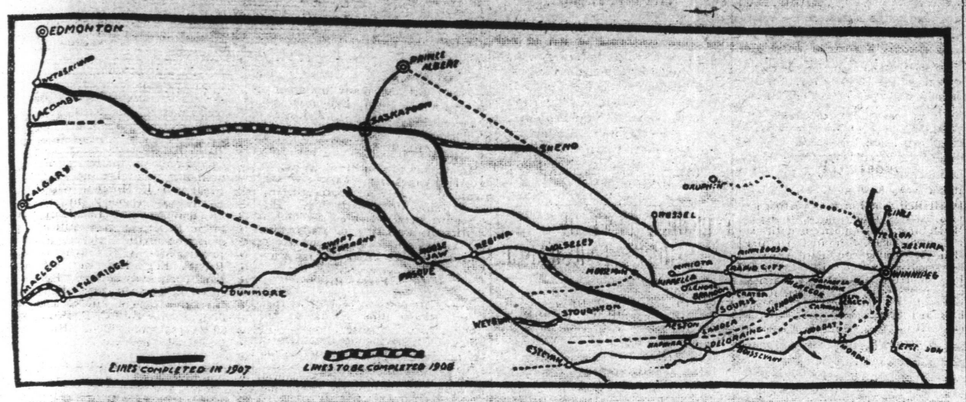
The Canadian Pacific Railway's Plans for Extension in the west.



This comprehensive map shows very clearly the lines which were constructed in the West during 1907, those which will be completed in 1908, and also some lines which are proposed, but which will not be constructed for some time.

During 1907 the following lines were completed: From Strassburg to Lanigan, 54 miles, and from Lanigan to Saskatoon, 76.6 miles, making a total construction on this line of 130 miles; from Wolseley to Reston, a distance of 98.5 miles; on the Teulon branch 10 miles; from Lauder west, 5 miles; from Moose Jaw north to Tuxford, 15 miles.

During 1908 the following lines will be built:

1—From Saskatoon west to Hardisty in conjunction with the Wetaskiwin branch, 326 miles.
2—Moose Jaw north from mile 15 to 123, or 108 miles.
3—Wolseley-Reston, mileage 98.5 to 122.8, or 24.3 miles.
4—Teulon north, 26 miles.
5—Bredenbury-Esterhazy, 20 miles.
6—Weyburn-Stoughton, 37 miles.
7—Lethbridge-Macleod (change of line), 34 miles.
8—Sheno-Lanigan, 82.8 miles.

This new construction will open up some splendid agricultural country and will afford increased facilities for bringing out the grain from Western Canada.

THE G.T.P. WILL BEAT LAST YEAR'S RECORD

If Battle River Bridge is Not Completed May Lay Rails From the Edmonton End—Every Preparation to Rush Construction Work.

The decision of the Grand Trunk Pacific officials on account of a disagreement with the British Columbia government not to let the contract for the 100 miles east of Prince Rupert this spring, will have no effect on the G. T. P. work east and west of the city of Edmonton itself. The tenders for this 100 miles were opened on the 6th and since that time the engineers have been constantly engaged in the examination and comparison of the figures submitted by the various contractors. Of these there were several from the east, and several others from the Canadian west and the Pacific coast in the United States. It is understood that the firm of Foley, Welsh and Stewart, to whom the contract for the construction of one hundred and twenty-six miles west from Edmonton was awarded, were among the tenderers on the new contract east from the terminus on the Pacific.

The contract east from Prince Rupert is an interesting one to contractors, owing to the fact that the larger portion of it is along the shore of the ocean and the shore of the Skeena river. Sixty miles of the line is of this nature and vessels with supplies can reach the point of operation at any time. Much of the work done is heavy rock cutting along the shore of the ocean and the river, but it is expected that the work involved could be completed in a comparatively short time.

Of the one hundred and twenty-six miles included in the contract of the Foley, Welsh & Stewart in the proximity of Edmonton, six miles is to the east of this city, extending to the big bridge of the company at Clover Bar, the balance being to the west of the city. Operations in connection with track-laying have now been suspended on the main line running west owing to the fact that the cuts had become filled with snow. The company considered the question of removing snow and continuing operations, but the plan did not appear feasible. The work was therefore closed down, but it is the hope of the company that it will be possible to resume shortly after March 1. When this can be done, both the track-laying machines will be used and operations will go on westward from the Touchwood Hills, and eastward from the presenat terminus, east of Saskatoon. The gap to be filled in with steel has been reduced to 65 miles, which could be readily covered in a fortnight with both machines working.

Into Edmonton This Year.

Officials of the company state that there s no reason to doubt that the line will be completed into Edmonton during the current year. The great impediment in the way of its completion is hte construction of the Battle River bridge. Were it not for this bridge, there could be no doubt regarding the construction of the completed line, since one hundred and fifty days will lay all the track. Work on the Battle River bridge cannot, however, be well bgeun until the line of rail has reached that point from Saskatoon, a distance of two hundred and four miles. Three to four months will be required to complete the permanent bridge over the river. Should it appear that in view of the length of time required for the construction of the bridge there is danger that the line will not be completed into Edmonton this year, the track-laying machines will begin work from the Edmonton end and will push on the track laying from the Clover Bar bridge eastward.

Rushing Track Laying.

In order that the track laying may be hastened this year, the G.T.P. have strengthened their track laying machine, so that instead of laying three miles per day, four or more miles may be layed. The difficulty with the machine in use last year was that the shafting was not of sufficient strength to work well on a train of more than twelve cars length. In track laying, for one-half a day's work, it is necessary to carry six cars of steel and an equal number of cars of ties. This is sufficient for one and one-half miles of lay in the half day. When the attempt is made to lay more than one and one-half miles in the half day it is found track which the company expect to that the shafting is not of sufficient strength to work the rollers on the additional cars. This is the defect in the machinery, which has been remedied for the operations of this current year, the additional strength being given so that more cars can be operated on a single train of track laying equipment.

BIG STORMS IN THE EAST.

Central States in the Grip of Fearful Snowstorm.

Omaho, Feb. 19.—The worst snow storm in twenty years, according to weather bureau, has been raging over Nebraska prairies for the last twenty-four hours, and at midnight tonight was still unabated. Railroad traffic was demoralized on all western roads and both telegraph and telephone service are at a standstill.

Detroit, Feb. 19.—Another blizzard, the fiercest of the season, struck Michigan tonight, and the entire state is in the grip of the storm. Reports indicate that a terrific snowstorm is raging all over the state. Already the electric railway line is almost at a standstill.

Evansville, Ind., Feb. 19.—The Ohio river continues to rise at the rate of one-tenth of a foot an hour and by midnight will reach the thirty-eight foot mark. Hard rains have fallen along the lower river and the Wabash river during the day. A strong wind tonight makes it impossible for boats to leave port. Many people in the low lands are living in houses built on high stilts, and the night is a desperate one for them. It is feared if the wind storm continues all night there will be fearful losses.

REBUILD QUEBEC BRIDGE.

Meeting of Directors Decides to Commence Work as Soon as Possible.

Quebec, Feb. 16—A meeting of the directors of the Quebec Bridge company, presided over by Hon. S. Parent, was held in this city yesterday, when the question of the reconstruction of the bridge and other business matters were discussed. The commission appointed by the Dominion government to investigate the cause of the disaster and place the responsibility for the collapse of the bridge, have nearly completed their labors and expect to have a report ready within the next few days, when it would be handed to the government and placed before the House of Commons, and the subject of the reconstruction of the bridge discussed and decided upon. It is desired to have the work commenced as soon as possible, so that the bridge may be erected to handle the traffic of the Grand Trunk Pacific railway upon its completion.

JAPANESE WERE FINED.

Breach of Natal Act Met By Imposition of Fine and Imprisonment.

Vancouver, Feb. 18. — Two Japanese, who entered British Columbia last week in defiance of the Natal Act and were arrested, were this morning fined $500 each and sentenced to twelve months in jail. The option of release was given if they would furnish sureties that they would leave the country immediately. The magistrate, or New Westminster, who tried the case, declared the case to be governed by law. Robert Cassidy K.C., appeared for the Provincial Government, and D. G. McDonnell for the prisoners. Japanese Consul Yada was present. McDonnell later in the afternoon instituted a habeas corpus proceeding in Vancouver to secure the release of the Japanese.

Quebec Wolf Ridden.

Quebec, Feb. 18.—Wolves are becoming numerous in the country north of Quebec and cases are recorded in which they are known to have captured in the deep snow and eaten most of the carcasses of three cariboo within a hundred miles of here. The local fish and game protective association have addressed a memorial to the provincial government asking for an increased bounty for killing these animals.

THE HUDSON BAY RAILWAY SCHEME

Both Alberta and Saskatchewan Governments Favor the Scheme and Will Impress on Federal Parliament Desirability of Providing Outlet for Grain of the West by This Means.

The growth of the city of Edmonton and the development of Northern Alberta and Saskatchewan has given a new importance to the Hudson Bay railway scheme. It is an open secret that the governments of Saskatchewan and Alberta favor the scheme and are both urging the undertaking upon the Dominion government. A few days ago the Hon. Mr. Cushing, in the course of the debate on the resolution to acquire the railways of the province stated that in the event of the government of Canada failing to undertake the road the course would be open for the governments of the prairie provinces to bring the wheat lands of the west nearer the seaboard.

Conjointly with the government of Saskatchewan the government of Alberta have recently sent a minute of the executive council to the executive of the Federal parliament, setting forth the desirability of opening rail way communication with the Hudson Bay. The draft of the minute is as follows:—

The Historical Gateway.

Historically Hudson Bay is the gateway of the North-West. For over two and a half centuries trade has been carried on from the ports on its shores. The growth of shipping on the Great Lakes has diverted attention from the older route, but the experience of the last few years seems to indicate that another outlet for the natural products of Western Canada must soon be looked for. The railways leading to the head of the Lakes find every year the "neck of the bottle" more and more congested and the difficulty of handling through that one outlet the business of transportation, growing as it is by leaps and bounds, becomes every year greater.

There is little doubt that should the government of Canada undertake the task of opening a port on Hudson Bay for use during the open season, with the accompanying facilities for navigation, and communication therewith from the interior, an immense boon would be conferred on that portion of the Dominion which lies between the Bay and the Rocky mountains.

The direct distance from Fort Nelson to Edmonton is less than a thousand miles, while a road from that point in a more southerly direction, to Calgary, for example, would tap three systems of railway which are now finding their way to every part of the provinces of Alberta and Saskatchewan, besides opening out a tract of country which experience of previous development in a northerly direction leads us to suppose would be in itself a source of wealth.

Short Route to Liverpool.

From Fort Nelson to Liverpool and other English ports the distance is less than by the lake, canal and river route down the St. Lawrence, with the added advantage of shipment being more direct into ocean-going ships. The time during which navigation is possible from the Bay has been shown to be only shorter by some few weeks than from the Lake ports of the St. Lawrence. There is no reason to doubt that British ship owners will send their ships to a port in Hudson Bay with merchandise for the North-West as soon as it is known that return cargoes can be secured there. Much of this merchandise now finds its way into Alberta round the Horn to Vancouver.

The mutual advantages which would accrue to the mother country and to Canada are too manifest to need exposition. The obvious mission of the province of Alberta for many years to come is the production in ever-increasing quantities of those food-stuffs for which Great Britain offers the readiest market, while any facilities for the cheaper supply of the manufactured necessities and luxuries of life will repay with interest the outlay on the line.

Difficulties of Transportation Grow.

Every year the area of land under cultivation in the province grows enormously and the difficulty of shipping the wheat grows with it, but besides the cereal products there is the live cattle and meat industry, the dimensions of which in the immediate future it is impossible to estimate. Already, with the wholly inadequate transportation of the present day, 73,889 cattle and 6,460 horses were shipped east in 1906 from Alberta under conditions which the royal commission of 1907 has shown to be deleterious in the extreme. Of these 50,000 were classed by the inspectors at Winnipeg as prime export cattle.

There were in the province in 1906 40,000 pigs and 75,000 sheep, none of which were exported. No country in the world is better fitted for the raising of pigs for the packing industry. The exceptional character of the yield of oats all over the province places at the command of the farmer an unlimited supply of one of the best foods for this stock while the establishment of a large and ever increasing number of creameries, accessible to farmers in all parts of the province, makes quantities of skim milk available for use in this way. The establishment of packing plants on a very extensive scale is now going on and traffic of this character will shortly demand largely increased transport facilities.

Would Tap Another Territory.

Should the line be continued so as to connect directly with the railway systems of the Northwestern States, another territory would be tapped from which freight would flow, as the seaport offered would be much nearer to those states of the union than any port on the Atlantic seaboard.

This is a brief resume of the reasons for which the executive council believes that his honor should ask that the Federal parliament should order operations to be commenced looking to the construction in the early future of a railway line to some point on Hudson Bay where a seaport may be established for the commerce of this province and of western Canada generally.

NEW TURN IN THIS AFFAIR.

Osborne Blocks Move of Runaway Heiress to Annul First Marriage.

New York, Feb. 18.—Because of a sudden determination of Arthur H. Osborne, husband of Helen Maloney, to make a more than formal defence of her petition for annulment, the plans for a speedy remarriage of the young woman to Samuel Clarkson, the Englishman with whom she eloped, to Montreal last fall, have received a setback.

Osborne now takes the position that it is his duty to present the full facts to the court and let it decide whether or not the marriage was more than a mere lark, as is asserted by Miss Maloney, as she is still known. He has always insisted that the marriage was in good faith, as has Wm. A Boyd, the Mamaroneck justice of the peace, who performed the ceremony.

"I either married Helen or I didn't," young Osborne is quoted as saying. "I propose to let the court have all the facts. I am not going to monkey with the law. On the facts, if the court says I was not married, all right. If it says I was, all right."

"If those young people were not in earnest no man or woman ever was," says Mr. Boyd. "I was a justice many years and I was never mixed in any 'joke' marriages, and that is all there is to it."

Martin Maloney, who is in Philadelphia with his daughter, is said to be very much annoyed by the delay in the case. He had hoped to have had a decree entered by this time, with certified copies of the same on the way to Rome, where the Pope will finally pass on the case before any marriage to Clarkson will take place. Because of his standing in the church it is essential that its law be carefully obeyed, and under that law no annulment can be had unless it be clearly shown the couple immediately separated after the marriage and have never lived together.

Death From Eating Pork.

Montreal, Feb. 13.—Three deaths have taken place near St. Luc, in Champlain county, from tesichinoses, caused by eating pork, and twelve others in the same lumber camp are affected.

ALBERTA RED AND NO.1 HARD

Are Placed on Same Basis. Proceedings of Secret Session of Grain Growers.

(From Tuesday's Bulletin.)

The secret session of the delegates from the Manitoba and Saskatchewan Grain Growers' association and the Alberta Farmers' association held in Saskatoon to consider the report of the royal grain commission, was concluded at noon yesterday and several very important recommendations regarding alterations in this report were made. These recommendations will be presented to the Dominion government at Ottawa as soon as possible, two delegates from each of the prairie provinces being appointed to place them before the Federal house. The Bulletin is today in a position to publish a report of the secret deliberations of this conference.

The consideration of the report of the royal grain commission was held on Friday, Saturday and Monday, Feb. 14, 15 and 17, from which conference the press was excluded. The personnell of the conference consisted of D. W. McQuaig, president; R. G. Henders, vice-president; R. McKenzie, secretary, and John Kennedy, delegates from the Manitoba Grain Growers' association; E. N. Hopkins, president; F. W. Green and W. A. Partridge, members of the executive of the Saskatchewan Grain Growers' association; and Joshua Fletcher, president; T. H. Woolford, vice-president; and W. T. Stevens, secretary of the Alberta Farmers' association. E. N. Hopkins was elected chairman and M. D. Geddes, secretary of the conference. A number of the directors of the Saskatchewan Grain Growers' association who had been present at the annual convention of that association in Saskatoon, which had just closed, were invited to attend the conference.

Adopt Alberta Resolutions.

In the consideration of the report several resolutions passed by the A. P. A. in their annual convention held in Edmonton recently, were discussed and adopted and will be presented along with several other resolutions to the Dominion government at Ottawa with the request that they be adopted. Among these were resolutions providing for the establishment of a new grade to be known as No. 1 feed oats in plage of classing all frosted oats as rejected; providing that No. 1 Alberta Red Winter wheat be placed on the same basis as Manitoba No. 1 hard, to weight 60 pounds to the bushel and composed of 75 per cent. of red winter wheat, and that No. 2 Alberta Red Winter wheat shall weigh not less than 59 pounds to the bushel and shall be composed of at least 65 per cent. of Red Winter wheat.

In taking up the report of the royal grain commission clause by clause the conference decided that it would be advisable for section 3 of the Manitoba Grain act of 1900 to remain the same and not substitute the commissioners' report that a warehouse commissioner for the inspection district of Manitoba be appointed, subject to the control of the department of inland revenue.

The conference also decided that slight changes should be made in the report whereby the identity of any shipment of grain might be preserved on the demand of the shipper; that a receptacle be provided by elevator companies wherein samples may be placed of grain stored in any elevator, the receptacle to be secured by a padlock; that applicants for cars of special size shall be entitled to the first car of the size designated; that applicants for cars shall make a deposit of $2 upon making the application providing that the recommendations of the royal grain commission regarding reciprocal demurrage be acted upon, otherwise the conference opposed the deposit. The conference also advocated adding a clause to the section providing that an order for a car may be cancelled and the $2 deposit forfeited if the applicant does not declare his intention and ability to load the car, and shall not commence lading within 24 hours of the receipt of the car, to the effect that notice of the cancellation shall be posted on the order bulletin in the station waiting room six hours before the order is cancelled. They also advocated adding a clause providing that two or more farmers may apply for and load a car upon declaration of joint ownership.

As to Grain Classification.

With reference to the classification of grain the following recommendations were made by the conference:—

That No. 1 feed oats shall be sound except as to frost, shall contain not more than two per cent. of wheat nor more than one-half of one per cent. of other grain, shall be reasonably clean and shall weigh not less than 37 lbs. to the measured bushel.

That No. 1 feed oats shall be sound except as to frost, shall not contain more than five per cent. of wheat nor more than three per cent. of grains other than wheat, shall be reasonably clean and shall weigh not less than 34lbs. to the measured mile.

Any oats sound excepth as to frost weighing not less than 32 lbs. to the measured bushel not good enough to be classed as No. 1 feed shall be graded No. 2 feed.

The conference approved the following recommendations to the Manitoba Inspection Act: That No. 1 Alberta Red Winter Wheat shall be winter wheat sound and well cleaned, weighing not less than sixty lbs. to the bushel and shall be composed of at least 75 per cent. of red winter wheat.

That No. 2 Alberta Red winter wheat shall be winter wheat sound and well cleaned and weighing not less than 59 lbs. to the bushel and shall be composed of at least 65 per cent. of red winter wheat.

Any red winter wheat not good enough to be graded No. 2 Red Winter at the discretion of the inspector.

Approve Government Owned Elevators

The following resolutions were then presented and carried unanimously by the conference:

"Whereas the royal grain commission, in a report to the hon. the Minister of Trade and Commerce, dated February 1st, 1907, report that the tendency at Fort William and Port Arthur is for elevators to go under control of private companies, that the operation of terminal elevators by private companies under present regulations would be detrimental to the trade and destroy public confidence in the result obtained therefrom.

"Whereas the commission in its report laid on the table of the House of Commons, state that the private corporations operating terminals at Fort William are composed largely of the shareholders, officers and directors of grain firms and country line elevators in Winnipeg, and as such have a direct financial interest in much of the grain passing through Fort William.

"Whereas the commission in their report recommended as a remedy the weighing, cleaning and binning grain in all terminal elevators under the supervision of officers appointed by the Dominion Government.

"And whereas the farmers' associations of Alberta, the Grain Growers' Association of Saskatchewan and Manitoba at their annual convention each passed a resolution urging the Dominion Government to acquire, own and operate the terminals at Fort William and Port Arthur;

"And whereas we are of the opinion that this remedy suggested by the commission is inadequate to meet the requirements of a terminal system of elevators and maintain the public confidence in the result obtained at such terminals.

Therefore be it resolved that we endorse the findings of the said conventions and strongly urge the Dominion Government to acquire, own and operate a complete system of terminal storage elevators; and, further, that each of the executives of the above associations appoint two delegates to form a joint delegation to wait on the Dominion Government to present the views of the grain growers of the three prairie provinces."

Government Owned Transfer Elevators

"Whereas there is danger that in the transfer of grain on the various routes from the lake terminals to the seaboard, that much of the advantage obtained by the government ownership and operation at the lakes will be lost unless the transfer elevators are also owned and operated by the government.

"Be it resolved that the delegates to Ottawa be instructed to urge that these transfer elevators should also be owned and operated by the Dominion Government."

Terminal Elevator at Coast.

Whereas, the Farmers' Association of Alberta and the Grain Growers' Associations of Manitoba and Saskatchewan at their annual conventions each passed a resolution urging their respective provincial governments to acquire, own and operate a system of elevators for receiving, storing and shipping grain.

And, whereas, the best results in the interest of the producer can be obtained only by each government concerned to establish a system in their own province.

Therefore, be it resolved that this conference urge the respective executives to take such steps as they deem best to cause the respective governments to pass the necessary legislation to give effect to the above stated resolutions.

Whereas, the royal grain commission in its report re a terminal elevator at the Pacific coast, says that without a doubt there is going to be a very large increase in grain production within the very near future in Alberta and Western Saskatchewan. At the present time there are no facilities for the handling of grain westward. That there is no doubt that a very large trade could be developed with the Orient if there were proper transportation and terminal facilities;

Resolved, that we would ask the Dominion government to establish a terminal elevator at the Pacific coast and that it own and operate the same.

Approve Hudson's Bay Railway.

The following resolution was presented to the joint convention:—

Whereas, the development of the Canadian North-West has made it necessary that we secure additional outlet for our products and whereas the principal of public ownership is strongly approved by our people;

Be it resolved, that in the opinion of the convention the time has arrived for the construction of a railway to the Hudson's Bay, to be constructed, owned and operated by the government of the Dominion, with suitable storage facilities provided also under Dominion government control.

An Annual Conference.

It was decided that a permanent annual conference be organized and that the members of the executive of each provincial association be members of the conference.

Regarding the constitution of the conference it was decided that the secretary of each provincial association be appointed to devise a constitution for conference and that they bring same before next conference for endorsement.

The question of where and when the next conference be held be left in the hands of the presidents of the three provincial associatio...

It was decided that M. D. Geddes be secretary pro tem. Regarding an official organ for the joint associations of the three prairie provinces it was decided that each executive should appoint one of its members to look into the question of establishing an official organ.

Oppose Additional Freight Charge.

Resolved that this conference place itself on record as opposed to the additional charge now made by railway companies where two or more parties unite in filling a car. And that the executive of the several provincial associations deal with the matter.

Whereas, the Grain Growers' association are committed to a sample market.

Whereas, a necessary condition in the absence of a large milling capacity require special binning of grain;

Therefore, be it resolved, that the inspection be amended to provide for special bins in the terminal elevators in such units as preserve the identity of outgoing shipment.

It was agreed that No. 13 of the amendments to the Grain Inspection act as made by the royal grain commission be approved.

Before adjourning the conference expressed regret that the conference did not have time to deal more fully with the report of the royal grain commission and other important matters.

Suffragettes Made Another Attack.

London, Feb. 13.—The woman suffragists of this city are bent upon making martyrs of themselves by going to prison cells. Another dozen of them were arrested to-day. Under the leadership of the well known Mrs. Parkhurst they started from the woman's parliament determined to invade the House of Commons, but the police broke up the column before they reached the precincts of Parliament and took the leaders down a side street to the police station.

Biggamist Jugged.

London, Eng., Feb. 13.—Arthur Hyne was today sentenced to seven years penal servitude on charges of bigamy and fraud. The police claim that Hyne is the notorious George A. Witzhoff, wanted in many American cities for marrying scores of women and robbing them.

Chronic Coughs Cured

Mrs. Joseph Eccles of Dromore, says: "I took 4 or 5 bottles of Psychine, and a cough I had continually for nine months disappeared. It is the best remedy for chronic coughs that I ever used."

Thousands of living witnesses pronounce Psychine the greatest medicine in the world. It is not a patent medicine, but a prescription of a great physician. Put it to the test in any case of throat, lung or stomach trouble or any run down or weak condition. At all druggists, 50c and $1.00, or Dr. T. A. Slocum, Limited, Toronto.

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