

8% PROPERTY

ER, F. C.

SCHOOL DEBENTURES PURCHASABLE

Contractors

Save money. We are special detail work.

Estimates, Counters, etc. prepared at once.

O. L. LTD. FACTORY EDMONTON, ALTA.

THE ORIGINAL AND ONLY GENUINE BEWARE OF IMITATIONS SOLD ON THE MERITS OF MINARD'S LINIMENT

RAYDON'S

Get Fly Poison

Discs

Get by the bushel and the most of Fly Exterminator to use in PACKAGE FOR 25 CENTS.

H. GRAYDON

Chemist & Druggist, 1111 290 Jasper Ave.

LEGAL

ESBACH, O'CONNOR & ALLEN, Attorneys, Notaries, Etc.

Wm. Short, O. M. W. Green, O. M. Sigger, J. T. CROSS & BIGGAR, Attorneys, Notaries, Etc.

Wanted

Wanted - A TEACHER FOR THE SINGER S. D. N. 750 for a term of 10 months commencing the first of September.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

Wanted - A TEACHER FOR THE SINGER S. D. N. 418 first or second district for Alberta duties, to begin on or about Sept. 1st. Salary \$100 per month plus board.

SEMI-WEEKLY

VOLUME V.

MORE STRINGENT REGULATIONS.

Canadian Exporters May Look for Stern Rules from Britain.

Montreal, Sept. 21—London special cable says Canadian exporters may expect far more stringent regulations affecting imported foodstuffs as Lord Winchelsea's forthcoming report, when addressing Bristol meat men, Special regulations for stringent inspection foreign and Colonial meat, officially promulgated last week, are only preliminary to other and more restrictive regulations, affecting inspection, preparation, storage and distribution after cigarette, often asking stuffs, Burns and other free trade members instead of removing cattle embargo, was determined to find in an extended restriction on ground of public health a popular substitute for suggested import duties.

WINNING AT ROULETTE.

Lord Rosslyn is Making Scientific Test of System to Break Monte Carlo.

London, Sept. 23—The luck has turned in favor of Lord Rosslyn in the roulette tournament. During the afternoon he won \$18,730 in some counts. He started the day with \$2,000 to the bad and lost in the morning session \$4,270. Then came his run on during which he wiped out all his losses and had \$7,400 to the good. Hiram Maxim worked the wheel and spun the ball until his back ached. Lord Rosslyn, working at mysterious calculations, smoked cigarette after cigarette, often asking Hiram to stay the wheel until he settled a knotty problem as to what the stake should be in the next spin. The crowning moment of his triumph was at the end of a run on the red. The stake every time was \$965 and he wanted to reduce it so as not to come too near the maximum of \$1,200 when the red came up six times in succession. Then he changed to the black but with a reduced stake, and lost. Enormous interest is being taken in the contest which, although undertaken as a scientific test, is not for profit, is proving a big advertisement for Monte Carlo.

Horses Killed the Boy.

Estevan, Sask., Sept. 22—Christina Millar, aged 15 years, who was engaged with his father north of here, was struck and killed by a horse while watering the horses at the farm. The horse, which was a white Arabian, was driven by the boy, who was dragged some distance and died a few minutes later.

Harvey Will Die.

Victoria, Sept. 22—While unloading his horse from the steamer Prince Victoria in this port, James Coffey, a well known rancher of Oakland, Cal., owner of Lacrosse and other horses, sustained a kick from a horse which fractured his skull. He underwent an operation in the Jubilee hospital, but little hope for his recovery is entertained.

Officials Know Nothing of Rumor.

Montreal, Sept. 21—The Canadian Pacific officials state they know nothing whatever regarding the rumor sent out from Chicago that the Chicago Great Western Railway would become subsidiary to their road.

St. James Division, Montreal.

Montreal, Que., Sept. 22—Ex-Judge Dougherty was nominated tonight as Conservative candidate for St. James division of Montreal.

Out of Respect For Late Bishop.

Montreal, Que., Sept. 21—In recognition of the French leader, Alderman Lapointe, the city council adjourned out of respect for the late Bishop.

The MANCHESTER HOUSE

ESTABLISHED 1858

Blankets and Comforters

In a great big variety of qualities, sizes and prices. All new goods.

W. JOHNSTONE WALKER & CO.

267 JASPER AVE., EAST.

C. N. R. TAPPING THE COAL FIELDS

Survey Made For Line From G. T. P. to the Brazeau Coal Fields.

William Burns, a C.N.R. surveyor and engineer, and E. M. Hill, assistant engineer, returned to the city yesterday from the country west of Edmonton. They have been engaged for the past eight months in survey work for the Canadian Northern in the Brazeau river district. Mr. Burns was thrown from his horse on the return trip to Edmonton, and injured his leg. He is being cared for at the General Hospital. Mr. Hill went east last night to Winnipeg to make a report to head office.

The C.N.R. company has 20,000 acres of coal lands in the vicinity of the Brazeau coal fields. Tests have been made of this coal, and it has been found to be admirably adapted for steam purposes, being much harder than the coal found around Edmonton. For the past eight months Engineer Burns and party have been engaged in running a preliminary survey from the coal fields to the G. T. P., tapping that line somewhere between the Pembina and McLeod rivers. The company proposes building this air line, which will be about 50 miles in length, in order to get out this coal as cheaply as possible.

The grade from the C. N. R. coal property on the Brazeau to the G. T. P. line is such that the coal may be taken down to the G. T. P. without the expenditure of an ounce of steam. This will greatly lessen the cost of bringing the coal to points on the C. N. R. where it is required. No definite statement has been made as yet by C. N. R. officials as to when this line will be built. In view of the fact that the G. T. P. line will be completed west of Edmonton in 1905 or 1906, it is probable that this air line of the C. N. R. will also be built next year. The coal mines in the Brazeau district probably be opened up this winter so that coal may be shipped out to Edmonton by the end of next year.

IS GREAT WESTERN MERGED WITH C. P. R.

Traffic Officials of Two Railways Are Considering Questions Relative to Freight Shipments—President Shaugnessy on His Way to Minneapolis—St. James Division of Montreal.

Minneapolis, Sept. 22—Traffic officials of the C. P. R. were at the Ryan hotel, St. Paul, today meeting with the traffic officials of the Chicago Great Western railway considering the shipment of freight between the Great Western and C. P. railroads. W. B. McInnes, Montreal, general traffic manager and W. B. Laidlaw, Winnipeg, assistant traffic manager, arrived this morning to meet the local officials. As the hearing is held behind closed doors, nothing can be learned as to the agreement reached. The feeling seems to confirm the rumors that the Great Western is merged with the Canadian Pacific. This rumor is denied, however, by A. B. Stickney, of the Great Western.

Montreal, Sept. 22—A report states that President Shaugnessy has left that city for Minneapolis. In this connection however local officials of the Great Western and C. P. railroads deny that there is any connection between the visit of President Shaugnessy and the possibility of the purchase of the Great Western by the Canadian Pacific. The president of the Canadian Pacific is expected to visit Montreal, but that if he had started he would be at St. Paul. Mr. Shaugnessy is expected to arrive in Minneapolis during the night.

FAVORS WORTH GETTING.

Steel Magnate's Children Receive Valuable Gifts.

New York, Sept. 22—A despatch to the Tribune from Pittsburgh says: When W. H. Singer, the veteran iron and steel manufacturer of this city, and his wife celebrated their golden wedding anniversary stocks and bonds to the value of \$4,000,000 were the favors to each guest. The story just came out today through the filing of certain papers in the probate court at the court house, although the dinner with the \$4,000,000 favors was given on May 27. Invitations to the party were sent to the children of Mr. and Mrs. Singer. They are William Henry Singer, Jr., the landscape architect, who is now in Norway; George Singer, in the iron and steel business in this city; Mrs. William Rose Singer, of Philadelphia, where her husband is an architect; and Miss Marjorie Singer, who is still at home.

Gracers Combine Trial.

Toronto, Ont., Sept. 21—The trial of the Hamilton Gracers, the 20-year-old combine charge began before Chief Justice Sir John Holmes at 10 o'clock this morning at a special sittings. The former secretary of the guild, Stanley Cook, was put in the box and the minutes, books and circulars of the guild produced through him. These books were intended to form the foundation of a combine case, showing detailed negotiations in the direction of exclusive selling rights and prices. The trial was adjourned until October 19.

GOVERNMENT WILL BUILD IT.

Official Report of Sir Wilfrid Laurier's Speech at Niagara Falls Makes Definite Announcement Concerning Hudson Bay Railway.

Ottawa, Sept. 22—The official and authorized report of Sir Wilfrid Laurier's speech at Niagara Falls, on September 19th, has been issued here. It makes the announcement that the government will build the Hudson Bay Railway itself as a government work more specific than the newspaper report of his speech, although the latter was fairly clear on that point. Sir Wilfrid spoke in the open at Niagara Falls within the sound of the falls, and the shorthand reporters did not catch the announcement exactly as Sir Wilfrid made it. This was Sir Wilfrid's statement: "The government will build the railway. The government will build it. It will be entrusted with the operation, but whatever we do, all of the terminals and the elevators shall be built by the government and under all and every circumstance by the government, so as to insure the largest measure of benefit possible to the Canadian people in the Northwest provinces."

CALGARY DIOCESE GRANTED \$17,500.00

Fifth Session of Anglican Synod of Canada Opens in Ottawa Today—Mission Board Reports Increase in Work of Western Diocese—Board Approves Laymen's Missionary Movement.

Ottawa, Sept. 22—The fifth sessions of the Anglican Synod of Canada opens here tomorrow and will continue until September 30. The prolocutor will be elected tomorrow and it is practically certain he will be Rev. Dean Farthing, of Kingston. Clerical Secretary Dr. G. G. Guelph, will retire as he is now occupying a government position. The general assembly will meet today to prepare for the session. The appointments and gifts for three years were given in detail, showing a rise from \$9,641 in 1905 to \$16,135 in 1907. The average grants to the dioceses of Qu'Appelle, Sask., and Calgary, Alta., under this year has increased from \$2,211 to \$17,500. The report lauded the Laymen's Missionary Movement and said that it had lifted mission giving to a higher plane. Prolocutor MacIn, of Toronto bore testimony to the co-operation of the churches in this movement. No special difficulties had been discussed, the report stated.

Stony Plain Now Has Railways. During his many visits to this settlement there was one thing they had often talked about, and one thing they had often promised. But one thing he was never able to say before he had too much to say. He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else.

He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else.

He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else. He had had too much to say to say anything else.

FAMOUS ARTIST DEAD.

Dropped Dead of Heart Disease on St. James Street.

Montreal, Sept. 22—Death came with startling suddenness to Mr. B. Julien, artist of the Montreal Star. He was in the Star office at 5.30 and left to go home, but dropped dead on St. James Street before he had reached his home. Heart disease is said to be the cause of his death. He was 68 years of age and had been on the Star staff for nearly a quarter of a century. He began his art as an engraver and achieved considerable fame by his military sketches in the Montreal Star. He was probably the best-known and cleverest black and white artist in Canada. He had a widow and a large family. Mr. Julien had been in failing health for the past year.

TRIED TO KILL CABRERA.

Ingenuous Plot by Guatemalan Would Be Assassinate.

San Francisco, Sept. 22—According to reports brought here by officials of the Guatemalan government, a plot was hatched to assassinate the president of the United States. The plot was hatched by a Guatemalan, who was in San Francisco, and was intended to be carried out in the city of San Francisco. The plot was hatched by a Guatemalan, who was in San Francisco, and was intended to be carried out in the city of San Francisco.

WHO GAVE WEST NEW RAILWAYS?

Hon. Frank Oliver Addresses Electors of Stony Plain—Enthusiastically Received.

At Stony Plain last night a large number of residents of the town and the surrounding district gathered in the spacious Monte Carlo hall to hear Hon. Frank Oliver, the Federal candidate for the Edmonton constituency. The speaker was received with the greatest enthusiasm. He addressed the audience for about an hour, and his speech was well received. He spoke of the importance of the railway to the west, and of the need for a new railway to connect the west with the east. He said that the government was determined to build a new railway, and that he was proud to be a part of it.

EDWARD SWIFT TO INVEST IN B. C. TIMBER

The Chicago Millionaire and His Party, Recently in Edmonton to View the Fraser River Packing Plant, Are Now Looking Over the Coast Province.

Vancouver, Sept. 22—Heading a wealthy party, Mr. Edward Swift, vice-president of the Swift Packing Co., of Chicago, reached here last night from Winnipeg, after making various stops at the mountain resorts of the Canadian Pacific railway. The object of his visit is in connection with his large interests in the Fraser river sawmill at New Westminster, and to investigate various timber positions.

For nearly a year Mr. Swift has had an expert cruiser reporting on limits in the interior and on Vancouver island, as well as the coast mainland. Mr. Swift and his Chicago following have millions of dollars for investment. They are buying British Columbia timber.

Mr. Swift devoted a day to an inspection of the sawmill at New Westminster. It will lead all other sawmills in production when operations are started. The mill is a fine example of modern machinery. Extensive improvements have been in progress for nearly a year, or since American capital acquired a controlling interest in the enterprise, which also owns a big mill at Anacortes, Wash. The visitors will next inspect large timber areas near Hazelton, which they contemplate buying.

Mr. Swift met Mr. Marpole, general executive assistant of the Canadian Pacific railway, at the Hotel Vancouver this morning. This gave currency to the report that the Chicago millionaire was negotiating for timber in the C.P.R. belt. Mr. Swift declined to give details at this juncture.

Mr. Swift's party consists of Mrs. A. D. McRae (Winnipeg), Mr. and Mrs. E. Tilden (Chicago), Mr. Peter Swift, Mr. J. H. Smith, and Mr. M. T. S. Darling (Winnipeg). Mr. McRae is president and general manager of the Fraser River mills, Mr. Jansen is Col. David's son, and Mr. Darling is a millionaire.

Mr. Darling is the president of the Saskatchewan Valley Land Co. Mr. Tilden is also a capitalist who rates his wealth in the millions. Mr. Darling is the nephew of the Canadian Northern railway.

"A tariff will be elected president, and an era of prosperity will be ushered in in the United States. This also means better times for the Dominion," Mr. Jansen said. "Prominent public men here are of the opinion that the movement will place foreign lumber and pulpwood on the free list. This is inevitable, as the Americans are looking to Canada for their timber supply, and the rapid depletion of the American timber reserves. A just appreciation of the conditions has resulted in the investment of millions of American capital in timber limits in British Columbia during the past two years. This movement will grow. The demand for lumber will soon improve. Although the American crop is small, the farmers are getting good prices. Conditions are also favorable in the Canadian prairie region. There is a small population but the land has realized at least \$120,000,000 out of the crop. Figure out what this means."

"British Columbia timber is fast becoming a favorite investment for American capital," admitted Mr. Swift. "I shall probably also take a trip if I can find anything that suits me. It does not require any superior judgment to see that with the decrease in the forest throughout the world timber is bound to rise in price. Enormous areas in British Columbia have already been acquired by Americans. They know a good thing when they see it. The removal of the duty from foreign lumber entering the United States will largely stimulate the sawmill industry in Canada. This change is sure to be carried out in the near future. Then sawmilling will no longer complain of being overstocked. I can see no reason why additional capital, aggregating millions, will not seek investment in British Columbia timber limits."

Manitoba Goes in Debt. Winnipeg, Sept. 22—The Manitoba government has disposed of \$345,000 Ontario debentures in Montreal and New York at 95.

(Continued on Page Three.)

FATE OF VILLAGE UNKNOWN.

Grand View, Wisconsin, Cut Off by the Forest Fires.

Ashtland, Wis., Sept. 22—More than a thousand miles of fire wall has been built in the country about Lake Superior and Lake Huron. Not one continuous fire, but a thousand small fires, sometimes a mile apart, often times five miles, broken here and there by cities like Duluth, Ashland, Marquette and the surrounding cleared country. The wind came up again today for the first time in several weeks, and the bad effect was immediate. The village of Grand View, near Mason, was cut off from the rest of the world, no communication being possible, and the fate of the town is problematical. An unverified report states that the village of Mason is burning, with the big lumber plant of the Edward Hines Lumber Co., and the Grand View Packing Plant, and fire is reported in all directions up to the mountains. There are millions of feet of timber under reservation, all of which will probably be lost.

CAMPAIGN OPENS AT CLOVER BAR

Hon. Frank Oliver Appears Before His Constituents—Liberal Policy of Development.

Hon. Frank Oliver opened his campaign last night at Clover Bar. The meeting was held in the schoolhouse and was attended among others by Premier Rutherford, R. P. Ottevelt, William Keith, Rev. F. J. Johnson, St. Dredman, J. Schroter, T. Jones, Yes, "Ink" (Strathcona), and Mr. Ottevelt was voted to the chair.

Premier Rutherford was called upon to speak at the outset of the meeting, and in responding spoke of the progress that has been made in the province. When he came to the province thirty years ago there was not more than 20,000 people. The cities of Edmonton and Calgary to-day claim more than that. The election took place about a year, after he arrived in Alberta. Mr. Oliver was then the candidate and they returned him by a magnificent majority. Alberta, in the last parliament, was entitled to four representatives. In the next parliament, it would be entitled to seven.

So he was right in saying that the province was making rapid strides. Up to a few years ago, Mr. Oliver was plain M.P. for the district. Since then he has been prominent in the House of Commons. He was sure that not only the electors of his own district, but the people of the entire province, would be proud to have him occupy a ministerial position, which was, to them at least, the most important one in the government of Canada. (Cheers.)

The affairs of the interior department had, since the present government came into power, been well administered. No serious adverse criticism had been offered to the administration of the Hon. Frank Oliver. (Cheers.) People were pouring into this western province in large numbers, and he thought he could say that the immigrants, which had been coming hither in the last four or five years, had been satisfactory. They had been largely from the older provinces of Canada, from the United States and from the Home Land. They, of course, assimilated rapidly into the Canadian people, and the institutions of the country, and many were making splendid settlers. The present government was going to the transportation. We propose to take additional steps, as far as possible, off the cost of carrying the farmers' produce to market, and to add thereby to the net value of his produce and of his land. We propose to cut out a thousand miles of the transportation between the prairies and the sea by building the Hudson Bay railroad. (Cheers.) That is the main transportation project, which we can do before the electorate for renewed support. We did not come before you with the transcontinental project until we were ready to carry it out, as you may rely upon us, if returned for another term, to carry out, as faithfully, our pledge to build the Hudson Bay railroad. (Cheers.)

After our success with the G. T. P. project, which involved the building of over 3,000 miles of railway, there can be little doubt of our capacity to get 500 miles from the Saskatchewan river to Hudson Bay constructed. The railway will be built, if we receive the sanction of the people. (Renewed cheering.)

"Remember, this is especially your fight. The transcontinental was of as much benefit to the east as the west. But the east cannot be expected to have any enthusiasm for the Hudson Bay railroad, and as a matter of fact, the transcontinental project will be built, if we receive the sanction of the people. (Renewed cheering.)"

"Remember, this is especially your fight. The transcontinental was of as much benefit to the east as the west. But the east cannot be expected to have any enthusiasm for the Hudson Bay railroad, and as a matter of fact, the transcontinental project will be built, if we receive the sanction of the people. (Renewed cheering.)"

"Remember, this is especially your fight. The transcontinental was of as much benefit to the east as the west. But the east cannot be expected to have any enthusiasm for the Hudson Bay railroad, and as a matter of fact, the transcontinental project will be built, if we receive the sanction of the people. (Renewed cheering.)"

"Remember, this is especially your fight. The transcontinental was of as much benefit to the east as the west. But the east cannot be expected to have any enthusiasm for the Hudson Bay railroad, and as a matter of fact, the transcontinental project will be built, if we receive the sanction of the people. (Renewed cheering.)"

"Remember, this is especially your fight. The transcontinental was of as much benefit to the east as the west. But the east cannot be expected to have any enthusiasm for the Hudson Bay railroad, and as a matter of fact, the transcontinental project will be built, if we receive the sanction of the people. (Renewed cheering.)"

"Remember, this is especially your fight. The transcontinental was of as much benefit to the east as the west. But the east cannot be expected to have any enthusiasm for the Hudson Bay railroad, and as a matter of fact, the transcontinental project will be built, if we receive the sanction of the people. (Renewed cheering.)"

THE CONTROL OF RAILWAYS.

It is, of course, a great thing to have railroads, but it is not enough to have them working your farms, on shares with them. Railroads need control, and this was effectively introduced by the establishment of the railway commission four years ago. Formerly a railway company, if it had a dispute with an individual, could wear him out in the courts of law because of the power of its purse. To-day, disputes are settled by the railway commission, and a man can now get a square deal as between himself and the railway company. It is admitted on all hands to give a most effective control over railroads in the interests of the people. No more effective government control of private railways exists in the world. The formation of the commission is a further complication of the government's policy, and so favorably has it been regarded that public opinion has induced the government to enlarge its powers so as to bring telegraph, telephone and express companies under its jurisdiction. This has necessitated the increase of the number of commissioners from three to six and there is not a man in Canada to raise a voice against the additional expense incurred. Everyone could

in the world. That is an achievement of merit and may, therefore, be the subject of boast. But it is not merely a subject of boast, it is good business. For, the better the railroad, the better the trade, and the shorter the route the cheaper the transportation. (Hear, hear.) And the cheaper the transportation the greater the value of every bushel of grain that the farmer produces and of every acre of land that he owns. Now that is what we have been striving for all these years and what we are on the eve of attaining.

"There have been many difficulties to overcome. For some years there was not enough traffic for the C. P. railway, and we could not advance our projects in the face of such a circumstance. We had to wait, therefore. But with the movement of the people hither, traffic suggests the possibility of one transcontinental railway. The government not only undertook the latter, but encouraged the development of a third railway system, namely, the Canadian Northern, and year after year, as the people have poured in and taken up fresh land, new railroads have been built.

"No Railway Monopoly To-Day. For many years after I was sent to Ottawa, the railway monopoly, which we used to talk about together, was just as strong as ever, and I was twitted with that fact. But I ask you to-day: Where is the railway monopoly? There is as effective competition throughout this western country, as there is in any other country in the world.

"This is something that could not be brought about in a day. But it is the policy of the government to bring it about as speedily as possible, and as soon as it was possible it was achieved. We are all reaping the benefit of the government's railway policy, and no one now talks of railway monopoly. Five years ago people talked of monopoly, and now we have the transportation problem, is, however, still incomplete. Some 2,500 miles intervene between the heart of the prairie and the sea, and not withstanding effective competition, this must still be a heavy tax on the farmer's produce, and as an ultimate market across the ocean; so that while the government has done a great deal, it has not done enough. Length of haul by deepening the harbors on the lakes, by deepening the transcontinental and by assisting the C. N. R., there still remains much to be done before we can have a free market across the ocean.

"The transportation problem is, however, still incomplete. Some 2,500 miles intervene between the heart of the prairie and the sea, and not withstanding effective competition, this must still be a heavy tax on the farmer's produce, and as an ultimate market across the ocean; so that while the government has done a great deal, it has not done enough. Length of haul by deepening the harbors on the lakes, by deepening the transcontinental and by assisting the C. N. R., there still remains much to be done before we can have a free market across the ocean.

"The transportation problem is, however, still incomplete. Some 2,500 miles intervene between the heart of the prairie and the sea, and not withstanding effective competition, this must still be a heavy tax on the farmer's produce, and as an ultimate market across the ocean; so that while the government has done a great deal, it has not done enough. Length of haul by deepening the harbors on the lakes, by deepening the transcontinental and by assisting the C. N. R., there still remains much to be done before we can have a free market across the ocean.

"The transportation problem is, however, still incomplete. Some 2,500 miles intervene between the heart of the pr