SEMI-WEEKLY EDITION

The Edmonton Bulletin.

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VOLUME V. EDMONTON, ALBERTA, CANADA, THURSDAY, FEBRUARY 11, 1909 NUMBER 326

C.N.R. WILL BUILD SIX BRANCH LINES

Under Subsidiary Company MacKenzie and Mann Will Seek Aid For Important Extensions.

The Alberta Central Railway Co., which is seeking incorporation at this session of the legislature would not be much different from the score of other applications for charters, were it not for the fact that it bears the names of William Mackenzie, Donald Mann, Z. A. Lash, K.C., and others close up to the main works of the C. N. R. corporation.

When a subsidiary company of the C. N. R. is seeking incorporation there is sure to be something of interest to the Edmonton district. It is understood that the C. N. R. will ask for several railway charters and that at least some of these charters will receive the government guarantee of bonds. It is for this reason that there is considerable interest attached to the application of the Central Alberta Railway company.

The company will be capitalized at $5,000,000, in shares of $100 each, and request will be made to the legislature for authority to lay out, construct and operate certain lines of railway. The company will further ask that power may be given to issue bonds, debentures, or other securities to the extent of $25,000 per mile of the said lines of railway and branches and that the said company may be authorized to enter into agreements for purchase, sale or amalgamation with the C. N. R. and certain other railways thereto authorized, with such further and other powers and privileges and subject to such conditions as are customary in the incorporation of similar companies.

Schedule of Branch Lines.

The schedule outlines the following important branch railway lines:

1—From a point on the C. N. R., near Vermilion, northerly to Whitford lake, westerly to Bruderheim, where it will effect a junction with the C. N. R.

2—From a point on the Edmonton-Morinville line northeasterly nad easterly, keeping north of the Saskatchewan river and extending to the eastern boundary of the province.

by Hon. Justice Stuart and Judge Taylor.

3. A line of railway from a point near Edmonton thence in a generally northwesterly direction [illegible] on the Peace River.

4. From a point near Strathcona, south via Calgary to the confluence of the Little Bow and Belly rivers ,thence south westerly to a point at or near Lethbridge with a branch line from a point near Bittern Lake in a northeasterly direction to Vegreville. Also a branch line from near the crossing of the Little Bow River southerly via Macleod to the boundary of the province. Also a branch form a point on the last mentioned line between Macleod and the point where the last mentioned branch line crosses the Belly River in a general westerly direction to the western boundary of the province. Also a branch line from a point between Cardston and the southern boundary of the province on one of the branch lines to the western boundary of the province.

Other Railway Projected.

Petitions were presented at Monday's sitting of the legislature looking to great railway activity for the province in the near future.

A petition introduced by the Premier asks for incorporation of the Alberta and Great Waterways railway company. This corporation looks to the building of a line out from Edmonton to Fort McMurray on the Athabasca River.

The Kootenay and Crow's Nest Pass Railway Co. is seeking incorporation to construct a branch of the C.P.R. at or near Cowley going southwesterly through the valley known as Beaver Valley and thence directly or nearly directly west to the North Kootenay pass. Also from the Crow's Nest Pass going southerly through Pincher Creek, Fishburn district, Cardston to Coutts near the Internaitonal boundary line.

Fletcher Bredin presented a petition asking for an extension of time in which to commence construction of the Alberta Northwestern Railway. This railway was incorporated in 1906 and has a charter to build a line north from Edmonton to the Peace River Country.

WHAT U.S. CONGRESS DID.

Senate and House Fail to Agree on Feb. 12th as Legal Holiday.

Washington, Feb. 9—What Congress did today: In the House of Representatives by unanimous consent a number of private bills were passed. The house and senate failed to agree on the bill making February 12 a legal holiday and the day will not be so observed.

Debate on the bill providing for the government of the Panama canal zone was begun.

In Senate: Senator Kittredge reported in the canal committee that the latest estimated cost of canal was $200,000,000. Senator Foraker, of Ohio, declared he believed every senator regretted his vote for a lock canal. Senator Foraker reported the credentials of Senator-elect Burton, of Ohio. The senate committee on naval affairs has practically completed the naval bill for submission in the senate.

Regina's New Chief.

Regina, February 9.—Police commissioners today appointed Theo. Zeats to the position of chief of police, appointment to date from March 1st. Zeats' application for the position was one of 62 considered. He is at present employed as a private detective on the Grand Trunk and was formerly chief of police in Woodstock. He also served for many years on the Hamilton police force.

CONSERVATIVES LAID DOWN.

Vancouver World Says Manson Did Not Oppose Templeman Because of Frame-up.

Vancouver, Feb. 9—The World today charges that a frame-up was engineered which left no choice to Manson but not to run in Comox-Atlin against Hon. Wm. Templeman, minister of inland revenue, and the details of the transaction have come to light somewhat sooner than is usually the case in such transactions. Word, it is alleged, was sent yesterday to Mike Menson at Prince Rupert, directing him to withdraw. He did so, and though he will have to bear most of the obloquy, he is really less to blame than any of the other principals.

"The consideration for the arrangement seems somewhat inadequate, although very varied and quite complicated. First and foremost Fred Young, county court judge for Atlin, is to be promoted to the court of appeal bench, when the court of appeal act is brought into force, which will not be long. Secondly, there is to be no opposition to Hon. Dr. Young at the next provincial general election. Thus the Young family is fairly well taken care of, which shows the advantages of one brother being a Conservative and the other a Liberal. It is said A. E. McPhillips, M.L.A., of Victoria, will be appointed to the appeal court."

Galt Defeats Berlin.

Galt, Ont., Feb. 10—Local hockeyists beat Berlin, Ont. in the prof. hockey league match, 5 to 3.

FORT VERMILION'S WONDERFUL CROPS

Report From Experimental Farm in the North Country Shows That Wheat Was Uninjured by Frost and That Crop was Ready for Harvesting by Middle of August.

Ottawa, Feb. 8.—Reports have been received up to December 19th, 1908, from Mr. Robert Jones, the farmer in charge of the experimental work in agriculture and horticulture being carried on by the director of experimental farms at Fort Vermilion on the Peace River, in northern Alberta. Fort Vermilion is about 350 miles in a direct line north of Edmonton, or about 700 miles by the mail route.

Mr. Jones reports on the results of the experiments conducted also on the production of the crops in the Fort Vermilion district. He says: "The past season was, on the whole, very favorable for crops of all sorts in this locality. The spring opened up about the middle of April, and seeding was under full headway by the first of May. Wheat was fully ripe by the 17th of August and harvest was general by the 20th of that month. None of the wheat is frost injured. Owing to delay in the mails the seed of early ripening wheats and other grains sent to Mr. Jones from the experimental farm for sowing did not reach Fort Vermilion until June, hence they were held over to be sown in the spring of 1909.

Mr. Jones has given much of his time this season to the examination of crops grown by farmers in the district and has obtained samples from them which he forwarded to the experimental farm at Ottawa and which have recently come to hand. He says that he thinks he is quite safe in estimating the wheat crop of the Fort Vermilion district for this year at 35,000 bushels with an average of about 24 bushels to the acre, barley at 5,000 bushels with an average of about 60 bushels to the acre and oats about 1,000 bushels with an average of about 50 bushels of grain for that district.

The experimental plots of turnips have given a crop of over 16 tons to the acre, mangels, 15 tons, and white carrots 12 tons to the acre. The hardy cross bred apple trees produced at Ottawa, also some hardy Russian sorts which were sent to Fort William in the spring of 1907 survived the winter of 1907-8 and have made good growth during the past season, some of them as much as two feet. The plums have made a still stronger growth, and writing on the 15th of October Mr. Jones says: "Although most of our native trees have been stripped of their foliage by frost the leaves of the apple and plum trees are quite green yet." About twenty-five varieties of black, red, and white currants were also forwarded for test, also three varieties of raspberries and two of strawberries, all these are doing well and making good growth. Many varieties of trees and shrubs of the hardiest sort, suitable for shelter and ornament were also supplied. Those which survived the hardships connected with transportation and the cold of the winter of 1907 more than 50 varieties in all are doing well.

Writing on August 29, Mr. Jones says: "My garden vegetables are promising large fields. Some of my carrots measure now three inches in diameter, and I have cauliflower at present which weigh ten pounds each; also tomatoes of good size, which are almost ripe now. The yield of tomatoes will be large. The earliest ones were ready for the table on July 13."

The samples of wheat received from Fort Vermilion are very fine well matured and very heavy. There were five samples in all and their dates of sowing and harvesting were as follows:

Preston—Date of sowing, May 6, ripe, Aug. 19, cut Aug. 22; weight per bushel 64 1-4 lbs.

Ladoga—Date of sowing, April 31; cut, Sept. 5; weight 64 lbs.

Ladoga—Date of sowing, May 4; ripe, Aug. 17; cut, Aug. 21; weight 64 lbs.

Early Riga—Date of sowing, April 21; cut, Aug. 21; weight 63 lbs.

Riga—Date of sowing, May 9; cut Aug. 20; weight, 64 1-2 lbs.

No samples of red fife could be obtained all the varieties named are earlier than red fife and hence suit this district better. They have all been grown from samples sent to settlers during recent years from the experimental farms.

NEW ROUTE GIVES US NEW MARKET

Wonderful Possibilities for Alberta in the New A. B. C. Grain Route.

A direct route to the Liverpool market four years ago was a vision, today it is a reality.

Of all the events which have marked an era of development in this province the possibility of a western route for Alberta grain is surely the most significant. Ever since Alberta had has been grown in commercial quantities the market conditions have been a serious handicap on the prosperity of the farmer. The eastern route has been tried and found wanting. The western route is knocking at the door and hereafter the A., B., C. route to the Pacific will be the highway of Alberta Red.

This new era will always date from the grain conference, which was called by Premier Rutherford in the city of Calgary on February 3rd and 4th, 1909. On this occasion there were gathered together representatives of every phase of the grain industry in the province. The object of the conference was to discuss the feasibility of a western route to the Liverpool market as an outlet for Alberta grain. For two days, farmers, track buyers, elevator owners, railway officials,grain inspectors, members of parliament, bankers and others discussed the proposition. Interests which conditions in this province have made widely divergent could not be expected to become suddenly mutual. It was inevitable that a period of the convention should be devoted to the airing of grievances. As Premier Rutherford sat in the chair and heard the conflict of opposing forces he must have thought he was receiving a series of delegations at his office in the government buildings. If he did he had an answer for all. The western route was presented as a remedy for existing commercial conditions. It was received with enthusiasm and as the full significance of it dawned on the conference every interest became mutual and resolutions were drafted looking to its immediate inauguration.

Two Cars for Every One.

"Two cars of grain will go west over the new Alberta, British Columbia route for every one that now goes east."

This statement, made by Superintendent Price, of the C. P. R., at once attracted the attention of the convention. All present saw that here is a solution for the transportation problem, which confronts the farmer, the elevator men and the railroad officials every year as soon as the grain crop begins to move. It is believed that the C. P. R. has had a superhuman task to move the grain crop of Southern Alberta this year. Mr. Price pointed out that the increase in the grain crop has been 50 per cent. He asked whether the railway would not be doing well to move this much more than last year. The convention assented and he showed that from September 1st to December 31st, of 1907, the C. P. R. had handled 2,610,000 bushels of grain. From September 1st to December 31st, of 1908, the company handled 7,365,000 bushels or an increase of 183 per cent. In addition to the movement of wheat the C. P. R. had to handle the movement of coal and if preference had not been given to this, Mr. Price said there would have been untold suffering on the prairies this winter. Mr. Price contended that the railways have better provided for the increase in the grain trade of this year than any other interest and brought forth the applause of the convention when he said that in view of the slack condition of trade during the period between April and September, it would be just as fair for the railway company to say that the farmers should bring in their grain in April and May as for the farmers to say that the elevators and railway companies should care for all the grain trade in two or three months.

Geographical Situation.

Much of the congestion on the railways in this province is due to the fact that Alberta points are the farthest removed from the head of navigation. Manitoba and Saskatchewan points get three cars of grain to Fort William when the grain traffic is at its height, before one is returned to Alberta shippers to be refilled. It was thus shown that Alberta points are handicapped by reason of geographical conditions and not by any antagonism on the part of the railway companies.

How then, will the new route effect a change?

Mr. Price could have defended his statement from a purely geographical standpoint. The western route from Calgary to Fort William is a distance by rail of 1,230 miles and suffices for only seven months in the year. During the period of closed navigation the rail route of 2,636 miles from Calgary to St. John, N.B., must be made. On the other hand the distance from Calgary to Vancouver on the Pacific coast is about 600 miles. This distance would be constant for twelve months in the year. Such being the case it does not take close figuring to see that the western route would make twice as many cars available without increasing the present equipment on the C. P. R. Full allowance of course is made for the fact that an engine will not haul as great a load west as east on account of the grade over the mountains.

How does the Manitoba Grain Act

(Continued on Page Six.)

A SAILOR'S THREE THOUGHTS.

Man Who Scored Kaiser's Utterance on This is Dead.

Berlin, Feb. 9—Adolp Stocker, formerly court chaplain, but later editor of the Berlin Reich, a Protestant journal, is dead. He was 73 years old. Shortly after the Kaiser's accession to the throne Stocker lost his position as chaplain by offensively denouncing the Jews from the pulpit of the Berlin cathedral. He brought himself into general notice wro years ago by criticizing in the Reich, a speech the Kaiser had made to the crew of a German battleship. The Kaiser said a drowning sailor had but one moment in which to think three thoughts of those nearest and dearest to him: First, of home; second, of God; and third, of his "supreme war lord." Stocker rebuked the Kaiser for expecting sailors to think of him at such a moment.

WHO WILL PAY FOR THEIR PILGRIMAGE?

Premier Scott, of Saskatchewan, in Ottawa to Insist Upon Federal Government Meeting Cost of Doukhobors Rampage in His Province Last Fall.

Ottawa, February 10. — Premier Scott, of Saskatchewan, is on a short visit to Ottawa, interviewing the government relative to a number of matters affecting his province. He is asking the Dominion authorities to pay the accounts incurred by the Saskatchewan government last year through a cavload of fanatic pilgrim Doukhobors, who were shipped by the Ontario government to Yorkton from Fort William and left on the hands of the Saskatchewan government. There were eighty in the party, men, women and children. They were neither Canadian citizens nor British subjects and had been living at Fort William several months. Premier Scott says that if the British Columbia authorities herded up and dumped in Toronto four score of crazy Chinamen, it would be a parallel act. His government took hold of the Doukhobors—somebody had to do it—but it declines to pay the bills. A stockade was built a short distance from Yorkton, in which the whole demented party was kept for some weeks and carefully guarded. Then a dozen of the worst ones were drafted and placed in jail, while the remainder, soon becoming more agreeable, were released and have given no trouble since. A few of those put in jail were also released, but four or five have gone to the insane asylum and are likely to stay there.

Wants Federal Aid.

Mr. Scott will also present a claim for the transfer to the provincial government of the management of school lands in trust, and has a further item of railway extension which he wants the Dominion to aid by way of a federal grant. His government is additionally to ask a land grant for university endowment.

Of Saskatchewan's progress and prospects, Premier Scott talks most optimistically. "We produced more grain in 1908 than did Manitoba," he said, "and we also produced more votes, in proportion, for Premier Laurier than did any other province, not excepting even New Brunswick. By the end of this year we will have in operation a good many hundred miles of government long distance telephone lines, and, under a system which we adopted last year, local telephone services are being organized by the farmers. The government gives free poles to these rural companies, but beyond this the burden of construction, operation and maintenance rests on the farmers themselves.

Railway Development.

"The province has, after full consideration, decided in favor of a forward policy in railway extension by aiding railway companies to obtain the necessary moneys by the method of guaranteeing their bonds, and at the recent session of the legislature a provision was made for the construction, by three big companies, of fully two thousand miles within Saskatchewan, apart from the proposed road to Hudson Bay, which will be built by the Dominion government. There are busy times ahead and the only real trouble is that new construction cannot possibly keep pace with the rapidly outspreading settlement."

PROMINENT FARMER DEAD.

M. L. Shover, Manager of Miami Farming Company Dies Suddenly.

Lethbridge, Feb. 9—M. L. Shover, manager of the Miami Farming company, with extensive interests at New Dayton, was found dead in his bed at the hotel at Magrath this morning. He went to Magrath on Saturday to purchase horses. He had not been feeling well for a week past but his condition was never considered serious as he was only suffering from a billious attack. Last evening he complained of being ill and went to bed early. The hotel proprietor and his wife gave him every attention and it was thought he would be well enough to return to his home in this city today. Early this morning a visit was made to his room to enquire as to his condition and the visitor was shocked to find that Mr. Shover was dead. Mr. Shover came here a short time ago from Troy, Ohio. He was 50 years of age, and was exceptionally robust and energetic. He was an ardent sportsman.

KAISER PLEDGES HEALTH OF KING

Great State Banquet in Berlin—May Britain Flourish and Prosper is Emperor's Wish.

Berlin, Feb. 9—A great state banquet was tendered King Edward and Queen Alexandra at the palace this evening. It was attended by the Imperial and Prussian ministers, the highest officers of the navy and army, eminent state dignitaries and representatives of German nobility. The Emperor, speaking in German, first offered a toast to the King and Queen. He said: "Your Majesties may be assured with me that my capital, and the whole German empire, see in your presence a token of the friendly feelings and sentiments which induced Your Majesties' rule, I hope it may German people greet the ruler of the mighty British world with the respect due him and see in this visit a new pledge of future peaceful and friendly development in the relations between our two countries. I know how much our wishes for the preservation and the strengthening of peace are in accord and can offer no better welcome than an expression of the firm conviction that Your Majesties' visit will contribute to the realization of these, our wishes. In giving voice to the hope of the vast empire over which Your Majesties rule, I hpe it may continue to prosper and flourish. I pledge this glass to the health of Your Majesties."

The King Makes Reply.

King Edward replied in German, expressing thanks on behalf of the Queen and himself for the welcome accorded them in Berlin. "With regard to the aim and desired result of my visit, Your Majesty has given eloquent expression to my own feelings and I can therefore only repeat that our coming is for the purpose not only of recalling before the world the close ties of relationship between our two houses, but also aims at strengthening the friendly relations between our countries and thus at the preservation of a general peace toward which all my efforts are directed."

The King ended with warmly expressing wishes for the prosperity of the German empire and proposed the health of the Emperor and Empress. King Edward himself will be the host at a luncheon at the British embassy some time during his visit. At least one day will be devoted to a trip to Potsdam, where the King and Queen will lay a wreath on the tomb of the Emperor Frederick.

THE C.N.R. AT MACLEOD.

General Manager Purchases Site For Terminals.

Macleod, Feb. 9.—Railway matters are beginning to shape themselves. Yesterday a party of Canadian Northern men consisting of M. H. McLeod, general manager; T. Turnbull, chief engineer, and C. W. Stovel, right-of-way man, arrived here and were busy all day and this morning looking over the situation. Today they secured seven blocks of land at the east end of the townsite for terminal and yard purposes. This afternoon at three the charter holders of the Macleod, Montana & Cardston railway met the party and were closeted in the town hall some time discussing the situation. The charter holders made a proposition favorable to general manager McLeod, who will report to the company at Toronto. Malcolm McKenzie, M. P.P., came down from Edmonton last Wednesday to meet this party and has given them every assistance.

Settlers for Irrigated Area.

Montreal, Feg. 9—J. S. Dennis, of Calgary, is here on his return from London, England, where the object of his visit was to investigate the immigration possibilities. The Canadian Pacific railway has completed arrangements for a comprehensive plan of settlement of the immense irrigated area watered by the Bow river. The completed scheme embraces an area of fully 3,000,000 acres. A new department has been established in London in connection with the educating and inducing of immigration to this area.

Exhibit for Seattle Fair.

Vancouver, Feb. 9—The Dominion government having made no detailed provision for the individual representation of the western provinces at the federal exhibition to be made at the Alaska-Yukon Pacific fair, which opens in Seattle in June. A movement is now on foot to have the provinces of British Columbia and Alberta join hands with the Yukon in making a purely western exhibit.

Blythe Guilty of Murder.

Toronto, Feb. 10—Walter Blythe, Englishman, who brutally murdered an Englishman on January 3, at Agincourt village, near here, was found guilty tonight. The defence was that Blythe was subject to epileptic fits. Judge Riddell charged the jury strongly against the prisoner. The jury was out fifty-six minutes. He will pass sentence Thursday.

Hatters Try the Open Shop.

New York, Feb. 9.—Practically all of the 65 hat factories in the National Hat Manufacturers' Association in New York, New Jersey, Pennsylvania and Connecticut opened today under the open shop system. Only one claimed to have a full force of men, although several firms said that some of the striking workmen had returned. This was denied by the union officials.

NEGRO BOY LYNCHED.

Citizens of Houston Take Summary Vengeance on Murderer.

Houston, Miss., February 10.—Roby Baskin, a negro boy, was lynched today without a word of entreaty or a prayer for his life, while the State troops were within two miles of Houston. The negro confessed to the murder of Rev. W. T. Hudson on Saturday. No gun was fired. Those who witnessed it were representative citizens of Houston. The same people had previously promised no violence if a quick trial was granted. Learning that a trial within twenty days had been refused, summary vengeance was decided upon. The citizens of the town gathered about the jail and demanded the prisoner. Deputy Sheriff J. D. Johnson, the jailer and J. L. Wilkinson stated to the crowd that they had promised to protect the negro with their lives if a speedy trial could be obtained.

Carrie to Return Home.

London, Feb. 9—Disappointed over the outcome of her crusade against drinking and smoking in England, Mrs. Carrie Nation today booked passage for her return to America on March 12. In the meantime, she will make a determined effort to have an interview with King Edward and to be received by the house of lords.

No Clemency for Galician.

Toronto, Feb. 10—The Court of Appeal refuses a new trial to Steffan Swirda, the Galician, convicted of the murder of a countryman near Brampton. He will hang there Thursday morning.

TRAFFIC DECK FOR BRIDGE AT PEMBINA

Board of Trade Approves of Movement to Secure Traffic Accommodation on C. N. R. Bridge Over Pembina —Resolution Carried Calling Upon Governments to Conserve Natural Resources of Province.

There was little business of importance at the regular monthly meeting of the Edmonton board of trade in the city council chamber Tuesday afternoon. In the absence of the president, A. C. Fraser, the chair was occupied by the vice-president, J. C. Dowsett, and there was a fair attendance of members.

The main matters of business were the taking of steps to secure a traffic section on the C. N. R. railway bridge at the Pembina, the resolution to ask the government to conserve the gas at Pelican Rapids, and the resolution endorsing street car extension to the packing plant as the first new car line to be built.

The following new members were elected: H. J. Dawson, barrister; A. A. Taylor, liveryman; Jas. Huff, contractor; P. E. Butchart, financial agent; and Wm. J. Johnstone, insurance agent.

A letter was read from the Calgary board of trade enclosing a resolution asking the government to restore the bounty on wolves. James McGeorge pointed out that the bounty had already been restored and the letter was filed.

A petition was submitted from residents of Entwistle asking that steps be taken to secure a traffic section on the Pembina river bridge proposed to be constructed by the Canadian Northern. The secretary remarked that the C. N. R. had built a good traffic bridge at Fort Saskatchewan and appeared disposed to construct such bridges. It was decided after remarks from J. J. Denman, W. H. Clarke, Jas. McGeorge and others, to endorse the petition. A resolution was also passed that a delegation be named by the chairman to wait upon the provincial government and urge that the construction of traffic sections on railway bridges where there is not already means of crossing be made a part of their railway act to be introduced at this session of the legislature.

A committee to nominate officers to lay before the annual meeting was named by the chairman as follows: Geo. Morgan, H. M. E. Evans, W. H. Clark, Jas. McGeorge and A. B. Campbell.

F. T. Fisher gave notice of an amendment to the bylaws to provide for an entertainment committee, the chairman of which shall be a member of the council. H. M. E. Evans also gave notice of a motion to amend the bylaws to provide for a committee on natural resources.

A resolution was introduced by Mr. Evans calling attention to the waste of natural gas at the uncapped well at Pelican Rapids. It urged that the Dominion government and Provincial government take steps to prevent this loss and pass legislation to prevent all explorers for gas in future from allowing needless waste. Mr. Evans spoke strongly on the need of conserving the natural resources of the province especially in view of the fact that the resources of the United States were fast being depleted.

Mr. Fisher urged the necessity of the construction of the street car line to the packing plant in order that the large number of employees engaged there shall reside in the city and in order that their business shall be kept in the city rather than have a new town spring up in North Edmonton. The secretary was instructed to convey to the city council by letter the gratification of the board that the street car line was to be extended to the packing plant at the earliest possible date and suggesting that this extension be the first one made by the street railway.

This ended the business and the meeting adjourned at five o'clock.

HAVE DONE WELL SAYS C. HIEBERT

Opposition Member for Rosebud Endorses Administration of the Provincial Government.

"What is going to be the business of the Conservative convetion to be held at Red Deer?" is a question that was put to C. Hiebert, member from Rosebud, and one of the two members of the Opposition in the legislature.

"Well," said Mr. Hiebert, thoughtfully, "just what is to be the business of the convention is hard to say. Of course it will endeavor to frame up a policy upon which the Opposition can hope to stand, but just what the policy will be cannot be determined at this time. For my part, I think, after carefully considering the matter, that the Opposition has a great opportunity."

"I look upon the Province of Alberta as a big business concern," continued Mr. Hiebert. "You and I, and every one, of whatever political belief, want to see the country continue upon an era of prosperity. We want to see values go up, not by boom methods, but by actual development, by actual application of values. We want to see roads, wagon roads and railroads everywhere; we want to see the buffalo grass give way to growing fields, and to see towns and villages dotting the now desolate prairies. We want to realize a remarkable development of present city growth. We want to see the price for the products of agriculture advance to the highest level and remain there. We want so much prosperity that tens and hundreds of thousands of the best farmers from older communities will flock in here, and not only farmers, but manufacturers, business men of the most enterprising and advanced class.

His Pronouncement as to Lands.

"We have said a lot about the loss of our lands, but the fact is that as rapidly as the lands are settled and patented they become a provincial asset. Until then they are an expense on account of their administration. We want to realize them for a provincial asset by realizing settlement, and to that end we want to boost for settlers. When our population reaches the number of $2,500,000 our annual subsidy from the Dominion will amount to $3,370,375. We want to realize that annual $3,370,375. In brief that is just what we do want, the population necessary to secure that annuity, not for the sake of the annuity, but for the sake of the generally improved conditions that will result."

How to Accomplish It.

"How are we going to accomplish that?" asked Mr. Hiebert. "By framing up an Opposition policy of government ownership? By attempting to assert that our present government is too crooked to be straight in its bunk? By declaring that on account of government policies, settlers are handicapped and detrauded of their opportunities; or by openly and honestly supporting the government in the efforts they are making, whenever those efforts are designed to make for the prosperity of the Province? For my part I think that honesty is the

C. HIEBERT, M.P.P.,

For Rosebud, Who Although Member of the Opposition, States that Government Has Done Its Work Well, and is Deserving of Support.

best policy, and that political opposition merely for the sake of opposition is intended to hamper the development and defeat the great purpose for which we are all striving.

An Example at Hand.

"Take the city of Edmonton as an example. It is well known that the business men of Edmonton of whatever political faith are united upon the main issue of boosting for their town. The results are apparent. We see the results in the way the town has developed, in the way it is gratuitously advertised in the press of the whole country. And still if it should appear that the omcials of the city are not competent or are not carrying out the wishes of the people, the voters of Edmonton would, with the same unanimous sentiment, vote them out of office, but till then we hear of no opposition merely for opposition's sake.

Government's Work Is Good.

"Now while I may have my own views regarding numerous acts of legislation, and while I have reserved the right, and always will reserve the right to criticize, I must, in fairness, admit that the present work of the Government as a general whole is for the country's good. I do not know by what method the Government will secure the railways we want, and will reserve the right to criticise if the

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