

REMINISCENCES OF DAYS OF REBELLION

Major Swinford, of Winnipeg, a Prominent Old-Timer of the West, Recalls the Days of the Wolsley Expedition and the Rebellion.

The exigencies of his responsible position as general agent for the Northern Pacific Railway brought to the city this week one of the well-known old-timers of the west, who has in the past forty years rounded out a notable career in the development of the west.

Major Swinford, of Winnipeg, who addressed the Canadian Club here on Monday, passed through the city again today on his return to Winnipeg. His address, to which he himself referred as simply dry facts about transportation, gave a thorough resume of the development of modes of travelling here from the days of pony trails and pack trains and the days of the stagecoach to the present day.

This is necessarily so, for in his own person Major Swinford has lived through the various periods of western growth, and he knows what color and direction there was in the actual life of each period. He was brought to the west by the patriotic impulse and the advent of the Dominion of Canada.

When it first broke out, and I assure you it was not expected by many of us, Deputy Adjutant General Houghton took charge.

His life has been one of undoubted interest and variety—all that the west has to offer, and this was considerable. Perhaps this is why there is still about the Major's erect, spare frame the atmosphere of the pioneer's early years.

Of Saxon Descent. In early youth the Major came with his parents and a few others to the southern corner of English Bay, near the mouth of the St. Lawrence river, where the Swinford family had settled in Wellington County, Ontario, and it was here that the young man's intense interest in the study of the history of the west began.

There were 2,000 of us, and I do not think I am prejudiced in this—under arms in Canada who were better physically equipped. Numbers of the drilled men volunteered, but only one out of four was accepted.

The young explorer is of Icelandic birth and speaks the Eskimo language fluently. He will live in the country and on what he can find.

He will start late in April from Edmonton, and will travel 1,800 miles in the route.

WASHINGTON, April 1.—The long expected correspondence between the United States and Venezuela respecting pending American claims against the latter country, was submitted to the senate today, and is almost certain to create a profound impression.

It will be difficult to digest the vast mass of material which Secretary Root has placed before congress, but even a cursory inspection of the documents make it evident that the negotiations have reached a critical phase.

The president realizes the fact is shown by his transmission of the matter to the senate without any comment regarding the correspondence, and especially United States Secretary of State Root's strong presentation of the case as sufficient to instantly enlist the attention of congress.

All of the correspondence and documents were referred to the senate committee on foreign relations. Secretary Root will appear before the committee tomorrow, ostensibly to discuss some of the terms negotiated at The Hague, but it is understood he will take up the Venezuelan affairs and suggest some action.

Charges Against N.Y. Official. Albany, N.Y., April 1.—Charges against President Joseph Bernabe of the borough of Queens, city of New York, were filed with Governor Hughes today by Wm. Spittig, of Far Rockaway, representing, as counsel for C. F. Zimmer and other taxpayers, which are filed in Zimmer's name, alleged misconduct in office, incompetency, neglect and violation of law in the administration of his office during the years 1905, 1907 and a portion of 1908.

THE LEGISLATURE OF SASKATCHEWAN

Opened this Afternoon With Approval of the Throne Delivered By Chief Justice Wetmore in Absence of Lieutenant-Governor.

Regina, Sask., April 2.—In the absence of Lieut-Governor Forget, Chief Justice Wetmore formally opened the third session of the first Saskatchewan Legislature at three o'clock this afternoon with the customary ceremony.

"What sort of a man was Wolsley?" "We respected him thoroughly. He was a fine, capable man, practical and winning the confidence of his men. He was a soldierly man. There were no hills to be found about his tent. He travelled with just as light equipment as any man in the force, and it could not have been much lighter."

"What feeling did you and your companions have for the rebels?" "I think my attitude was shared by many of them. When I set out to fight I had a lively contempt for them or for any man who would rise in arms against the Crown or its representatives. But naturally, when we had settled in near them and understood the condition of affairs and the limitations of the people who had been only a few years before a race of hunters or voyageurs. We soon found, too, that in those days Ottawa was not as well aware as it is today of the pressing needs of the west. It was after the last rebellion of 1865 that the west became an important factor in the national life."

As to Seed Grain. Owing to the scarcity of seed grain of sufficiently good quality in certain portions of the province, and the difficulty which our farmers were likely to experience in procuring good seed, my government thought it advisable to take steps to deal with the matter.

Since your last meeting here a very important measure affecting the financial relations of the province with the Dominion has been passed by the Imperial parliament. This measure grew out of the proceedings of the inter-provincial conference held at Ottawa in 1906, at which representatives of my government were present.

Conditions of Export. Recently strong representations were made to the government in regard to the practical failure of the market for British Columbia forest products, and the fact that the Dominion has been granted a monopoly of the export of logs from the coast.

Upon investigation the provincial government found that these representations were well founded, and determined in order to save the owners of the logs from loss—and many would have been ruined—these logs should be sold to the Dominion.

Immediate Benefit. It is hoped that it is not the intention of the government that No. 1 fir logs, free from teredo action, should be placed in the hands of the Dominion on this side of the boundary line to care for all first class fir logs, and none will be permitted to be shipped to Puget Sound. It is understood that to effect issue provided that it should be applied to logs now in the water, and not to future cut. It was further granted that before a permit should be granted a certificate showing that the requirements of the government have been satisfied must be secured from Andrew Haslam, secretary of the provincial government.

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PREPARING FOR THE SEEDING SEASON

Farmers in the West Awaiting the Advent of Spring—Probabilities of a Good Crop—Little Activity So Far.

Winnipeg, April 1.—The possibilities of the three prairie provinces with respect to crop area in 1908 are being eagerly canvassed all over the country at the present time, and many a business man is concerning himself about the outlook for the season.

Estimates have been made in various quarters during the past three weeks, but they have been based largely on hopes or guesswork, or both. It is now possible to make accurate estimates about the probable nature of the coming weather. What is holding its own over the greater part of the west for the time being, and there is nothing doing on the idea of an early start in seeding so far as actual operations are concerned.

When spring comes with the intention of making a normal start, there will be a rush to the fields, and the preliminary work which is now going on counts as a factor in the whole campaign.

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RAISE EMBARGO ON B. C. LOGS FOR EXPORT

British Columbia Coast Loggers Will Clear Out Undesirable Stock as Result of Provincial Government's Action.

Vancouver, Mar. 30.—During the next few months British Columbia coast loggers will clear out a large stock of undesirable stock of logs from the coast.

As to Seed Grain. Owing to the scarcity of seed grain of sufficiently good quality in certain portions of the province, and the difficulty which our farmers were likely to experience in procuring good seed, my government thought it advisable to take steps to deal with the matter.

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NEW ENGLAND FRENCH RETURNING TO CANADA

Hundreds Are Preparing For Quebec or Canadian West—Hundreds Are Considering Buying Land for Farming Purposes.

Montreal, April 3.—Mr. Rene Dupont, formerly immigration agent for the Quebec & Lake St. John Railway, and now retirement agent for the Dominion government, has just returned from a trip through the New England states. He says that the outlook for factory hands there is not by any means bright, and in several places visited, work for only two or three days a week can be obtained, consequently all eyes are turned northward.

Day after day hundreds of letters are received at the immigration agencies from people wanting information as to terms of settlement in the Canadian west or as to the price of farms in the Quebec fatterland. So far Providence and Woodstock in Rhode Island and Manchester, New Hampshire, have furnished the largest contingents for this province, and it is said that at least seventy-five families from these points are desirous of coming west. The Portland agent reports that one day there were seven car loads of returning Canadians.

Mr. Dupont referred to the great movement some thirty-five years ago, which followed the close of the American war. The return of the sons and daughters of these people, as well as many of the old ones who want to die in Canada has become so pronounced that Mr. Dupont had just had an interview with the Department of the Interior relative to a more systematic coming with this important matter. He declares, however, that it is only the minority of the people returning who express a desire to settle in the western republic. Mr. Dupont replied in the affirmative. Many of them, he declares, are able to buy farms.

COLLISION ON INTERCONTINENTAL. Trains Meet Head-on—One Man Killed; Several Injured.

Newcastle, N.H., April 1.—In a head-on collision between two passenger trains at Derby Junction, near here, late today, one man was killed and several injured.

The dead, Bert Lamkey, of Starcourt, single brakeman on the west-bound passenger train, was killed by the engine of the east-bound train. The injured, Conductor Edward Vye, hauled through the door of the regular, badly hurt, receiving hospital care. Injured, Conductor Edward Vye, hauled through the door of the regular, badly hurt, receiving hospital care.

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220,000 MINERS ARE IDLE

Failed to Agree on Wage Schedule With Coal Operators.

Indianapolis, Ind., April 1.—Two hundred and fifty thousand coal miners are idle on account of the failure of the United Mine Workers of America and the coal operators to agree upon a wage scale to go into effect on the 15th inst. The strike, which is being held in an effort to reach an agreement in the different states, and which is being held in an effort to reach an agreement in the different states, and which is being held in an effort to reach an agreement in the different states.

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