lincoln to attend the notification ceremonies next week.

Mr. W. H. Holmes, of Newcastle, whose death took place on July 3, was present at the marriage of John Bright and Miss Priestman, at the Friends' Meeting House, in Newcastle, in 1833.

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TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—*3:50 a.m., 10:55 a.m., *11:12 a.m., *11:23 a.m., *6:30 p.m., *8:00 p.m., 10 p.m.
Arrive from the west—*12:09 a.m., *2:35 a.m., *11:28 a.m., 1:10 p.m., *4:10 p.m., 6:25 p.m.
Depart for the east—*12:14 a.m., *3:40 a.m., 7:30 a.m., 9 a.m., *11:37 a.m., 2:05 p.m., *4:25 p.m., *6:53 p.m. (Eastern Flyer).
The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations.
Depart for the west—*4:00 a.m., 7:40 a.m., *11:18 a.m., *11:35 a.m., 1:40 p.m., *5:18 p.m.
The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR.

Arrive—10:00 a.m., *4 p.m., *6:50 p.m. (Eastern Flyer), 11 p.m.
Depart—6:35 a.m., *11:27 a.m., 2:20 p.m., *8:10 p.m. International Limited.

STRATFORD BRANCH.

Arrive—*3:25 a.m., 11:15 a.m., 1:33 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:10 a.m., 10:20 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.

Arrive—10:10 a.m., 6:10 p.m.
Depart—*3:30 a.m., 4:50 p.m.
Trains marked thus * run daily. Those not so marked run daily except Sunday.

PERE MARQUETTE RAILWAY.

Depart—5:40 a.m., *7:10 a.m., 9:45 a.m., 1:20 p.m., 2:30 p.m., *3:30 p.m., 5:05 p.m., 7 p.m., 8 p.m.
On Saturdays a train will leave London at 10:40 p.m. for Port Stanley.

CANADIAN PACIFIC RAILWAY.

Arrive—From the east *11:30 a.m., 8 p.m., *10:52 p.m. From the west—*4:20 a.m., *8:20 a.m., *5:20 p.m., *11:38 a.m., *5:28 p.m. For the west—*11:38 a.m., *8:10 p.m., *11:00 p.m. Trains marked thus * run daily. Those not so marked run daily except Sunday. *From Chatham only. **Runs only to Chatham.

MICHIGAN CENTRAL RAILWAY.

Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:50 p.m.
Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., *10:25 p.m.
*Runs through to Waterford.

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HONCON 11.50

ST. JOHN, N.B. 11.50

SHEDAC 12.50

SUMMERVILLE, P. E. I. 13.50

CHARLOTTETOWN, P. E. I. 14.50

PARSBORO, N. S. 14.50

HAILEY 15.00

PICTOU 15.00

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N. Y.—Plymouth—Cherbourg—Shamilton. Philadelphia—Quebec—Saguenay—River du Loup.

ATLANTIC TRANSPORT LINE.

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August 19 and 31

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