

# The Courier

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## Sask. Legislature

(Continued from Page 1.) ment to the Volstead Act; a bill respecting an act to amend the Secondary Education Act. They will be up for a second reading on Monday.

At the evening session several bills were considered in committee of the whole house and two or three were given third readings and finally passed with the exception of the royal assent. A couple of bills were discharged on second reading and a second reading was given to two or three other new measures.

The following bills were considered in committee of the whole and given a third reading: An act to amend the Saskatchewan Loans Act, giving the government power to limit the time of redemption of future issues of consolidated stock of the provinces, and an act respecting public printing, which provides for the establishment of a department of king's printer.

The bill to provide for the cancellation of agreements of sale was considered and reported and will be given a third reading at the next sitting. A similar disposition was made of the bill to amend the Deserted Wives Maintenance Act.

The following bills were discharged on the second reading. The bill to amend the Legislative Assembly Act and the bill to amend the Chartered Mortgage Act.

Two bills were given a second reading and will be considered in committee at the next sitting. A bill respecting infants and a bill respecting lunatics and their estates.

Scenes of unprecedented enthusiasm greeted the appearance of ex-Premier Hon. Walter Scott on the floor of the Saskatchewan Assembly, which he visited in the capacity of a guest Thursday evening. The Assembly and visitors in the gallery rose on mass and received him with a rousing rendering of "He's a Jolly Good Fellow."

G. B. Johnston of Melfort was speaking at the time of Mr. Scott's entrance but was obliged to halt when the ovation rent the air. Before he resumed the thread of his argument, Mr. Johnston paid a warm tribute to his former chief in behalf of the entire assembly. "I am very pleased," he said, "to see our former premier, the Hon. Walter Scott, again with us. He is a man whom we all honor and for whom we have every respect. I am glad to see that he is restored to health and I am sure that I am echoing the feelings of every member of this assembly when I assure him that we hope that he will continue to enjoy his restored health and that we wish him all prosperity in the future."

During the evening sitting R. A. Magee, Mississin, and G. B. Johnston, Melfort, contributed to the debate on the resolution introduced the previous day by G. Spence, Nulken, calling upon the federal government to declare its policy in connection with the railroads of this country. A. J. Hindle of Willow Bunch also spoke, but after his opening remarks adjourned the debate and he will resume his address probably at the next sitting.

In seconding Mr. Spence's resolution, Mr. Magee opened his remarks by pointing out that the question of railway facilities for the people of this province was of importance to every member of the assembly, for the progress of the country was inseparably bound up with transportation accommodation.

After a period of unprecedented railway development a halt had been called as the result of financial conditions brought about by the war, and at the present time there was much uncertainty as to what steps were going to be taken to provide facilities for thousands of settlers who were badly in need of branch lines. The C.P.R. was under federal control. The G.T.P. might go ahead and construct more lines but would not do so until the

federal government had announced its policy. The era of reconstruction had dawned and the country was bound to go ahead, but the development would be seriously impeded if railway construction were not immediately taken in hand.

Mr. Magee went on to show that social and economic progress, in fact, the making of good citizens was bound up and was to a large extent dependent upon railway development. These prairies should develop the highest type of citizens and their boundless prairies should develop broad ideals.

Something would have to be done to keep faith with the pioneer settlers who had borne the burden of building a new country and had waited long for the necessary railroad facilities. There should be an comprehensive scheme of railway development that would prevent the duplication of lines and ensure feeders where there are now none. Mr. Magee pointed out that in several sections of the province lines were closely paralleling one another and referred to the fact that in his district for a distance of 75 miles the C.N.R. and C.P.R. run almost side by side. This was a condition which a concrete policy would prevent. Instead of permitting lines to parallel in close proximity running rights should have been given to two companies over one line and the duplicated trackage used elsewhere.

As an instance of long deferred facilities which had induced settlers to take up land and produce to the utmost of their ability the speaker cited the charter granted for the Kaiser-Swift Current line, which was given in 1908-09 and the greater portion of which has not yet been built.

"Someone has broken faith with some of our pioneer settlers or they would not have been without such needed accommodation for so long a time," declared Mr. Magee.

G. B. Johnston, Melfort, as a pioneer, was able to speak with sympathy and experience to the subject under debate and during his remarks related several incidents of the trials attendant upon farming long distances from a railway from the wealth of his own experience. Moreover, he pointed out, these conditions were by no means a thing of the past, the hardships caused by lack of railway facilities being acutely felt at the present day by thousands of settlers in his section of the country, the northeast of the province.

While Mr. Spence had stated that people were leaving for the southwest in considerable numbers the reverse was true of the northeast where people were moving in. He stated that there were large tracts of land with people settled on every parcel without railway facilities. He cited more particularly the districts of Melkman, Ethelton and Flotts Springs.

While he was unable to quote statistics to show the amount of land under cultivation or the amount of grain produced annually in his constituency, he assured the assembly that the country was well settled and produced several million bushels of grain. The soil was fertile and responded abundantly to the efforts of the farmer and in some of the districts he had mentioned a crop failure was yet unknown, but there was a big drawback to substantial progress and that was the lack of railway facilities.

The speaker said that up in that country farmers had to haul grain to an elevator for distances ranging from 30 to 50 miles and it was not an uncommon thing to contract for delivery at 25 to 30 cents a bushel.

Referring to the nationalization of the C.N.R., the speaker said that at Melfort the service which had been given since the line had been taken over by the government had been very bad and that at Melfort and Lipset there had been a grain blockade since October 1. Resolutions and telegrams had been of no avail and no amount of protest resulted in cars being provided to move the grain. Similar conditions prevailed at Star City, Valparaiso, Tisdale and other points on the line.

"Something must be done and done quickly," he said in conclusion, "so that the men who grow the food that has been so eagerly sought, the men that are making our province, may not much longer have to endure the hardships of the pioneer."

A. J. Hindle, Willow Bunch, continuing the debate, opened his remarks with a plea on behalf of the residents of the Willow Bunch, Hart Butte and Poplar Valley rural municipalities, for the construction of the extension of the Canadian National railway from B-

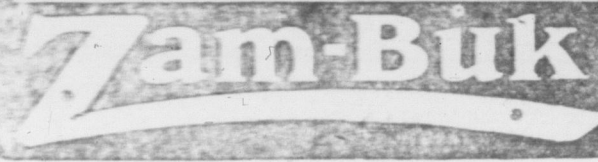
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ough to the Alberta boundary. He quoted figures to show that in this area there are 655,313 acres of cultivable land of which 184,996 are under cultivation at the present time.

It was estimated that out of a total of 455,000 bushels of wheat marketed at the five elevators at Verwood in 1917, 341,250 bushels were hauled in by farmers residing in the country south and southeast of the town. That meant, said the speaker, that 6,852 loads were brought in, taking two days to haul each load. Of this number it was estimated at least 5,000 loads passed through the hamlet of Willow Bunch because there are no railway facilities at that point.

## LAURIER ASKS THAT PAST BE FORGOTTEN

OTTAWA, Jan. 14. — Addressing the delegates to the Eastern Ontario Laurier Liberal association in Ottawa tonight, Sir Wilfrid Laurier sketched the main lines of his policy. He spoke vigorously, being enthusiastically applauded as he made each point.

"If the Unionist press wants no opposition in parliament," he declared, "the Union government goes farther and wants no parliament at all. They have proceeded to make and amend statutes by order-in-council, commanding the military authorities to disobey the rulings of the courts when such rulings were at variance with their orders."

He dealt chiefly with four points: Treatment of returned soldiers, franchise, tariff and relations between capital and labor.

Sir Wilfrid declared that returned men were creditless of the nation and the debt should be discharged in full. He strongly criticized the government for its reported intention to bring in a bill regulating the system of electoral constituencies as established by the War Times Elections Act.

## TARIFF FOR REVENUE ONLY

On the tariff issue, Sir Wilfrid declared that the policy of his party had been and still was that of tariff for revenue only. The fact that the government had placed wheat, potatoes and tractors on the free list was a confusion on their part that they had acted stupidly in opposing reciprocity in 1911.

Finally, in regard to labor, Sir Wilfrid urged that labor should be admitted to the councils of the employer. He referred in closing to the break in the old Liberal party over conscription and to his leadership. "If we have differed in the recent past upon a question that is not to rise again," he declared, "then let the past be forgotten. As to leadership, he had been willing and was still willing to resign in favor of a younger man."

The time had come, Sir Wilfrid added, when he thought every day he was getting nearer Heaven. He would gladly have resigned the leadership of the party to younger hands and would do so readily today. But so long as God gave him health, he would fight, and he believed that he still had a kick left in him. "I will do my share," Sir Wilfrid went on, "in any position, whether as general, captain, lieutenant or private."

## GERMANS WHO WILL SIGN PEACE PACT

ZURICH, Jan. 17. — The Munich newspapers state that the German delegates to the peace conference will be Count Von Brockendorff-Rantzau, the foreign minister; Prince Lichnowsky, former ambassador at London; Count George Aro, and the Socialist, Carl Kautsky, former under-secretary of foreign affairs in the Ebert government.

## GERMANY CONTINUES CONSTRUCTION OF GREAT AIRPLANES

PARIS, Jan. 15. — In allied aviation circles here it is felt that the allies should assume definite control of Germany's aircraft production as soon as possible with a view to preserving the peace of the world. It is admitted that it will be difficult to establish such control. There is no clear solution of the method to be employed through the peace terms, but it is appreciated that it is incumbent upon the allies to prevent Germany from subsidizing and encouraging the construction and use of the newest type of huge weight-carrying airplanes.

There is much dissatisfaction concerning the terms of the armistice among the senior and junior officers in the air services of the allied armies which in the past two months have been receiving reports in increasing number of the high activity in the aircraft factories of Germany and in the reorganization of the flying corps of that country. These reports have raised a feeling of the point of belief that the enemy's enterprise constitutes a real menace and the grave possibilities resulting from Bolshevik power and the reorganization of the German army or a combination of both are seriously discussed. Although there is no imminent danger from these sources one point is generally agreed upon. That is that any time within the next few years, 1,000 bombing planes could simultaneously attack the great cities of France, Belgium, Holland and England, causing unprecedented death and damage and that there is no means of preventing it.

## Fears of Future

The enemy undoubtedly would suffer some losses but the magnitude of the onslaught would guarantee its purpose. It is argued that the allies would be able to retaliate, but that would not undo the damage. Rather it would lead to a continuation of the air bombing warfare on an enormous scale. The consequences would be all the more horrible because the homes of civilians, commerce and the very life of the cities would bear the brunt. Experience during the past years has shown that it was impossible to police the frontiers and prevent air raids effectively. At the same time the effectiveness of aerial bombardments has been doubled by the building of bombing machines of a size, speed and weight-carrying capacity never before known. These machines have developed until they can carry 1,500 pounds of bombs which can be directed by sighting devices, making accurate hits from 20,000 feet possible.

These new and deadly weapons had been barely prepared for use before the armistice was signed. Some of them were used a few times while others were never employed, but they are now ready in both Germany and the allied countries. To prevent Germany, through apparently peaceful methods, from building an aerial fleet which could, at short notice, be converted into bombers and in a few days work destruction of extraordinary importance, is according to many of the most practical authorities, one of the most difficult problems faced by the peace commissioners.

## RUSSIA MAKES OFFER TO STOP PROPAGANDA

COPENHAGEN, Jan. 17. — Maxim Litvinoff, former Bolshevik ambassador to London, has sent a note to President Wilson declaring that the Bolshevik government of Russia is prepared to cease its world propaganda if the allies will agree to enter into peace negotiations with it, according to the Social Demokrat.

## GERMAN NATIONAL ASSEMBLY

LONDON, Jan. 16. — A German government wireless says that the first separate national assembly in Germany met Wednesday at Karlsruhe. The people's ministers formally surrendered their mandate to the assembly which requested them to continue their administration. The German troops evacuated Mitau on January 13, the message adds.

## INTESTINAL PARALYSIS

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## BRITAIN TO AUCTION HER STORES OF WAR MATERIAL

LONDON, Jan. 14. — Among the most convincing end of the war signs are advertisements of government auction sales of enormous assemblages of military property including several factories as they stand, airplanes, nearly two hundred war vessels, enormous quantities of miscellaneous war goods, such as tents, textile products and boots.

The Canadian government is in the first run with the clearance of Ashford Camp stores on Jan. 28, when among the lots offered are thousands of pairs of rubber boots and shoes, oilskins, three thousand bell tents, one thousand beds, ten thousand handkerchiefs, lumber, saddlery, tools and wire netting.

## 500 DROWNED WHEN STEAMER STRUCK MINE

ROME, Jan. 17. — The French steamer Chaprol has struck a floating mine in the Straits of Messina, sinking in a few minutes. 500 passengers, mostly Greeks, Serbians and Russians, have been drowned. Another steamer saved 150 of those on board.

## RIGA IN HANDS OF RUSSIAN RED ARMIES

BERLIN, Jan. 13. — Riga is now completely in the hands of the Russian Red Army, according to a Mitau despatch to the Vossische Zeitung. Bolshevik forces have advanced from Dvinsk and occupied the station at Neugut, thirty-one miles from Mitau.

Mitau is overflowing with refugees. German soldiers, the last persons leaving Riga, report that the city is burning in several places and that the Russians and Letts are murdering and plundering.

## GERMANS TAKING ENORMOUS NUMBER DOCUMENTS TO PEACE CONFERENCE

LONDON, Eng. — Preparations for the peace conference are being completed by the German ministers. An enormous number of documents have been made ready, according to the Amsterdam correspondent of the Daily Express. These will be taken to Paris by the German peace delegates and their staff, which, including secretaries and assistants, number about one hundred.

It has been arranged, says the correspondent, that every ministry shall be represented by at least one official of first rank. The foreign office will be in full force, with Count von Brockendorff-Rantzau, the foreign minister, at the head, and possibly with Carl Kautsky and Dr. Eduard David, Socialist, and Eduard Bernstein, Independent Socialist, as first advisor.

Among the colonial experts who are to be sent to Paris the names of Dr. Solf and Dr. Dernburg are mentioned, while the ministry of mercantile marine will be represented by the late Herr Ballin's successor, Herr Heineken; the ministry of commerce by Dr. Rathenau, president of the General Electric Co.

Nikolai Lenin, the Bolshevik premier of Russia, was among Russians who landed at Barcelona recently according to newspaper reports.

Polish troops, with artillery, are advancing toward Thorn, north of the Polish-Prussian border, according to despatches received from German sources. In eastern Brandenburg the population, it is added, is fleeing westward, owing to the advance of the Poles, who

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## CANADIAN NATIONAL RYS.

### CHANGE of TIME

Sunday, January 19.

Affecting Regina are the following: No. 5 arrive from Winnipeg . . . 9:53 a.m. No. 5 leave for North . . . 10:15 a.m. No. 6 arrive from North . . . 12:10mid. No. 6 leave for Winnipeg . . . 12:30mid. No. 8 arrive from North . . . 7:23 p.m. (ex. Sun.) No. 7 no change.

Fuller information at City Office, Eleventh Ave., opposite Post Office or at Union Depot.

## A PICTURE FROM GERMANY OF TODAY

OTTAWA, Jan. 15. — The following despatch has been received from Fred James, official correspondent with the Canadian Corps, dated from Bonn, Germany:

"The Canadian front line east of the Rhine is threaded through a section of remarkably beautiful country, so peaceful and prosperous in appearance that it is hard to reconcile it with war, and yet in a semi-circular belt measuring approximately 30 kilometres from the Hohenzollern bridge-head at Cologne, a state of war does exist and much of the machinery for waging war is distributed over the area.

"The territory that borders on the neutral belt which extends for about six miles in width, is held by sentry posts and by armed patrols, whose passage of duty takes them up hill and down dale, through woods and open farm land. At strategic points machine-guns cover all approaches and behind them batteries of field guns and howitzers lurk, ready for immediate action if need be.

"A policy of watchfulness is maintained day and night, and, as in the old days of actual fighting, battalions in the line are supported in their rear by sister units.

"The troops are billeted in the villages scattered across the country, some in humble homes, others in pretentious establishments. Some of the privates tell of having canned beds to sleep in, with real linen sheets and all-wool blankets to cover them, so naturally, after a long period of life in vermin and rat-infested dug-outs, too often ankle deep in mud, with water oozing through the roof; they say it is not such a bad war now.

"In contrast with Bonn there seems to be no lack of food in the settlements where I visited. Geese, fowl and ducks are plentiful at every farmhouse, and I saw good horses everywhere and herds of cattle grazing in the pasture land."

"The Turks who have been holding out in Medina, holy city of the Mohammedan faith, have capitulated to the King of the Hedjaz, it was officially announced. The capitulation was under the terms of

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Mr. John Faessler, registered owner, offers the services of the above-named Belgian Stallion to the progressive farmers of these districts. Inspection invited. — Conditions and fees on application to owner.