

transcontinental scheme which holds out no promise of any relief whatever to the people of the West for years and years to come.

The Board of Trade of Regina has, it would appear from an article in the Standard of that city, been expressing themselves on the railway question. The article points out that Regina cannot afford to wait any slow development and that it is within the power of the Canadian Northern to afford immediate relief. The Standard of the 13th inst. says:—

No time should be lost in interviewing the management of the Canadian Northern. The Standard, while opposed to the municipal bonusing of railways would favor the granting of some special inducement to the C. N. K. to come quickly. Fifty thousand dollars or even one hundred thousand would be but a partial offset to the advantages that would accrue to the city if the Canadian Northern should build their extension during the coming season and be prepared next fall to take part in the hauling of our farm products. Let us look at it from a strictly business point of view. The city's assessment roll for 1904 will not be far short of two million dollars. There is not in the entire area of the city a piece of property so poor that its value would not be advanced twenty five per cent. by the advent of this road. That means a direct advantage of a half million advance in real estate, of which a large share is now owned by the city itself. It may be that the Canadian Northern is not looking for an inducement in cash. Let it be distinctly understood that we would offer it only as a "time bonus" as already stated. The C. N. K. will doubtless come here of its own accord

some time; but we need it now and it is our duty as twentieth century people laying some claim to enterprise, to press for that which will meet our present need. We have been living in the future long enough; let us begin now to live in the active present. Procrastination is, the thief of time. Do it now.

We think this is a fair expression of the desire of the progressive people of the West to secure better railway facilities immediately. The willingness of the Standard, although opposed to municipal bonusing, to offer a cash inducement to the Canadian Northern to make things happen right away proves that the people of the West are not going to be content with promises of a transcontinental railway to be completed ten or fifteen years from now.

In its issue of the 20th the Regina Leader, which is controlled by Mr. Walter Scott, M. P. for West Assiniboia, welcomes the announcement that the Canadian Northern proposes to extend its lines from Hartney to Regina at once. It remarks that many settlers in the fertile district will be served by the railway. The Board of Trade has passed a resolution expressing pleasure at the announcement that the Canadian Northern will build to Regina and pledging generous and practical support to the company. It is expected that the railway will be brought into the city before next winter. By the way Regina now boasts of a population of 10,000 people.

