

The West

THE SASKATCHEWAN
PUBLISHING COMPANY, LIMITED,
1772 Rose Street, Regina, Sask.

The WEST is published every Wednesday.
Subscription price: One Dollar (\$1.00) per annum to all parts of Canada and the British Empire. To United States and other foreign countries, One Dollar and Fifty Cents (\$1.50) per annum. All subscriptions payable in advance. Arrears charged at Fifty Cents per year extra.
Advertising rates furnished on application.
Address all communications to the Company.

WEDNESDAY, SEPTEMBER 7, 1910.

THE SETTLER BEARS THE BURDEN.

Everything used by the farmer for himself, his home or farm is increased in cost by freight rates, while the returns from his produce are materially reduced by the cost of transportation from the farm to the market. Freight rates must, therefore, be a question of vital importance to the citizen of Saskatchewan, whether living on the farm or in the town. Any reduction in freight rates would mean a reduction in the cost of living and increased returns for the producer, a two-fold gain. We should then expect that a question of such importance would receive the earnest consideration of our legislators and that their efforts would be directed toward securing reductions that mean so much to every citizen of this province.

Some of our provincial governments have recognized the importance of this subject, and in dealing with the railroad companies have secured certain powers that have enabled them to force reductions that mean much to the local consumer and producer. The policy of securing railroads by guaranteeing the bonds of companies offers to governments the opportunity to secure these concessions. The provincial government can offer concession for concession; that is to secure a guarantee of bonds, the railway company must give control of rates to the government. Such a bargain is only a rational business transaction to protect the citizen from exorbitant rates due to monopoly or combination.

In 1901, when the Manitoba government secured the building of a competitive road, the Canadian Northern Railroad, by a guarantee of bonds, they retained the control over rates as far east as Port Arthur. Exercising this they have forced stated reductions in wheat rates on two occasions, amounting to three cents a bushel. The reduction on the C. N. R. compelled the competitive road, the C.P.R. to offer similar rates, securing the decreased freight rates to the people of every part of the province. To the farmer shipping 5,000 bushels of grain a year there was an annual saving to him by the foresight of the Manitoba government of \$150. The Manitoba government adopted the policy of concession for concession and the result was decreased freight rates, a material saving to the farmer.

Last year the British Columbia government entered into an agreement with the Canadian Northern Railway, whereby they guaranteed the bonds of that road for the construction of lines in the coast province. Here, again, a Conservative government adopted the policy of concession for concession and secured many concessions that will be of great advantage. Among others, they secured control of rates not only on traffic originating in the province but on that coming into the province. To make absolutely secure of these, they forced the railway to agree not to appeal to the railroad commission. The British Columbia government improved on the bargain made by the Manitoba government eight years before.

Saskatchewan from its situation and its large productive area had a unique advantage in dealing with the railways. All main lines must pass through the province, every mile of road passed through a country unequalled in fertility and was already settled awaiting railway facilities. The cost of building was the minimum, as the country is perfectly level and no expensive construction was required. The country as a freight producer is unequalled and the cost of construction of the roads the lowest possible. With these advantages our government was in a position to secure sensible contracts with the Canadian Northern Railway and the Grand Trunk Pacific Railway, the two corporations seeking assistance by means of guarantee of bonds. All they had to do was to adopt the Conservative policy as exemplified in Manitoba and afterwards in British Columbia—a policy of concession for concession. These roads could not build without the guarantee of bonds and the rich plains of Saskatchewan was a tempting inducement to them and they would have made reasonable concessions rather than see other roads building lines where they wished to place their own.

The Saskatchewan government had the Manitoba example before them. It seems impossible that any government with the advantages that the province had to offer to railroads would have failed to secure the advantages accruing from the control of rates. Nothing was secured. Instead of adopting a policy of concession for concession, our government gave everything and

secured nothing. In every province where the C. N. R. has dealt with the local governments they have had to make reasonable concessions except in Alberta and Saskatchewan, where Laurier's hired men hold sway. Our government promised railroads before they had completed a bargain and when forced to redeem their promises they were at the mercy of the railroads who refused to grant any concessions in return for government assistance. This is the result of placing men in control whose object is the retention of power even to the extent of sacrificing the rights of the people.

The Liberals claim that in giving the West another competitive road they have secured for the West reduced freight rates. Other Western provinces made sure by securing them by their own bargains, but our government offer us the very doubtful alternative of the G. T. P. We maintain that the G. T. P. will never be a factor in the reduction of rates. The road is built at such an enormous cost, the fixed charges being three times that of the C. P. R. or C. N. R. that to look for a reduction of rates from that source is absurd. Rather it is a factor in the retention of high rates. Under the C. P. R. charter, when that road has net earnings of over ten per cent. the control of rates is vested in the government. That time has arrived and the government dare not exercise its power or its graft child, the Grand Trunk Pacific. C. P. R. and the G. T. P. has two options, meet the reduction or maintain high rates. If they meet the reduction they cannot pay interest on their enormous capitalization; if they do not meet the reduction they will get no freight and consequently the earnings will be impaired and no interest forthcoming. The G. T. P. instead of being a factor for the reduction of rates is a sure guarantee that the present rates will be maintained. No relief can be looked for from the G. T. P. Liberal rule, both federally and provincially, has securely fixed the freight rate burden on the people of Saskatchewan.

The conditions as they exist in this vast land lead to the following conclusions:

- 1.—Reduction in freight rates mean reduction in cost of living and increased returns for the producer.
- 2.—Manitoba government secured reduction in freight rates by adopting a policy of concession for concession when guaranteeing bonds in 1901.
- 3.—British Columbia government in 1909 adopted a similar policy and secured much greater concessions.
- 4.—Saskatchewan government in 1908 did not adopt such a policy and secured to the railways their high rates and the people must bear the burden.
- 5.—No relief will be given by the G. T. P. owing to its enormous capitalization.
- 6.—The G. T. P. cost prevents the exercise of the government's power of control of rates on the C. P. R.

GOOD ROADS.

Increased wealth and a greater density of population has made the question of better roads an important subject, not only to the farmers of Saskatchewan, but also to the inhabitants of towns and cities. Good facilities for marketing produce is as important as the railway facilities that carry the produce from the market towns to the parts of the world where it is required. Bad roads must be a source of great loss to our farmers. In addition to the loss of time, there is the injury to the vehicles and horses and the discomfort to those who have to use them. Railroads now recognize the necessity of making road beds of the least grade and greatest permanency. The same principle should be applied to our public highways. Better roads for Saskatchewan are a necessity and more especially as in this province the greater portion of the produce of the farm must be drawn to the market, and in its most bulky and heaviest condition.

Many of the settlers of this province are familiar with the haphazard system of roadmaking that prevailed in Ontario a few years ago. Money, time and energy were wasted for years by lack of proper system and all the work resulted in roads that were disgraceful and without any promise of improvement. The result of the toll roads system, which were built by competent engineers and maintained in a proper state of efficiency. While these roads were good the method of maintenance was wrong, and the system had to be abolished. However, they furnished a striking example of what could be accomplished by scientific roadmaking and had much to do with the introduction of the Good Roads Movement in that province.

Some years ago the provincial government in Ontario set aside \$1,000,000 to be spent on the public highways. By this act any county could participate in the expenditure of the million by adopting a good roads scheme. This was a system of county or important highways in each municipality which was to be reconstructed on scientific principles. The conditions of the scheme were (1) the county council determined the roads to be assumed subject to the approval of the Minister of Public Works, (2) the county was entitled to receive from the government one-third of the cost, (3) the roads in the scheme were to be leading markets, roads, but should form where possible a connected system (4) the work was to be done under the direction of the county council subject to the regulations of the Department of Public Works. By this method Ontario is building

a system of model roads that will in time connect all the important centres and will furnish splendid facilities to the farmers of marketing their produce. The assumption of the cost of maintenance by the county of these roads has let the township greater means for building the other highways and a splendid series of lateral roads will result.

Turning to Saskatchewan we see a greater necessity for good roads than in Ontario. As was said, our farmers have heavier, bulkier and a greater quantity of produce to market. It is true that we have good roads for certain portions of the year, but it is equally true that very often what we most need them for is impossible. Good roads must come and the question is the most economical and scientific system to adopt.

Roads may be classified under the systems in vogue as stone, gravel, oil and dirt. The chief principle in them all is drainage. No road can be permanent without proper drainage. It is the fundamental principle of road building. The dirt road consists of grading so as to produce proper drainage. The oil road is the dirt road treated with crude oil, and experiments in this line are now being carried on in Saskatchewan, and probably will be in Regina. It is a system more adapted for city streets than rural roads. The stone and gravel roads are the dirt roads scientifically dressed with stone and gravel, and are the best and most permanent, and where material can be secured are being built under the Ontario system. Lack of stone and gravel may force Saskatchewan to attempt to secure a system of good dirt roads. These can be secured by proper drainage and the use of the drag. By good drainage and systematic use of the drag there would be few days in the year that our roads would not be in fair shape for travel.

By earnest work on the part of the municipalities, supplemented by assistance from the provincial funds much could be accomplished. Let the government agree to pay a certain proportion toward the building of leading roads on the adoption of some approved scheme by the municipalities. The municipalities could build the roads subject to regulations adopted by the government, and when the roads were approved would be entitled to receive one-third or one-half of the cost from the public funds.

The municipalities would have control of the expenditure, but to earn the government subsidy would have to build to the standard approved by the government. Municipalities can secure greater results than can the government from the expenditure of a certain sum of money, out the standard of the work would be maintained by the necessity of securing the approval of the government engineers.

In some parts stone and gravel roads would be possible and a start on the construction of these should not be delayed. An improvement in our roads is a necessity and the individual, the municipality, and the government should all work towards this end.

PRESS COMMENT

(Weyburn Review.)

The C. P. R. is building fifteen miles of railway west of Estevan to give the drought suffering farmers an opportunity to earn enough to tide them over the winter months. At least that is the reason given for building that particular line. Still the great short-coming for help in the harvest fields makes one ponder, for it does appear that the suffering settler could find the necessary employment garnering the grain in districts more favored than his own. That the government has prevailed upon the C. P. R. to build this line would almost lead you to believe there was something political about the deal, that some men have a better pull than others. Perhaps not.

(Telegraph.)

A minority numbering 84 delegates has voted at the Methodist General Conference with Rev. Dr. Cleaver in his contention that Victoria College is the home of tendencies that must undermine faith in the Holy Scriptures and fill the pulpits of Methodism with young men who preach the subtleties of an alleged scholarship rather than the certainties of a genuine faith.

A majority number 126 delegates has voted with Rev. Chancellor Burleigh in his contention that Victoria College is reverent in its teaching and beneficent in its influence.

A change of forty-two votes would have given the majority to the traditionalism espoused by Rev. Dr. Cleaver. The test vote shows that traditionalism still has a powerful following in Methodism, especially in the ranks of the laity. It seems idle to talk about a church being ripe for organic union with other churches when its own membership is rent by differences as acute and insurmountable as those disclosed in the debate on the Cleaver resolution.

ALCOHOL is almost the worst thing for consumptives. Many of the "just-as-good" preparations contain as much as 20% of alcohol; Scott's Emulsion not a drop. Insist on having Scott's Emulsion FOR SALE BY ALL DRUGGISTS

Sheep Industry

For a number of years it has been evident and it is now a matter of common knowledge that the sheep industry in Canada, particularly as regards the general production of market sheep and of high class wool, has been in an increasing decadent condition. Not only has the number of sheep owned in the country been gradually lessening but the interest in sheep growing has itself been on the wane. The census of sheep in Canada reveals the fact that the Dominion compares not at all favorably with other great agricultural countries of the world. Indeed, as compared with them it has permitted sheep-raising to become a somewhat insignificant phase of its agriculture, notwithstanding its great adaptability both as regards soil and climate for the growing of mutton and wool. In 1909 according to agricultural returns there were in the United Kingdom 31,838,833 head of sheep, in Australia 27,043,266 head, in New Zealand 23,480,707 head while the latest returns for Canada place the number at not more than 2,705,390 head. In view of the fact that sheep have not only a direct and primary value through the actual financial return which they make to their owners, but because they represent as well in themselves a pecuniary important asset in agriculture owing to their ability to increase soil fertility and to check and destroy the growth of weeds upon the land, the situation which the above figures suggest appears to be a rather critical one and one which may well receive careful consideration.

The reasons for the decline in the sheep industry in Canada have been the subject of much comment in various ways and while these need not be discussed in this note it may be well to state that the Live Stock Branch has had its attention very urgently directed towards the present unsatisfactory status of the business and in recognition of its importance to the country generally, has now decided that the time is ripe for the Canadian Government to consider a comprehensive policy and to undertake definite and extended measures likely to operate toward the encouragement, improvement and development of the industry as a whole. As a preliminary to the adoption of any settled policy and in order that the Live Stock Commissioner may inform himself thoroughly as to the details of the sheep and wool trade in Great Britain and the United States and as to conditions as they actually prevail in Canada, the Minister of Agriculture has authorized the appointment of a committee of two competent men to investigate the sheep situation in general in the three countries named. At the same time, it is the expectation that, without an actual visit, they will gather as much information as possible concerning the trade of the other great sheep producing countries in so far as it may be of interest in the development of the industry in Canada. It has also been thought advisable to have this committee consist of, in the first place, a wool expert whose special training has made him familiar with all the technical and practical phases of the wool markets and woolen manufacture in the United Kingdom and Canada and in the second place, a capable Canadian sheep breeder whose experience has given him a somewhat extended knowledge of sheep farming in this country. These gentlemen have already been appointed and are at present pursuing their investigations in Great Britain. The personnel of the committee consists of Mr. W. T. Ritch of Manchester, England, and of Mr. W. A. Dryden of Brooklyn, Canada.

Mr. Ritch though perhaps unknown to the members of the Sheep Breeders' Association, has had familiar and honorable relationship with trades people in Canada for a period of years, having represented while in this country certain English cloth manufacturers whose interests he served efficiently and acceptably. Mr. Ritch's experience has made him thoroughly familiar with the woolen industry in England and Scotland, and the wool markets and manufacturing districts of that country and has besides given him a general knowledge of the woolen trade including that in staple and shoddy articles and in the manufactured product both of England and America. He has visited also in a business capacity Australia and New Zealand and has made careful observations concerning the growth and marketing of wool in these two countries. Combined with his technical knowledge, Mr. Ritch has acquired a practical understanding of the growing and handling of wool on the farm and together with this has evidenced an enthusiastic and intelligent comprehension of what may be expected from the development of the sheep industry in Canada, thus commending himself to the attention of the Commissioner in connection with the appointment of the committee. It is felt that Mr. Ritch will be able to place such information at the disposal of the Minister, his officers and of all interested in sheep breeding in this country as is likely to be particularly valuable in the furtherance of the scheme for the upbuilding of the industry which is now in contemplation.

To other members of the committee, Mr. W. A. Dryden of Brooklyn, Ontario, is very well known to the Stock Breeders of Canada. The presence of Mr. Dryden is a great advantage to many of the qualities which gave his father so large an influence

in his own province and although as yet a comparatively young man, has acquired a knowledge of the stockman's art, which has already brought him to the fore amongst Canadian breeders. Mr. Dryden's Collegiate and Agricultural education has been such as to bring him into demand in a more or less public way, and, in recent years, he has been about Canada a good deal in connection with judging and other work under the supervision of the Live Stock Branch. Mr. Dryden's judgment, is practical and his recognized popularity speaks well for the confidence which may be expected from his fellow breeders in his ability to perform, with credit to himself and them, the work which he has now undertaken. In combining the services upon this Committee of a practical sheep man with that of a technical expert the Department has reason to believe that the problems of production and of marketing, both as regards wool and mutton, will be studied, and as discussed in such close relationship that the results of the inquiry will most successfully serve the purpose for which it is undertaken.

After consultation with the Live Stock Commissioner the members of the Committee have of course been allowed the liberty of depending largely upon their own initiative in planning their route and in evolving the details of their investigations. The general procedure will, however, be somewhat as follows. Mr. Ritch preceded Mr. Dryden to England in order to attend a number of important wool fairs, in progress during August and September. There he will be in close association with wool merchants and with men interested or engaged in the woolen trade in its several branches and will thus be enabled to discuss with them in all its phases the various details of the industry in connection with both home and foreign markets.

Both members of the Committee are arranging to be present at the big late summer and autumn sheep sales which are annually held in the latter part of August, during September and in October. They will visit Smithfield and the largest meat markets of London and of other important cities. It is possible also that they will be present at the annual ram sales at Kelso and at one or two other leading centres. This will bring them into intimate touch with sheep breeders, mutton raisers, dealers, butchers and provision men in all the important localities. It will give them an insight into conditions and methods as they prevail upon the farms throughout the country. It will direct their attention to the systems of marketing in operation in every stage of the business. It will furnish them with information concerning prices, profits and as to the extent and nature of the trade, and, in short, give them a knowledge of the great Sheep Industry of the United Kingdom and of the important trade in dead mutton and lamb. It is hoped that the investigations in possession of such information and of such facts and statistics as may enable it to intelligently assist in building up a great Canadian business in the raising of sheep and also in finding a place for the Canadian produce of wool and mutton in the commerce of the world.

Returning to Canada, the investigators will visit all the provinces and interview prominent sheep men and manufacturers in order to familiarize themselves with the difficulties, drawbacks and defects in connection with conditions as they now prevail, and which have hitherto operated to retard the advancement of the sheep industry in the country. It is expected that they will gather information as to the injury inflicted on our agriculture through the decline of interest in sheep raising, that they will take note of the localities, where the growing of sheep could be most easily and profitably encouraged and that, bringing to bear the suggestions gleaned from their general inquiry upon the various phases of the situation as they find it in Canada, they will draft recommendations for the guidance of the Commissioner in framing, in the very near future, such a policy as will prove in the best interests of the industry.

If time permits Mr. Ritch and Mr. Dryden will also visit the United States. In many States of the Union, as compared with Canada, almost uniform conditions prevail, particularly as regards the advantages that are possible and which may be derived from an extensive sheep trade. Many single States own more sheep than are to be found in the whole of the Dominion and although to the south of the line there may be some discouraging features in the general situation, nevertheless there may be much in the way of suggestion to be learned from that country. Further, trade relationships between the two countries must always be more or less intimate and as the United States, notwithstanding a severe duty, imports annually from Canada a goodly nature of wool, it would seem to be of direct advantage to have some specific information concerning the status of the trade in the former country and also as to its availability as a future market.

Canada has undoubtedly wonderful possibilities and large opportunities in connection with the development of its sheep population. The present investigations have been undertaken as preliminary to the adoption of a permanent scheme for the encouragement and upbuilding of the industry. In the belief that Canadian agriculture must necessarily suffer severely while sheep remain so few in number in the country, the Ministers and his officers will not be satisfied until statistics show a

NERVOUS DEBILITY

OUR NEW METHOD TREATMENT will cure you and make a man of you. Under its influence the brain becomes active, the blood purified so that all plumes, blotches and ulcers heal up; the nerves become strong as steel, so that nervousness, heartiness and despondency disappear; the eyes become bright, the systems are invigorated; all drains cease—no more vital waste from the system. You feel yourself a man and know marriage cannot be a failure. Don't let quacks and fakirs rob you of your hard earned dollar.

50¢ NO NAMES USED WITHOUT WRITTEN CONSENT

THREATENED WITH PARALYSIS

Peter E. Summers relates his experience: "I was troubled with Nervous Debility for many years. I lay in bed, inactive and enervated in youth. I became very despondent and didn't care whether I worked or not. I imagined everybody looked at me as if I was a fool. I was very nervous and my hands and feet were cold, tired in the morning, poor appetite, sleep was shaky, eyes blurred, halitosis, memory poor, etc. Numbness in the fingers and in the face. The doctor told me I had nervous prostration. I took all kinds of medicines and tried many first-class physicians, wore an electric belt for three months, but received little benefit. I was induced to consult Dr. Kennedy & Kennedy, though I had lost all hope. After treatment I was cured. The improvement was like magic—I could feel the vigor going through the nerves. I was cured mentally and physically. I have since been many patients and continue to do so."

WE TREAT AND CURE VARICOSE VEINS, NERVOUS DEBILITY, BLOOD AND URINARY COMPLAINTS, KIDNEY AND BLADDER DISEASES AND ALL Diseases peculiar to Men. CONSULTATION FREE. BOOKS FREE. If unable to call write for a Question Blank for Home Treatment.

DRS. KENNEDY & KENNEDY

Cor. Michigan Ave. and Griswold St., Detroit, Mich.

NOTICE

All letters from Canada must be addressed to our Canadian Correspondence Department in Windsor, Ont. If you desire to see us personally call at our Medical Institute in Detroit as we see and treat no patients in our Windsor offices which are for Correspondence and Laboratory for Canadian business only. Address all letters as follows: DR. KENNEDY & KENNEDY, Windsor, Ont. Write for our private address.

Blackstock, Flood & Co.

Farm Lands and City Property

1701 Scarth St. Regina, Sask.

- SIX FARMS for sale on the crop payment plan.
- 640 ACRES highly cultivated land near Francis. Do not miss this.
- 960 ACRES near Kindersley in the Eagle Lake District at \$13.00 per acre.
- 960 ACRES near Rosetown at \$16.00 per acre.
- 640 ACRES near Milestone at \$8,000.00.
- THREE IMPROVED FARMS south of Tynan 3 and 4 miles. Cheap.
- 640 ACRES 4 miles South of Richardson, well improved. Good buying.
- WANTED—A list of your Regina City property.
- WANTED—A farm to rent.
- WANTED—A list of that farm you want to sell.
- WANTED—A man with money to buy a section.

CHARCOAL

BEAVER BRAND

DOES NOT SMOKE! But becomes glowing and red hot a few minutes after you light it. No wood needed—just a little paper and a match. Cheap. Well yes, only 35c for a half bushel dustproof bag.

WHITMORE BROS., LIMITED
Agents for Saskatchewan
In Regina Pharmacy 1719 Scarth Street, Regina

STANDARD CHEMICAL CO. OF TORONTO, LIMITED

MONEY TO LOAN

Mortgage Loans made to farmers at lowest current rate of interest and on favorable terms of repayment. No time lost in completing loans. Expenses moderate.

General Agents in Saskatchewan for:—
The London Mutual Fire Insurance Company.
The Rimouski Fire Insurance Company
The Dominion Fire Insurance Company
The Equity Fire Insurance Company
The Calgary Fire Insurance Company
The National Provincial Plate Glass Insurance Company
The Saskatchewan Guarantee and Fidelity Company
WANTED—Local agents for Fire Insurance and Bonds. All unrepresented districts.

McCALLUM, HILL & CO.
Real Estate and Financial Agents, REGINA, SASK.

return of at least ten times the present estimate and until sheepraising has established itself, as a recognized factor in promoting the national prosperity.

le McBride the Coming Leader?

A unique interest attaches to the September number of Busy Man's Magazine because in it is to be found a striking prophecy about the future of the Hon. Richard McBride, Premier of British Columbia, based on the extraordinary likeness he bears to three great political leaders. These three men are Benjamin Disraeli, Sir John A. Macdonald and Sir Wilfrid Laurier. This striking likeness is brought out clearly in the portraits of the four men which illustrate the article and which are placed together for purposes of comparison. Richard McBride is still a young man, but even today he bears a marked resemblance to all three men referred to, and in his mannerisms he is astonishingly like Sir John A. Macdonald. All interested in the political situation in Canada, Conservative and Liberal alike, should not fail to see this convincing prophecy.

German Spy Arrested.
Portsmouth, Eng., Sept. 6.—The German army officer who was arrested while engaged in sketching the fortifications, is still detained at Fort Pembroke. The man's name is supposed to be Elmer and he is connected with the construction division of the German land forces. Documents found upon the alleged spy, are said to include sketches of the forts all along the hills. The papers have been despatched to the war office.

REGISTRATION OF VOTERS 1910.

NOTICE is hereby given that, under the provisions of The Saskatchewan Election Act in that behalf, His Honour the Lieutenant Governor by and with the advice of the Executive Council has been pleased to issue his proclamation in that behalf setting forth:—
1. That it has been determined to make and revise lists of voters for the electoral divisions of Moose Jaw City, Prince Albert City, Saskatoon City and Regina City.
2. That deputy registrars shall sit for the purpose of receiving applications for the registration of voters on Monday, the third day of October, 1910, and each successive day thereafter (exclusive of Sundays) until and inclusive of Thursday, the thirteenth day of October, 1910, between the hours of nine o'clock in the forenoon and six o'clock in the afternoon with interruptions from half past twelve o'clock to two o'clock and from six o'clock to half past seven o'clock, for the purpose of receiving applications for the registration of voters.
3. That each deputy registrar shall post up the list of voters for each polling subdivision for which he is appointed as required by Section 45 of the aforesaid Act on or before Tuesday, the eighteenth day of October, 1910.
N.B.—By Section 12 of the Act persons entitled to be registered as voters must have resided in the Province for at least twelve months and in the electoral division where they seek to be registered for at least three months immediately preceding October 25th next.
Dated at the Executive Council Chamber, Regina, this second day of September, 1910.
J. W. McLEOD,
Clerk of the Executive Council.

G. T. P. for H. B. R.

Ottawa, Sept. 4.—The route by which connection will be made between the Grand Trunk Pacific and the Hudson Bay Railway has been decided upon. A Grand Trunk Pacific branch line will run from Saskatoon through Melfort and connect with the Hudson Bay Railway at Pas Mission.