

## JOHN W. WOOLF, M. P. P.

(Continued from Page one)

them at this point and assisted them in fording the river. In common with his father and the other families who had camped on Lee's Creek, he set to work "tilling the ground," and seeding it for crop. Two years later he took an extensive trip through the bordering state of Montana for the purpose of buying cattle for the settlement. Although but a mere boy he developed a keen insight and business tact in the cattle and horse trade and, at that early period, as is true of later enterprises, he seems to have "got a little the best of it".

Of course love affairs are not forgotten even though the hardships incident to pioneer life leaves very little time for "sparking." Johnny had been doing some "sparking" and father Johnathan Layne was encountered one day by the young man who asked him if he could have the hand of Lucinda Marie in marriage. This was in 1860. The nuptial knot was tied on the 27th day of June—that month when lovers seek their mates. Space will not permit to tell of the wedding and the presents and the larks although they would make most interesting reading. A little over one year later, August 18, 1861 a little son arrived to gladden the hearts of the fond parents—the log house where the little chap was born still stands just west of the O. K. Barn.

The desire for advanced education had ever been uppermost in the young man's mind and as late as 1897 we find him journeying to Utah and entering the College at Logan.

His first public political adventures commenced in 1896 when he took up and advanced the cause of Frank Oliver, now the Hon. Minister of the Interior. In this campaign Mr. Woolf took a most active part and visited the different places in the district. The Southern part of the Province gave Mr. Oliver some great big handsome majorities and he looks with no small degree of appreciation and gratitude for his success to John W. Woolf and his venerable father. In 1900 Mr. Woolf was again in the political foreground for Mr. Oliver and like success attained his labors.

In the latter part of April 1902 when the North West Territorial Assembly made a re-distribution of the seats and the Cardston Electoral District was formed, Mr. Woolf was selected in open Convention to be the standard bearer of the party pledged to support the "Haultain-Sifton Government." His opponent was H. S. Allen, now president of the Taylor Stake with residence at Raymond. The campaign was a warm and lively one as well as a wet and sloppy one—literally for the floods of 1902 will not soon be forgotten in the history of Southern Alberta and especially among the politicians who were doing the rounds of the District. Mr. Woolf was elected by a good majority and entered at once upon his labors.

He served as a member of the North West Assembly from 1902 until 1905, in which year Provincial Autonomy was granted and Alberta and Saskatchewan were given Constitutional Status. Under the leadership of Mr. Bulyea, at that time Commissioner of Public Works in the North West Territorial Government, Mr. Woolf threw his influence and efforts with the Liberals. There was much talk of a Coalition government for the new Provinces but Mr. Woolf was strongly in favor of conducting the elections on party lines, and of course affiliated himself with the party he had worked for so assiduously in Dominion matters. Space will not permit of a discussion of the issues at that time and the attitude taken by Mr. Haultain, Premier of the Territories. Suffice it to say that Mr. Woolf was the logical candidate of his party and there was no opposition to his name in the Liberal Convention which met for the purpose of electing a candidate to represent them in the new Provincial Legislature. Mr. John F. Parrish was the opposi-

tion candidate at that time and he reluctantly (freely) because we didn't like to see John lose it) called upon to donate his \$100.00 deposit to the general revenue of the Province. From 1905 until the present time Mr. Woolf has been looking after the affairs of his district with an earnestness and attentiveness to which he may well point with pride.

In religious matters, Mr. Woolf has occupied some of the highest and most important callings in the Church. He was the first superintendent of the Young Men's Mutual Improvement Association for the Alberta Stake of Zion and labored in this capacity for a number of years. For the last four or five years he was a member of the High Council the presiding quorum of the Ecclesiastical Organization. He has labored in all the offices of the Priesthood, the Sabbath School and the Improvement Associations.

From the earliest history of the Municipal Incorporation he has been a member of the Town Council. At the present time he is Vice President of the Liberal Association for the Dominion Riding of Medicine Hat and for a number of years was a member of the Liberal Executive Association for the entire Province.

As a farmer and a rancher he has made wonderful success and his example has been the means of encouraging a great many of the farmers and ranchers of the southern part of the Province. Probably the best evidence of his success in lines of husbandry is seen in the fact that the Government and the Canadian Pacific Railway have for the last two years purchased grain from him for exhibition and immigration work. Mr. Bruce Walker the Chief Government Agent is taking some of Mr. Woolf's grain to the great exhibition in Seattle and this is what he says, "It is the best grain I have ever been able to obtain. I am taking it to Seattle and I think that I can beat the world with it." In his dealings in horses and cattle he has secured even better success than in his farming for "David Harum like" he seems to have a profitable tendency in "trading" and trafficking in horses and cattle. Indeed some of the stories told of "Johnny would make the original David sit up and take notice or recline in some suburban retreat—not to use the common phrase of "go way back and sit down."

Well, what has he done for his district during these many years? Just to enumerate the bridges, if it is possible to remember them all: Three over Lees Creek; one at Allen's old mill site; two at the Indian Ford (Kimball) and one at Caldwell; two steel bridges across the irrigation canal in the Magrath and Spring Coulee Districts and three across the Pot Hole; two at Beazer and two at the Nelson Crossing (Lees Creek) and three over Fish Creek in the Mountain View and Caldwell districts. Of course there are others for all the smaller streams throughout the district are bridged. Road overseers are in every part of the district and the roads are in good shape. A little inside information (don't give it away)—Three more steel bridges are provided for in the estimates to be placed as follows: One across the Milk River one over the Belly River near the Cochrane Ranch Bungalow and one across the St. Mary's River between the old Allen mill site and Kimball. It may not be amiss to state that Mr. Woolf has been looking after his constituents not only in the matter of bringing the public revenue into the district but also with regard to saving the farmers a large amount which they would have to send out in the way of improvement taxes. In this matter alone

he has saved the farmers of the Cardston District all the way from \$4 to \$6 on every quarter section of land in the District. This has been accomplished by Mr. Woolf obstinately refusing to allow the Government to cut up the large district into smaller ones as is the case in every other part of the province. Then we have pleasure in calling attention to the good work he has performed in the matter of taxing all lands for school purposes. Large areas which were lying idle—under lease—have been brought within some School District or other and made to pay taxes to assist in the education of the children—thanks to the efforts of Mr. Woolf and other members of his party and Government. He was successful in getting the Cardston School District enlarged so as to increase the revenue and lighten the burden which was resting on a few. He worked hard to increase the bounds of the Municipality whereby the Railway Station and the Elevators were brought under the jurisdiction and placed on the Tax Roll of the Municipality. The act legalizing the borrowing powers of the Municipality was furthered and furthered by Mr. Woolf until it was placed on the Statutes of the Province.

It is not necessary here to speak of the Railway Policy of the Government and the work of Mr. Woolf in looking after his district—not only Cardston but Magrath and all points of the compass. No one part of the district can say that he has favored it to the detriment of any other part. His arms have been outstretched in all directions and his efforts have been just as attentive to one part as another.

Mr. Woolf is a man in whom the people can well afford to trust the affairs of the District, known by his experience, that he will be wide-awake to their best interest and always realizing that he can drive just as good a bargain for them in Municipal and District affairs as he can in a "Hoss Trade" and that saying a whole lot. His past service and clear-headedness has specially fitted him for the work. The next few years mean much to the people of Cardston and the District and it is to them that John W. Woolf offers his best service.

Nominated a third time and with a splendid record behind him there can be no reason why he should not be elected. That he will be elected on the 22nd day of March is as certain as elections can possibly be. He is a strong man with a future before him. Having laid a good and a broad foundation we have every reason to believe that he will build to great eminence and prominence in this Province and Dominion. The next four years will witness great development in the Province of Alberta and among the foremost men to rank with that development will be John W. Woolf.

He is already a factor in Government; he is already a personality to be reckoned with. His party leaders place great confidence in his counsel and advice and in the promulgation of the railway policy which they have mapped out for the Province of Alberta he will be entitled to their utmost confidence and be influential in bringing the projected lines to "at or near"—but to Cardston and the settlements wherever it can be proven that the engineering is feasible and possible. The one thing that characterizes John W. Woolf is his practicality. Nothing but common business sense (which is so uncommon among legislators today) is his way of dealing with questions. When he strikes out it is right from the shoulder and his blow is clear cut and decisive.

Some one may ask the question, why has he been so successful in his demands of the Government for the welfare of his District? I believe the answer is found in the fact that he is a practical man, that he is well armed when he presents a proposition and that his requests are always reasonable. He has never made an unreasonable request consequently he has never been turned down. It is evident that what he asks for is in the best interests of his constituents and the Government know this.

## EDMONTON NOTES

March 11th, 1909

Premier Rutherford, who has been making a successful tour of the South country, is expected home for the Strathcona convention on Saturday. There is some talk of an opponent to the Premier, but as many prominent conservatives in Federal politics are supporters of Premier Rutherford in Provincial affairs it is possible that nomination day will see the luke warm opposition altogether dissolved. The Premier is not a plat form orator, and has no desire for that distinction. He has instead the eloquence of a very pleasing and magnetic personality, together with the maxim that "actions talk." His forte is doing things, as he has amply demonstrated in his term as Premier of Alberta.

With the announcement that John W. Woolf has been nominated in Cardston the list of Liberal candidates is complete, while several constituencies still have no Conservatives in the field. Mr. Woolf's first term in the Alberta Legislature has shown him to be such an all-round capable man, keen for the interests of his constituents as well as alive to the progress of Alberta, that it is believed he will be returned to the Legislature with an even greater majority than 1905.

At a recent political meeting held here in the interests of the Conservatives the chairman, made the statement that the Government's railway policy meant "selling Alberta to the Canadian Northern and Grand Trunk Pacific." This statement is based upon another equally absurd—that the Government had only taken as a security mortgage upon the roadbeds of these roads. As a matter of fact these two new transcontinental systems, whose branch lines have been guaranteed here, pledge the credit of their entire systems that the Province will not have to pay one cent on the Provincial guarantee. Their systems would have to go into liquidation all over Canada if this Province were ever called upon to pay one cent of the guarantee. The extent to which ordinarily

intelligent men can blind their reason during election campaigns is always surprising, and this man's statement is one instance of it.

The Provincial revenue as well as many local improvement and school districts will benefit by the recent decision given in the suit brought by the Alberta Government against the C. and E. Railway Company to collect taxes on lands belonging to this road. This judgment given out by Chief Justice Sifton provides that taxes may be collected on these lands it will have a strong bearing upon the case being prepared now against the C. P. R. by the Alberta Government which claims the right to tax all the C. P. R. Lands in Alberta. These lands include many thousands of acres of fertile land lying idle in the North Saskatchewan Valley as well as the South which do not contribute a cent to the various districts, although the improvements made in these districts by the Government and settlers have greatly enhanced the value of the Railway's Holdings.

One of the most enthusiastic political meetings in Edmonton for some time was held this week under the auspices of the Englishmen in Edmonton, who are supporters of Hon. Mr. Cross and Mr. McDougall, Englishmen proverbially like a good loser, so that Charlie May the unsuccessful candidate for the Liberal nomination, who accompanied Messrs. Cross and McDougall to the meeting was given an ovation as hearty as that extended to Ex-Mayor McDougall. Mr. May is supporting the present candidates with enthusiasm. At this meeting the Attorney-General read a circular being sent around by the Central Employers' Association to employers of labor asking them to work to put out the maker of the Compensation Act, Mr. Cross. The letter showed that the little group of men behind this were mainly lumbermen who had not yet forgotten the prosecution of the lumber combine, and the conviction of its members.

## A Plea for Clear Thinking

(Nanton News, March 4, 1909)

Election time is drawing nearer and it is well that the electors should make up their minds now, before the excitement of a political campaign has a chance to bias the decision. The question to be asked is this—Should there be any politics in it? In what respect is Alberta different from a great business corporation? Here is a great banking institution with its thousands of shareholders, a great railway with its shareholders and here is a great commonwealth and you and I are shareholders of the bank and the railway do not rise up annually or every so often and hold political pow wows, divide into parties and call names and hurl accusations. Why should the stock holders in a great institution like Alberta? If you will take the trouble to look up for yourself the record of the work accomplished by the government, you will have no difficulty in making your decision for election day. Perhaps the reason for so much politics is that citizens do not take the trouble to keep informed on the affairs of the government, and not being so informed come to imagine all sorts of graft and crookedness. They remember that some few millions of dollars have been spent and not having received any of it they get to

worrying. They do not stop to consider the cost of thousands of miles of road-way, which in the brushy portions of the province is especially expensive, the thousands of bridges over the streams, the cost of the public buildings, of which anyone can count a dozen; the cost of the Mounted Police, the courts of justice; the cost of education for a country so vast, of normal schools and university; the cost of caring for the dependent, the wayward and insane; the cost of encouragement and fostering of agricultural interests with its dozen departments, weed eradication, travelling dioxes, farmers institutes, fruit growing stations, hail insurance, bounties on coyotes, live stock commissions, grants to fairs, establishment of experimental farms, and so on. The cost of civil government, the cost of keeping the thousand books and accounts of innumerable departments, the cost of your members attendance and attention at sessions, the cost of a world of supplies and materials. This is a big affair, a big undertaking to organize and administer the affairs of a new country greater in area than the whole German Empire. And in doing it, has the Government pinched you with Taxation? And do you realize that it

## A Business-Like Roads Policy

The method on which the Alberta Public Works Department operates is uniform. Trained experienced, practical men were chosen as heads of each section. To lessen expenses of new public buildings, an architectural branch was organized. Like care was taken with the surveys branch, and with those dealing with roads and bridges.

The road work is as broad as the Province. It includes numerous improvements and extensions of roads from Cardston, close to the international boundary, and many other points in Southern and Central Alberta. It includes work near Fort Smith, 800 miles North of Edmonton; at Peace River Landing, 325 miles northwest of Edmonton; at Dumvegan, 60 miles further west; at Lac Le Biche, and at many other points in the great northwestern interland of which Edmonton is the entrance. In every district a uniform system of road-making is maintained under competent inspectors. Thus no money was wasted on bad locations or impractical methods. Every effort is being made to keep pace with the rapid and widespread settlement.

In the making of roads "regulars" are employed—men who make a business of road work as carpenters do of their trade. None of the "Statute Labor" loafing of the Old Provinces is seen in Alberta.

In Territorial Government time money for roads used to be doled out to persons in the various sections at such times as it was convenient for them to give the labor. There was no regularity. The men at work were unused to road making.

Good roads can't be made on such hap-hazard methods. The season for road work is not long. In a country where much is to be done no time must be lost. For this reason the trained road gangs are kept at work throughout the favourable season. At each place the foremen employ whatever good local labor is available.

The assistant chief of the department supervises all work. Next to him come the district engineers. Under them is a staff of local inspectors, who are directly responsible to the department. All are under keen supervision.

It is the aim of the department to carry on road-making so vigorously that every settler will soon have good roads for communication with his neighbors and easy access to the nearest town.

Has not saddled you with One Dollar of Public debt? Do you not suppose that the Benefits derived under and by virtue of a Thousand pages of Statutes are worth Five Million Dollars to Alberta? Many a government controlling the destinies of a territory so vast would long ago have saddled it with a bonded indebtedness in that amount for a Capital and no one would have thought a great deal about it.

A bank has its capital, its clientele and its well defined task of coining an eight per cent dividend. A government has to create its revenue. Its capital, ordinarily is levied against everything of value. Not so in Alberta, Alberta has spent millions, it has not levied a general tax upon its people and it has incurred no debt. Now, Mr. Voter, you must toss up your hat at this sort of business, eh? If this statement is true, should there be any bitter politics injected into the best consideration of the affairs? You will be given the opportunity to approve or disapprove. You may have in mind a matter which, to your way of looking at it does the government discredit. Are you fair enough to attempt to offset it with another matter which does the government great credit? Are you that fair? Or are you a natural born groncher? Isn't it ridiculous that because Sir John A. MacDonald was a good man and a conservative, you cannot allow that Premier Rutherford, being a liberal, is also a good man? There is lots of Tomswayrot in politics. One cannot help but wish for power to eliminate it from our consideration, and realize our civil government upon the high plane of the government of great commercial enterprises.

## Paints

A good Alberta Lumber ware

Vol. X

blac

blac

Nov

Mod

Pro

L

DE

FI

T

LE

DE

FI