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Vol. 12 No. 51

REGINA, SASKATCHEWAN, WEDNESDAY, MARCH 24, 1909

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LOCAL IMPROVEMENT DELEGATES CONVENE

The President Reports on the Work Accomplished During the Past Year—Convention Addressed by Superintendent of Highways and Other Government Men—Hail Insurance Discussed.

The annual convention of delegates from the different Local Improvement Districts in the province met yesterday morning in the McCarthy Hall. Those who attended in the morning jammed the hall full, and it was evident that to have a successful meeting a different hall must be secured. However the work of registering the delegates was proceeded with as fast as possible. This and the hearing of the president's address constituted the business of the morning. The address of President Smith was as follows:

PRESIDENT'S ADDRESS.

In opening our convention of 1909 allow me to express my pleasure at meeting so many who are engaged in this important work. Many of those before me were present at our last convention and have been familiar with our work. Those who are here for the first time have also had an opportunity of becoming acquainted with our work through the columns of the western Municipal News which we find so helpful. We extend to you all a cordial welcome and express a hope that our deliberations may be characterized by carefulness and prudence, and that while there may often be differences of opinion a spirit of fairness and good feeling may prevail throughout. Our association may be said to be in its infancy and if we wish to establish a reputation which will be of any service to us, we must earn it.

That we may not interfere with the work of any other association, let me indicate what work properly belongs to us.
 All work pertaining to the L.I.D. or the act respecting Municipalities, such as taxation, road making, dealing with noxious weeds, destruction of wolves and gophers, herd laws, public health, railway crossings, fencing railways, prairie fires, etc.

The Grain Growers Association deals chiefly with all questions pertaining to the marketing, storage and transportation of our produce, and has undoubtedly accomplished much and established for itself a good reputation. We have as wide and as useful a field of labor.
 It has been asked, Do the results of work justify our existence? I shall answer this question by giving an account of our work during the past year.

After our last annual meeting Mr. Fitzgerald forwarded all resolutions to their respective destinations and all necessary work was done in season. It will be remembered that most of the resolutions were bearing on the report of the municipal commissioners. These were forwarded to the premier and were undoubtedly considered in the preparation of the Rural Municipal Act passed at the last session of the legislature. It was expected that this act would be in your hands before this convention but it is now ready for distribution.
 A resolution bearing on the fencing of railways, and prairie fires started by railway engines or employees of railway companies, was forwarded to the Dominion government and handed by them to the chairman of the railway commissioners presumably to investigate and report. We received notice to appoint delegates to meet the commissioners in Regina some time in February. Early in January the executive met to make arrangements for the annual meeting and your secretary and president were appointed to meet the railway commission. Later we received notice to meet them on Feb. 11th and 12th. We met on the evening of Feb. 9th to prepare the services of a good reliable lawyer, and were directed to go to Mr. James Balfour who willingly undertook the work. We had previously secured a number of affidavits from various parts of the province and also a few witnesses living sufficiently near to give evidence. We endeavored to show that a very large number of animals were killed every year and that for some years very little if any compensation had been given, that while the owners of the stock had to bear the loss the blame did not chiefly rest with them. We proposed as a remedy that railway companies fence their track and put in a sufficient number of cattle guards. We believe we established a good case and expect good results to follow.

In the matter of fires started by railway engines or railway employees

we found a much greater percentage of losses paid for, yet such payments were far from adequate. It seems to be common practice on the part of railroad companies to delay settlement until it is too late for legal actions. We asked for better facilities for establishing claims. We also look for some improvement here.

We also complained of the practice of taking up crossings in winter and asked that all crossings be left during winter in such condition that sleigh shoes be protected from coming in contact with the rails. The chairman said it was illegal to remove crossings, but made no statement further.

We have arranged for an exhibit of modern road machinery. Three firms have given notice that they intend to exhibit. These machines and implements will be in the care of competent men to give necessary explanations. We would suggest that when making purchases you give preference to those firms which have accommodated us by making these exhibits.

We have also arranged for a discussion on practical road making, and the Deputy Commissioner of Public Works has kindly promised us the assistance of the superintendent of highways, Mr. McPherson.

At our executive meeting in January a number of questions were submitted to us in regard to the change from the present system to municipalities, and to settlements incident to such change, and we are pleased to state that the conclusions arrived at—to dissolve the present L. I. Districts of four townships each, and to replace them with districts of nine townships each, giving such districts the privilege of choosing whether they will remain L. I. Districts with their present limited powers or become municipalities with largely increased powers of self government is likely to give satisfaction.

We have asked the government for a grant of \$500 to place us in a better condition financially, and we expect to receive this help.
 We would strongly urge, if we wish our deliberations to be effective, that all resolutions asking for legislation shall require a two-thirds vote. Our constitution should be so amended. We also recommend that we, as far as possible, avoid asking for amendments to legislation which has not yet been acted upon.

In politics, with the strife of parties, as an association we take no part. Our dealings have been with the government and they have treated us in a friendly manner.
 We have passed through two general elections, one of which has been marked by extreme bitterness. We cannot but deplore the evil effects of such bitterness upon the people of our young province.
 In conclusion we have accomplished much useful work and the year has been marked by progress and harmony.

AFTERNOON MEETING

In the afternoon the convention met in the hall in the Peart block which provided much better accommodation.

The afternoon meeting was taken up with an address by A. J. McPherson, superintendent of highways, for Saskatchewan, and discussion on the same. Many good ideas were brought out, although the address was to a great extent only an explanation of the instructions sent out by the department. However, a good many of the delegates resented the statement made by Mr. McPherson that the councillors in the past had endeavored to improve the roads during their term in the vicinity of their own property. Many do not think that this contention holds good generally.
 After the adjournment of the meeting the delegates inspected some road making machinery which was on exhibition.

At the evening session a resolution endorsing the stand of the Grain Growers with regard to hail insurance was passed.
 The rest of the evening was taken up with addresses by the Minister of Agriculture and J. N. Bayne, deputy municipal commissioner who explained the working of the new Act regarding rural municipalities.

Work on the new rural telephone line for Victoria Plains district will commence at once. A number of cars of telephone poles have arrived for the work.

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- MOSS GREEN WORSTED SUITS**—A Self-stripe Worsted in a very pretty shade. Coat is semi-fitting and silk-lined, pockets and cuffs finished with black satin bands and buttons. Plain gored skirt, finished with two bands of satin and buttons. This suit also in Taupe... **\$20.00**
- TAN SELF-STRIPE PANAMA SUITS**—Coat is semi-fitting and silk-lined, seams finished with bias folds of self, fancy cuffs with buttons and Soutache braid. Skirt is gored, with folds of satin down front panel. This suit also in blue... **\$25.00**
- BLACK VENETIAN SUITS**—Of beautiful quality. Coat is semi-fitting and silk-lined, with points at back, front and sides. Coat is edged with satin bands. Patch pockets, trimmed with folds of satin. Skirt has fifteen gores and row of satin buttons down front... **\$25.00**
- SHEPHERD'S PLAID SUITS**—A splendid quality of Homepun. Coat is long and semi-fitting, lined with satin. Has vent at sides and back, lined with large self buttons, satin collar, cuffs and tie. Empire Skirt with habit back, trimmed with folds of self and self buttons... **\$25.00**
- NAVY CHIFFON PANAMA SUITS**—Long Directoire Coat, silk-lined, edged with black satin, also black collar, cuffs and tie. Seventeen-gored skirt, with fold of satin around bottom and up side of vent... **\$25.50**

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 THE GLASGOW HOUSE

IRISHMEN'S BANQUET

The Sons of Erin Honor the Anniversary of the Patron Saint of the Emerald Isle With a Successful Banquet.

The Irish were very numerous in the city last Wednesday if we may judge by the number wearing the green. The event of the day was the banquet in the evening under the auspices of the Irishmen's Association of Regina in the dining room of the King's Hotel.

About eighty sat down to the festive board about 9 o'clock, and for an hour devoted themselves to the bounties provided.
 The toast list was then taken up. Geo. S. Houston, president of the Association, occupied the head of the table and proposed most of the toasts, which came in the following order:

"The King."
 "St. Patrick." This toast was proposed by Vice President Westgate and responded to in an able and eloquent address by the Rev. Father Sullivan.

"Ireland" was proposed by Second Vice President Wheeler and responded to by Rev. E. A. Henry who delivered an address full of information and humor. At the close of Mr. Henry's address Mr. A. C. Grubb sang the "Irish Jaunting Car." "Provincial and civic rulers" was proposed by John McCarthy and was replied to by A. E. Whitmore, M.L.A.

"The Sister Societies" had as sponsors, Mr. Arthur McDonald of the Sons of England, and Mr. J. K. McInnis of the Sons of Scotland.
 "The Clergy" brought brief but highly appreciated addresses from Rev. G. C. Hill, Rev. C. W. Brown, and Rev. G. Harmon Jones.
 "The Army and Navy" had coupled with it the name of Col. Perry of the R. N.W.M.P.

"The Press" was vouched for by R. J. Westgate and Col. McGregor. During the evening splendid music, mostly Irish airs, were dispensed by Laubach's orchestra.
 Before the break up of the banquet President Houston read some of the telegrams which had been received from other Irish associations of the Dominion.
 The singing of the national anthem brought a very successful function to a conclusion.

North Portal, Sask., March 18.—The rush of settlers to this point increases daily and the outlook promises that this year will be a record year in number of arrivals from the United States. From thirty to forty cars of effects pass here, daily, and passenger trains are running in two sections loaded with first class settlers. The number of cars for March to date far exceeds the arrivals for the same period during the past five years.

Removal from Alberta indicates that Duncan Marshall is to be taken into the cabinet if the Rutherford party is sustained.

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ROAD TO BAY YET FAR OFF

No Bill Concerning the Hudson's Bay Railway Will Be Introduced This Session—Waiting for Finances to Improve.

Ottawa, March 19.—The Liberal campaignery of the last election, "Immediate construction of the Hudson's Bay railroad," is fast falling to the distance. It is farther than ever from being a reality.

Hon. G. P. Graham, admitted tonight in answer to questions by R. S. Lake of "l'Appelle," that there will be no bill this session. Last parliament the premier announced that the work would be started at once. The bill was forecasted and \$100,000 for surveys was placed in the estimates. It formed the main theme during the campaign for government orators all through the west.

The best Mr. Graham would promise, was that the government hope to go ahead as soon as the condition of the finances permitted. In reply to a query as to whether the government intended to construct the road or place it in the hands of a private corporation, Mr. Lake was informed that Sir Wilfrid Laurier had intimated that Sir Wilfrid Laurier would be a government undertaking.

A vote of \$25,000 has been placed in the estimates again for surveys and this is all that is to be expended this year. A survey, Mr. Graham said, has been made of a route to Fort Churchill. It was now said that a route to Fort Nelson would pass through as good a country and be 60 miles shorter than the Churchill line. It was proposed to get further information as to the two ports.

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