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THE NEW FURNITURE STORE, DARKE BLOCK J. H. JOHNSTON, The Furniture Man

OLIVER'S NEW LAND BILL IN PARLIAMENT

Settlers to Get Homestead of 160 Acres and a Pre-emption of 160 Acres at \$3.00 an Acre—How the Bill Affects the Railroad to Hudson's Bay.

Ottawa, Ont., June 23.—Hon. Frank Oliver's long delayed land bill, which was held over last session owing to the opposition it met with from Manitoba members, particularly Thomas Greenway, was introduced again today. Mr. Oliver made a long speech explaining the measure, and pointing out the differences between this year and last.

Last year's bill gave settlers the right to pre-empt at \$3 per acre, the adjoining section in any township in the west where a railway had not already acquired more than eight sections, and allowed settlers anywhere in the west, who had already homesteaded to acquire by pre-emption, an additional quarter section anywhere in the west.

The present bill embodies the same regulations but the area in which the pre-emption can be exercised is greatly restricted, and does not include, as did last year's measure, part of the province of Manitoba. Roughly speaking, the area was a large portion of the southern parts of Alberta and Saskatchewan, west of the Soo line.

The effect of the measure practically, is to give settlers in this district farms of 320 acres; 160 as a homestead, and an additional 160 at \$3 per acre, plus nominal fees and a little homesteading. The district affected amounts to 28,000,000 acres. Mr. Oliver attempted to connect this bill with the proposed Hudson's Bay road, claiming that the government hoped by this method to sell sufficient pre-empted land to be able to have the Hudson Bay road built. Mr. Oliver argued that if one-fifth of the land was sold at \$3 an acre, it would give them enough to finance the road at the rate of \$30,000 a mile for the

500 miles from the Pas to Fort Churchill.

R. L. Borden pointed out that there was absolutely no connection between the two measures, and that one was in no way depending on the other, which Oliver was forced to admit. The whole of the afternoon and evening was spent in taking up the clauses, and owing to the sharp criticisms of western Conservatives, M. S. McCarthy, John Herron, R. S. Lake, Dr. Roche, Dr. Schaffner and W. D. Staples, a number of the clauses were amended, or held over for further consideration. The new bill is not likely to meet with the opposition from Manitoba that last year's bill did.

In the house this morning Hon. Frank Oliver moved the second reading of the public lands bill which caused so much discussion last session. In doing so he explained that in all about thirty-two million acres had been given away in homesteads. There remained "unquestionably good land" to the extent of 175,000,000 of which 120,000,000 acres had been surveyed.

Conservative government had given to the railways as much as the Liberals had been able to give to homesteaders.

Mr. Foster—That includes settlers' lands in railway belts?

Mr. Oliver—Yes.

He also explained that he meant that the railway grants were earned by the companies. It was not the policy of the government to give land subsidies to railways, but in view of the need of an outlet to Hudson's Bay there was a mortgage on western lands to provide for a railway to Fort Churchill. Last year, Mr. Oliver explained it, had been proposed to provide for the Hudson Bay railway by a fund from the sale of western lands of homesteaders under pre-emption clause. This is the clause on which the Hon. Thos. Greenway opposed the bill last year.

The pre-emption applied to all the west, this year it is limited to the district bounded by Moose Jaw and Calgary, the international boundary, and Battle Creek. Mr. Oliver explained his position thus: He insisted on aid for the construction of the Hudson's Bay line, but if the Hudson Bay railway could be obtained otherwise he would not insist on broader pre-emption or pre-emption at all.

Mr. Heron (South Alberta): "Will you provide for the whole cost of the railway?"

Mr. Oliver: "Last year's bill did."

A further reason was given for the pre-emption condition by Mr. Oliver in the section of the country covered by the pre-emption, 140 acres is regarded, he said, as necessary for successful farms, thus the pre-emption clause would make an attraction to settlers. If this bill passed, added Mr. Oliver, all the land in the west would be open to settlement. All even sections are open now. This bill will open timbered sections, which have been held for railways.

Continuing his explanation of the land bill after luncheon, Mr. Oliver dealt with the cost of the Hudson's Bay route from the Pas to Fort Churchill, and estimated the distance at 500 miles. The cost would be \$30,000 a mile, he suggested as a basis of discussion, or a total of fifteen million dollars. In order to secure this money it would be necessary to sell five million pre-empted acres at \$3 an acre. In the area set aside for pre-emptions there were about twenty-eight million acres. Should this land be divided equally between new homesteads and pre-emptions, it would give fourteen million acres at \$3 per acre or forty-two million dollars. A perfectly safe estimate, the minister thought, would give one-fifth of the area in pre-emption, or over five million acres, which would provide the fifteen million dollars required. If sufficient provision were not made, the area could be extended, and if the provision were too great, the system could be changed.

What are you going to do about the railway while the land is being sold? asked Dr. Schaffner (Souris). It is not the intention to have the railway wait, replied Mr. Oliver.

Will the proceeds from the sale of pre-empted lands be put in a trust fund, asked R. S. Lake (Qu'Appelle) or go to the general revenues of the country? We are intending to create a new source of revenue was the minister's response.

The existing law, added Mr. Oliver made the lands of the west liable to a subsidy of 6,500,000 acres for the Hudson Bay railway. This law would be repealed by the act.

In conclusion the minister expressed the view that the changes made in the act from its form of last year would meet the objections to that bill. It would not, he thought, disturb the settlement of the country.

R. L. Borden congratulated Mr. Oliver on his versatility, last year and this he had argued with equal conviction for two opposite proposals in matter of land law.

He was glad to learn that the Hudson Bay railway was not going to wait for a settlement of these pre-emption lands. But why then had the Hudson Bay railway been introduced into the explanation of the bill at all? Why he also asked, had it taken the Liberals twelve years to reach this proposal, if this way of aiding railways had been their policy all along.

The opposition leader closed with a promise on behalf of the party to "give the bill fair and reasonable consideration."

Col. Sam Hughes put in a plea for South African veterans living in the west. This bill, he said threw all the lands open to settlement, and he feared the interests of the veterans would suffer. The second reading was then passed and the house took up the bill in committee.

The committee got as far as clause eleven, before adjourning to enter

INJURED IN WRECK

J. E. Price of Regina Injured in Wreck of C.P.R. Train Near Tottenham Last Sunday.

Tottenham, June 28.—The west-bound Winnipeg train, leaving last night left the rails a mile and a half ago here. The train broke behind the passenger car, one car going down the east, and five others down the west side of the twenty-foot dump, the tail of the train held the rails. The tourist and sleepers turned upside down and it was difficult to extricate the passengers, some two hundred having retired for the night. When found none were killed although two cases are precarious, both being ladies, from Parry Sound. Some fifteen cases are serious, comprising broken limbs and scalp wounds, some forty others having lesser injuries although the railway

officials place the number at considerably less.

Fifty excursionists to the Guelph model farm and their car had the most victims. A baby, of Mrs. Morris, whose husband is a reporter on the Brandon Sun, was thrown from a berth and not found for twenty minutes, when its crying attracted attention. A relief train with three hospital cars from Toronto took all the hurt passengers back.

At one o'clock this afternoon passengers were taken from here to the scene of the wreck, where a train had arrived from Bala, and after transferring them with baggage all those who wished to proceed on their way. A train was also made up for Toronto, and a number returned to the city. Among the passengers who escaped unhurt was R. E. Gamey, M.L.A. The officials of the C.P.R. were most courteous to those on the wrecked train and everything in their power was done for the comfort of the passengers.

What could have caused the accident is a mystery, the rolling stock seemed to be first class and that part of road adjacent to Tottenham was al-

ways considered the best piece of the road between Toronto and Bala. The ties and the rails are completely torn up for a distance of 600 feet, but all will be in running order to-night. The first rumor that the rails had spread and also that the road-bed had given way was afterwards proven to be incorrect, the train while running fast, was not going at the speed of other heavy trains that had been going over this part of the road. Trains have passed through here at sixty miles an hour, and old trainmen state that in their long experience they have never seen as had a wreck with as little injury to passengers. The coaches which are still untouched in the ditch, are badly broken up and two at least are beyond repairs.

Among the long list of injured appears the name of J. E. Price, aged 44 years, of Regina.

It is reported that E. L. Richardson, manager of the Dominion Exhibition Calgary, is confined to his home by an attack of appendicitis. Minard's Liniment Cures Colds, etc.

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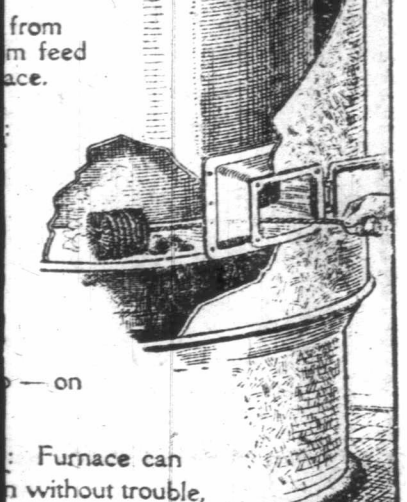
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ly at Winnipeg. Its name will be
the Saskatoon presbytery, and Rev.
E. C. Gallup will be the first mod-
erator. Mr. Gallup attended the as-
sembly as commissioner from Prince
Albert Presbytery. The boundary
lines of the new district will be at
distances of 50, 70, 50 and 40 miles
from Saskatoon on the west, east,
south and north respectively. The
first Presbytery meeting will be held
on July 8th.

During the severe storms recently
lightning struck the house of Mr.
Geo. Creighton of Bladworth, doing
but little damage. The bolt struck
the chimney on the roof knocking off
a number of bricks and circulated
down to the kitchen where it started
a small blaze which was at once
extinguished by Mrs. Creighton. Haz-
el, the youngest daughter, who was
in the kitchen holding a pair of scissors
was slightly stunned for a few
minutes.

A dispatch from Estevan says the
two year old child of Mrs. Sheard
was drowned on Saturday afternoon
about three o'clock, in the ditch on
Fourth street, in front of A. W. Ro-
ger's music store. The little one had
been allowed out for a moment while
his mother was busy with housework.
A very few minutes afterwards, Mr.
H. Powell of the Land Office, was
passing and discovered the boy in the
water dead. He had fallen off the
sidewalk into the ditch, which at
present is filled from the recent heavy
rains. The funeral took place on
Sunday afternoon.

Numerous of our merchants are
these days complaining of the mis-
carriage of their freight. Hardly a
freight arrives but one or other, or
maybe several, of the merchants have
a shortage in their bill. Where the
fault lies we are not prepared to say,
but the inconvenience is trying, be-
cause at the very best from three
to five days elapse before the mis-
sing articles can be delivered here
owing to the present train service.
And nearly always it is the articles
most required that go astray.—Hew-
ard Chronicle.

Pain will depart in exactly 20
minutes if one of Dr. Shoop's Pink
Pain Tablets is taken. Pain any-
where, remember! Pain always
means congestion, blood pressure,
nothing else. Headache is blood pres-
sure; toothache is blood pressure on
the sensitive nerve. Dr. Shoop's
Headache Tablets—also called Pink
Pain Tablets—quickly and safely coax
this blood pressure away from pain
centres. Painful periods with women
get instant relief. 20 Tablets 25c.
Sold by Regina Pharmacy Stores.

A long haired man walking along
the street met a little boy, who asked
him the time.

"Ten minutes to nine," said the
man.

"Well," said the boy, "at nine
o'clock get your hair cut. And he
took to his heels and ran, the ag-
grieved one after him.

Turning a corner the man ran into
a policeman, nearly knocking him
over.

"What's up?" said the policeman.
The man, very much out of breath,
said: "You see that young urchin
running along there? He asked me
the time, and I told him ten min-
utes to nine, and he said, 'At nine
o'clock get your hair cut.'"

"Well," said the policeman, "what
are you running for? You've got
eight minutes yet."—Hagood's Op-
portunities.

"Your wife likes the last word,
doesn't she?"

"I don't think so," answered Mr.
Meekton. "Any way, she's mighty re-
luctant about reaching it."—Washing-
ton Star.