WOULD BORDEN REPEAT CANADIAN PACIFIC DEAL

Mr. Borden Misrepresents Facts to Alarm the Public at the "Staggering" Cost of the Government Owned Section of the National Transcontinental Railway—Why?—Says We Should "Pause," But Follower Says "Give It Up."

By a Staff Correspondent.

Ottawa, July 13—We are now finding out what Mr. Borden and his friends really think of public ownership of railways—that is of the public ownership—which consists in building government owned railways instead of in talking.

Mr. Borden discussed the subject the other day—that is the subject in concrete form. He began his remarks by declaring his intention of gaining the results of some computations "touching the cost of the eastern division of the transcontinental railway." As the eastern section is the part being built by the people Mr. Borden thus announced his purpose to be an exposition of what the government-owned section was likely to cost. It is interesting to note how he followed out this avowed purpose, for in his method of treating the subject is reflected an attitude toward government ownership anything but complimentary to his declarations of four years ago.

After announcing this purpose of discussing the cost of the eastern section Mr. Borden went on to say: "It was "provided that government should "guarantee the bonds, with respect to "the construction of the prairie section, to an amount not exceeding "$13,000 per mile, and with respect to "the mountain section to an amount "not exceeding $30,000 per mile. By "section 4 of the agreement of 1904 that "was modified so far as the mountain "section is concerned, so that in respect of the mountain section the "country is under obligation to guarantee bonds to the amount of three-"fourths of the cost of construction, "whatever that cost of construction may be."

This declaration it will be observed relates not to the eastern but to the western section of the road; not to the government-owned portion in any manner shape or form, but to the company-owned section. Yet this fact was neither explained nor hinted at. The obligations regarding the prairie and mountain sections were recited as the second link in his argument, following without break or distinction the opening declaration that he would discuss the cost of the government-owned section. Thus was the way prepared for adding the obligations regarding the western division to the possible cost of the eastern division and saddling the government ownership policy with the burden of the whole enterprise.

This was precisely what Mr. Borden proceeded to do. He put in a statement of calculations made by himself and headed "Statement of cost to Canada of the National Transcontinental railway." Now the term "National Transcontinental" is used in the act and elsewhere to mean the eastern or government-owned section, and that only. More, Mr. Borden had opened by announcing that he would discuss only the cost of this section. Yet in the statement he included as part cost of the "National Transcontinental" 11 million dollars of bond guarantee for the prairie section of the Grand Trunk Pacific and 46 millions bond guarantee of the mountain section. Thus to swell the apparent cost of the government owned section of the road he abused the known and accepted meaning of the words of the statute and directly violated his own opening declaration.

That an equally good road could have been built for less money he did not claim. His sole purpose as declared by himself was to represent to the people that "by the time this road is completed the debt of this country will have reached the figure of about 450 million dollars." From which he concluded "that such a consideration might well give us pause." The cost of the eastern section as computed by himself he referred to as a "staggering amount for the country to face." His purpose, and sole purpose, in discussing the cost of the government section was to represent it to the country as a "staggering amount," this on his own declaration.

Why this hostility toward the government-owned section of the road? Why the anxiety to strike terror into the heart of the country by magnifying its cost? An anxiety so intense that 46 millions are imported into the calculations in a lump and 11 millions in another? Is this the attitude of a leader devoted to the cause of public ownership of railways? Is it even the course of a man of neutral views willing to give a public enterprise the consideration everywhere extended to private concerns? What less than aggressive hostility to public ownership would inspire any party leader to such tactics at a time when enterprises public and private are handicapped and delayed for want of money? What other possible purpose could Mr. Borden have in view than to make it impossible to secure the money to build the road? And what other possible result can his representations have if they have any results at all?

Mr. Borden's opinion is that we should "pause" in the construction of the government road. So he declared. A follower demanded that we "get rid of it now." Are the terms synonymous? Does to "pause" in Mr. Borden's language mean to "get rid of it" in the language of Mr. Bennett? Mr. Borden leads a party who gave away one partly-built government-owned transcontinental railway; gave a company 20 million dollars to take the railway, 20 million acres of land to take the money, and 20 years of monopoly to take the land. Does Mr. Borden aspire to repeat history and give away the national transcontinental?

REAL ESTATE MEN ORGANIZE.

Strong Western Canada Organization Formed at Winnipeg.

Winnipeg, Man., July 20.—"That this body of real estate men now assembled in the city of Winnipeg, representing the provinces of Manitoba, Saskatchewan, Alberta, British Columbia and Western Ontario, do here and now form an association for our individual and national benefit, and that such officers be appointed and by-laws governing such organization be passed as this convention may deem advisable."

A convention of real estate men of Western Canada assembled at Winnipeg last week to discuss the question of forming an association of the real estate men of the west. The gathering was held under the auspices of the Winnipeg Real Estate Exchange and several hundred invitations had been sent out. The acceptances were numerous, and it is evident that the idea has taken hold among those interested. About a hundred and fifty were present, a considerable proportion of them being from outside points. R. D. Waugh, as president of the Winnipeg Real Estate Exchange, called the meeting to order and explained briefly its objects. He then called for an expression of opinion from others, and several responded.

Mr. Waugh stated that the object of the meeting was to do something to build up the real estate business in the west, and to do what was possible towards building up this great land. Unless the real estate business was in good shape all other commercial interests were bound to suffer. The real estate men, in their own interest, should become better acquainted. As a body they should have higher ideals of their calling. What better object could a man have in this life than to help his brother man to find a good home for himself. The real estate man had a desirable and patriotic calling, and they should have some means of making their voice heard in matters of legislation and immigration. For instance, there was the Oliver land bill, which should receive their attention, but they could do nothing as individuals. However, if they had an association they could be a power in the land, and their representations would have some weight. In a few weeks the West would harvest the greatest crop that the West had ever seen. The recent rain was worth millions. The convention should lay down such plans as would help to develop these vast resources. He would like to see the name of the Western Canada Real Estate Men's Association go down to history as one of the greatest sources of western development

A. W. Frodsham, of Fort William, thought that the association should strive to raise the standard of the real estate profession, so that the public would have confidence in them. This could be done by eliminating certain elements that were undesirable. He thought that the association should deal with the question of commissions, so that the man who came in at the eleventh hour could not get the commission and beat out the man who had done the work. Others also spoke along the same lines.

After some discussion, it was decided to form an association, to be known as the Western Canada Real Estate Association. A committee was appointed to consider the constitution and by-laws.

TIES ON THE TRACK.

Cold Blooded Effort to Wreck the Spokane Flyer or Other Train.

Frank, July 20—The Frank paper says: "For the past two weeks the police have been working on a singular case, strenuously endeavoring to unravel the mystery surrounding it, but without being able to reach any definite conclusion. Presumably, however, it was a dastardly attempt to wreck the Spokane flyer or the regular passenger train. Whether the motive was robbery or revenge, there is nothing to indicate, and to date there is not the slightest clue to the perpetrator of the deed.

"One morning, about two weeks ago, an extra freight westbound, was passing through the side. An extra gang had been working in the slide the day before getting out rock, and it is presumed that one of the planks used had been left either across the rails or in such position that it fell or was knocked upon the track. In any case, a plank lay across the rails and the forward trucks of the engine were derailed.

"Some time after the engine was back on the rails and had proceeded, John Price, a miner living at Bellevue, and working at Hillcrest, was walking to his work, when he came upon a pile of railroad ties piled across the track near Hillcrest junction. He threw the obstruction off the rails, and on reaching Hillcrest reported the matter to the office, from whence a report was telephoned to Frank station, and the police notified.

"A careful investigation was immediately made, and the police have been diligently working on the case, but without obtaining the slightest trace of the miscreant. The matter has been kept quiet in the hope that it would aid the investigation.

"Whether the work was that of would-be robbers or wanton vandals none familiar with the facts is able to form a satisfactory conclusion, but in view of the circumstances of the freight being derailed and the ties being put on the track later some are of the opinion that pure vandalism was the motive.

"Whatever may be the truth, it was a most dastardly piece of business, as the flyer and passenger were both late that morning and were due in a short time from the time of the discovery, and as the obstruction was placed where it was hidden from view from the east by a bend in the track, a serious wreck could hardly have been averted."

P. E. I. Grand Old Man Dead.

Charlottetown, P.E.I., July 20—Richard Heartz, the grand old man of Prince Edward Island, and one of the wealthiest residents of the province, is dead, aged 92 years.

FATAL RAILWAY WRECK.

One Woman Killed and Many seriously Injured in Connecticut.

Greenwich, Conn., July 20.—One woman was killed and two were perhaps fatally injured and nearly a dozen persons were seriously hurt when the White Mountain express of the N.Y., N.H. and H. railroad was wrecked one hundred feet west of the station here.

Spreading rails caused the tencar train to leave the tracks while it was crossing a bridge over steamboat road, and five of the passenger coaches, including four Pullmans, were hurled into a ditch, where they collapsed like paper boxes. That less than 15 of the passengers were killed or injured appears little short of miraculous, as the train was going fifty miles an hour.

The most tragic incident of the wreck was the death of Miss Margaret Armstrong, of Wayne, Pa., who was seated beside her mother in one of the Pullman coaches when the train left the tracks. Miss Armstrong sprang from her seat and leaped out of a window just as the car toppled over, and she was ground to death as her mother looked on. Mrs. Armstrong fainted from the shock, and when she recovered consciousness in the hospital she was out of her mind. The doctors administered opiates to quiet her. They say her condition is serious, and that she may die, although she was not injured in the wreck.

The other woman who may die is Mrs. A. W. Drake, of No. 17 East street, Eighth street, New York city, who was crushed in one of the cars.

An immediate investigation as to the cause of the wreck is to be made. The coroner has had the engineer and both conductors of the train placed under arrest, and he is having the work of removing the wreckage watched.

This action was taken because of a report that reached the coroner that a rotten tie on the bridge caused the accident.

ROBERTS WELL PLEASED.

The Field Marshall Tells of His Opinion of the Dominion.

Quebec, July 20.—In a brief interview, Lord Roberts said it was with particular pleasure that he had come to Canada, because he had never seen the country, which now occupied so important a place in the British empire.

"I have always obeyed the call of the east," he remarked with a smile, "and now I am entering on an entirely new experience in taking my first voyage west to see the wonderful young nation that is being built up here under the British flag.

"I must say that from one point of view, that of scenery, I feel that I have already been amply repaid for my trip."

As to his stay in Canada, Lord Roberts said that he was sorry he would not be able to make an extended trip, as he would not be able to spare more than a few weeks for the whole trip. He would visit Montreal, and hoped to also visit Niagara Falls and Toronto. He would be delighted to visit other places such as his short stay will allow. It was an experience of the deepest interest to find himself on soil so sacred in British history and so indissolubly bound up with the British Empire. Soon after his arrival Lord Roberts attended levee at the citadel, held by the Governor General, at which a large number of distinguished citizens and military dignitaries were present.

SLAVERY IN GUATEMALA.

Nineteen Survivors have at Last Secured Liberty After Slavery.

San Francisco, July 20.—Nineteen survivors of several hundred South Sea Islanders kidnapped eighteen years ago from their native strand and sold into slavery among the coffee plantations of Guatemala, arrived here yesterday on the steamer City of Para. They are free and homeward bound, and in addition to this they are travelling as tourists with their government paying expenses. The natives were kidnapped by Captain Blackburn, now dead, who visited the islands in his steamer, the Monserrat and enticing them aboard sailed away. They were supposed to be contract laborers bound to their Guatemala employers for three years. Ignorant of the language and in a land where law is sometimes the dictators will, it was easy to keep them on the plantations, where they slaved until their plight was made known to the British government, which, however, was not until eighteen years had passed.

BURGLARS IN CALGARY.

Enter House By Means of a Skeleton Key — Temeprance Address on Sunday.

Calgary, July 20.—The residence of A. Goodwin, of 715 Tenth avenue west, was entered on Saturday in broad daylight and robbed of jewelry and valuable knicknacks. The work was done during the afternoon. The robbers entered by means of a skeleton key and the front door. The police are working on the case, but as yet have made no arrests.

Alderman Hales, of Toronto, addressed the men's own meeting Sunday on the subject of Temperance and stated that the time had come for the great movement, and that already 30,000 liquor places in Canada and the United States had been closed as a result. He said that the time is rapidly approaching when on price will be big enough to allow a man to sell the poison.

The Apostle of Peace Speaks.

London, July 20—Goldwin Smith, writing to the Manchester Guardian, says that England goes in state to the peace conference at The Hague, and next thing we hear she has sent out the largest fleet ever seen. What is this but a challenge to all nations to continue the mad race of naval armament. He then points out the barrenness of wars and laments the sad fact that labor treats them as a spree instead of a ruinous waste.

PREMIER SCOTT TO THE ELECTORS

Leader of Saskatchewan's Government Enunciates Clear and Concise Policy.

Regina, Sask., July 22—Following the dissolution of the first legislature of Saskatchewan and the calling of the elections on August 14th, Premier Scott has issued the following address to the electors of Saskatchewan reviewing the work of the government during the past three years, outlining the main lines of future policy and pledging a continuance of prudent and progressive administration:—

To the Electors of Saskatchewan.

Gentlemen—To give effect to a measure for the enlargement of the representation of the people in the legislative assembly, the House elected in 1905 has been dissolved, and you are required on August 14th next to choose the members of the larger assembly.

Government's General Policy.

The government formed at the inauguration of the province whom you confirmed in office on December 13, 1905, and of which I have the honor to be the head, ask you to pass judgment on their general program and with particular reference to the following subjects:—

(1)—Railways—To procure rapid extension of branch lines.

(2)—Telephones—To connect immediately all the settled portions of the province by long distance lines under government control and operation; to enable municipal ownership and operation of local exchanges, and to encourage the development of rural service by public aid in the form of necessary poles delivered at the nearest railway station, and the whole to be supervised, and as to rates and service controlled by a department of the government.

(3)—Education—To distribute free of cost to school boards for free use of all pupils the Alexandra readers and to reduce the cost of other school books.

(4)—Rural Municipalities—To pass into law at the first session of the new legislature an act creating the same.

With a degree of confidence I appeal to you upon the above policy and upon the government's administrative and legislative record.

At the outset, so as to secure prompt, progressive and practical conduct of affairs I procured as colleagues three gentlemen excellently equipped and qualified for the respective branches of work. You had opportunity to endorse these selections, and did endorse them. The same policy has been followed in relation to deputy heads of departments and throughout the public service.

The Government's Record.

"The outstanding items of legislation initiated by the government for which I accept responsibility and ask your approval may be briefly enumerated: (1) Agriculture Societies' act; 2) Revised Villages, Towns and Cities act; (3) Mechanics', Woodmen's and Threshers' Lien act; (4) Redistribution act; (5) Elections act; (6) Liquor License act; (7) University act; (8) High Schools act; (9) Free Readers act; (10) Supplementary Revenue act; (11) Corporations Tax act; (12) Railway Companies' Income Tax act; (13) Supreme and District Courts acts.

"I submit that these various measures together with many acts of lesser moment, which have been passed by the first legislature of Saskatchewan, form a body of law of important, useful and satisfactory character in point of both general policy and detail which challenges comparison with the work of any legislature in a like period.

As to Administration.

"Respecting our administrative policy, I beg to state briefly that it is the aim of the government to continue progressively and economically. Our record of three years past is our pledge for the future. We have acted to preserve in full strength the services in the province of the Royal North-West Mounted Police force. Our future policy in this matter will remain unchanged.

The activities of the agricultural department towards the encouragement of all branches of the main industry of the province and the policy of employing the highest ability available for the work of this department will be maintained. The organization of an agricultural college will be an important feature of the work of the next legislative term. I point with no small degree of pride to the work of the department of public works, to our roads and bridges, the achievements to our well-drilling policy, to the fine steel bridges erected and in course of erection on two branches of the Saskatchewan river, to several handsome public buildings already occupied or nearing completion in various provincial centres and to the magnificent design obtained for and the very satisfactory contract entered into for the construction of the provincial capitol buildings.

As to Education.

In view of the accusations respecting schools, which were urged against the government in 1905, I wish to draw your particular attention to our educational administration. I claim, and challenge denial of my claim, that public record disproves each and all of the accusations. I further claim that the now admitted validity of our High Schools act proves my interpretation, and proves that Saskatchewan under the Autonomy act possesses powers respecting education which opponents of the government sought to deny our possession of. In other words the government has conclusively shown how utterly erroneous was the view so stridently voiced in 1905, that the hands of the province, as regards education, were tied by parliament.

Financial Administration.

The records of the provincial treasury are available to you and inspection is invited. To date ordinary revenues have sufficed not only to provide all the ordinary services, including the public works program in 1907, involving an outlay of $857,000, but to provide as well a capital outlay exceeding half a million dollars on large steel bridges and permanent public buildings. The provincial treasurer will sell bonds this year and the moneys thus temporarily borrowed on capital account from current revenues will be restored and made available for general services. The province is in a healthy financial position at present, not being in debt for a single dollar notwithstanding that in three years we have placed more than half a million dollars into permanent or capital improvements.

I can do no more here than make a cursory allusion to other features of our work. The government was invited to take part in 1904 in two important conferences at Ottawa, namely, the conference of all the provincial governments with the federal government on the question of subsidies, and a conference of Ontario, Manitoba and Saskatchewan government with the federal government on the question of the unorganized territory of Hudson Bay. We presented a claim for the extension of Saskatchewan's boundaries to the Bay so as to include Port Churchill. The claim has not been admitted. The results of the first mentioned conference were pre-eminently satisfactory to this province. We obtained an immediate subsidy increase of $130,000 per annum and a revision of terms which, in future years, after we pass, the former population maximum of 800,000 souls will bring additional revenues to the province amounting to hundreds of thousands, and eventually even millions of dollars per annum.

In Two Crises.

The activity of the government in two crises, the fuel famine conditions in the fall of 1906 and the seed grain problem in the present year, require only to be mentioned. It is with especial satisfaction that I revert to the appeal I made in 1905 for your support of my policy upon the Hudson Bay railway question. I took the stand that for that great undertaking the Dominion government should be held responsible and expressed confidence in the belief that Sir Wilfrid Laurier would not deny the responsibility. In the meantime we have unceasingly worked to obtain the road. On the 11th day of the present month I had the satisfaction of hearing Hon. Mr. Graham, the minister of railways, announce in parliament decision of the Federal government, to construct the road to the Bay at once, and to ask for a vote of $100,000 to begin necessary surveying.

Aid To Railways.

On the question of the extension of branch railway lines within the province, the condition of a large number of settlements has been forcing upon me the conclusion that a policy of aid to railways on the part of Saskatchewan cannot be avoided without retarding progress and discouraging the settlers. At the conclusion of our last session we took into serious consideration a number of the more immediately urgent cases, petitions for which had come to the government from settlers and applications for aid thereto from the railway companies. Before consenting to promise aid by the province, we decided to present these cases at Ottawa, and we have had success at Ottawa, in procuring aid from Parliament sufficient to ensure construction in a number of the cases. Negotiations are still in progress with the Ottawa authorities respecting other branch roads, including the projected branches of the Grand Trunk Pacific, Canadian Pacific and southern branches of the Canadian Northern. I am authorized by my colleagues to pledge the government to a policy of rapid branch railway extension in portions of the province, where such extensions are required to give transportation facilities and competition and to ensure continued development and progress.

Promises Redeemed.

Three years ago you accepted my promise to conduct affairs so as to promote peace and progress through out the province, I have not failed to strive to redeem those promises. Peace prevails, progress has been marked. If the line of action supported by you in 1905 and followed by the government in the intervening years continues to meet your approval, and you so signify by electing members to support the policy and programme which I have the honor to present herewith for your judgment, you may rely on a continuance of administration calculated to produce constant and rapid improvement of conditions under which our people live and work.

The policy I ask you to endorse is a policy of pluck, push and progress.

WALTER SCOTT.

Automobile Kills Liquor Dealer.

Baker City, Ore., July 20—J. Muller, wholesale liquor dealer, of Baker City, was killed and his wife seriously injured yesterday at Unida, a few miles from Baker City by the overturning of an automobile in which they were making the trip from Baker City to Boise. Muller had let the machine coast down a hill and at the bottom struck a culvert that had been washed out. The machine turned over twice.

Indigestion

Stomach trouble is but a symptom of, and not in itself a true disease. We think of Dyspepsia, Heartburn, and Indigestion as real diseases, yet they are symptoms only of a certain specific Nerve sickness—nothing else.

It was this fact that first correctly led Dr. Shoop in the creation of that now very popular Stomach Remedy—Dr. Shoop's Restorative. Going direct to the stomach nerves, alone brought that success and favor to Dr. Shoop and his Restorative. Without that original and highly vital principle, no such lasting accomplishments were ever to be had.

For stomach distress, bloating, biliousness, bad breath and sallow complexion, try Dr. Shoop's Restorative—Tablets or Liquid—and see for yourself what it can and will do. We sell and cheerfully recommend

Dr. Shoop's Restorative

BUSINESS IS IMPROVING.

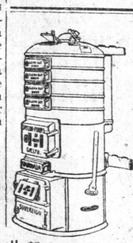
Bank Statement Shows Slow But Steady Betterment of Conditions.

Ottawa, July 23.—The bank statement issued to-day shows a steady, though slow progress towards improvement in the business situation. The deposits on demand show an increase of eight million dollars, while those on notice show a falling off of less than one million. Call loans in Canada show an increase of about half a million, and outside of Canada have increased over four millions. Current loans in Canada have shown a decrease of over three millions. The total liabilities show an increase from 734 to 746 millions, but on the other hand the assets have increased from 908 to 926 millions.

Just taste it. There is nothing so delicious & wholesome as Boyd's CHOCOLATES W.J. BOYD CANDY CO WINNIPEG

CHICAGO LIVE STOCK.

Chicago, July 22.—The cattle trade was about steady today. Some 1,200 westerns got in, but the total supply was moderate, and Monday's prices were held. Lambs were slow at declines of 50 to 75c for the week. Sheep were firm at 25c decline. Good native lambs sold at $6.25. 1,500 cattle arrived, which was enough to fill the moderate demand.



15% more for your House

If you intend putting up a house to cost $800 or more, estimate on a

"Sovereign" Boiler and Radiators

The "Sovereign" hot water system of heating will add 15% to the selling value of your property.

Do not approach the heating problem without consulting us. Our booklet "Cutting down the Coal Bills" post paid to any address.

Taylor-Forbes Company Limited
Head Office Guelph Works and Foundries
Canada

The Barnes Company Limited
CALGARY OFFICE
Calgary

Two-Piece Summer Suits

COMFORTABLE IN WARM WEATHER.

Our Outing Suits, consisting of coat and trousers, half lined, single or double breasted, are comfortable and sensible for the hot days. No trouble to keep cool in these. Made in fancy flannel and fancy homespuns.

GO TO THE LEADING CLOTHIER FOR THEM.

W. E. SANFORD MANUFACTURING CO., LIMITED.
Hamilton, Ont. Winnipeg, Man.

BINDER TWINE

Canadian Perfect 550 ft.	$11.40
Canadian Medal 600 ft.	13.00
Barb Wire 2 or 4 pt.	4.25
Wire Nails - - - -	4.00

NORTHERN HARDWARE CO.
J. R. HARPER, Manager.

Spruce Lumber

That is superior in grade, and right in price—We also hold a large and well assorted stock of all kinds of finishing lumber—Shingles, Lath, Lime, Sash, Doors, Mouldings etc.—Call and see us before placing your next order.

AGENTS FOR PRESSED BRICKS, LIMITED

D.R. FRASER CO., Ltd.
Phones— Mill 5A. Office and Yard 5B.
201 NAMAYO AVENUE Edmonton.

Builders and Contractors

Get our figures on your factory work and save money. We are in a position to quote right prices on special detail work.

Store Fronts, Panelling, Partitions, Counters, Special Frames and Turnings prepared at shortest notice.

W. H. CLARK & CO., LTD.
WHOSESALE AND RETAIL SASH AND DOOR FACTORY Phon
NINTH STREET, W. EDMONTON. ALTA.

WANTED
CITY PROPERTY TO SELL ON COMMISSION
CRAFTS, LEE & GALLINGER
236 Jasper, East.

ANNUAL PICNIC AT CLOVER

Farmers of Oldest District in Forgather at Hortonberg Wednesday.

The sound of the busy mo[illegible] round of household duties [illegible] ily ceased in the Clover B[illegible] Clover Bar and Agricola dis[illegible] Wednesday, to enable everyo[illegible] tend the joint picnic at Hor[illegible] held under the auspices of t[illegible] branches of the A. F. A. T[illegible] was a huge success in every [illegible] By 1 o'clock there were fully [illegible] ple on the grounds, includin[illegible] from Edmonton, Strathcona a[illegible] Saskatchewan. The day's pro[illegible] was carefully arranged and i[illegible] speeches by the officers of the [illegible] members of the department of [illegible] ture and interested visitors [illegible] sports were keenly contested a[illegible] sented some novel features. [illegible] for the occasion was supplied [illegible] Fort Saskatchewan band. Th[illegible] were laid with tasty refre[illegible] without which a picnic wou[illegible] very tame affair indeed.

The Speech Makers.

In the company of speake[illegible] were a large number whose [illegible] are in other directions than [illegible] ture, but all the speeches w[illegible] culated to promote the unit[illegible] mony and co-operation of th[illegible] er's cause. W. S. Jackman, s[illegible] of the local branch of the A. [illegible] was called to the chair. Joshu[illegible] cher, president of the A. F. [illegible] comed the visitors on behalf [illegible] association. E. J. Fream, the [illegible] appointed secretary of the A. [illegible] made his initial speech since [illegible] possessed of his new duties, a[illegible] ed the farmers to united act[illegible] the cause of the A. F. A. 'Geo[illegible] coust, Deputy Minister of Agri[illegible] speaking on behalf of the depa[illegible] assured the farmers of the he[illegible] operation of the government in [illegible] ing the work of organization. [illegible] an, a farmer of Agricola, was t[illegible] speaker, and he was followed [illegible] D. Hyndman, the Conservative [illegible] date for the Edmonton consti[illegible] Mr. Hyndman took devious m[illegible] prove that he was a farmer, a[illegible] he had the interests of the far[illegible] heart. W. F. Stevens, live sto[illegible] missioner, related the tale of th[illegible] and the tortoise to show that al[illegible] the farmers have been slow in [illegible] ing organization they may yet [illegible] Mr. Stevens said that he w[illegible] pared to assist farmers in eve[illegible] he could obtain the best mar[illegible] their live stock.

Politicians But No Politic[illegible]

W. H. White, Federal candid[illegible] Victoria, was next called upo[illegible] was well received. He said t[illegible] was a farmer himself and th[illegible] had the interest of farmers at [illegible] In his opinion organization w[illegible] secret of the farmer's success [illegible] ting a better market for the[illegible] duce.

"If 75 per cent. of the farme[illegible] thoroughly organized," said [illegible] White, they can get what the[illegible] and thus better their conditio[illegible] great deal has already been d[illegible] such as the Dominion Grain a[illegible] better market conditions must [illegible] secured."

F. A. Morrison, Mr. White's [illegible] ent in Victoria, stated that he w[illegible] a farmer, and had no technical [illegible] edge of farming, but he was inte[illegible]

The Prac[illegible]

th[illegible]

For a re[illegible] approval of pr[illegible] impossible. But t[illegible]

Practical painters will [illegible] Stephens have discovered [illegible] tions of pure Manitoba Lins[illegible] Lead and pure Oxide of Z[illegible] duce a paint that will meet [illegible] ments of the Western clim[illegible] exposed wood and metal th[illegible]

THE LUNDY-M[illegible]