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SEMI-WEEKLY EDITION

VOLUME V.
**HUDSON BAY ROAD
STARTED IN 1910**

Minister of Railways Informs Parliament That Construction Will Begin This Summer.

Ottawa, Ont., Feb. 1.—Hon. George Grahame, Minister of Railways, in the course of the annual statement which preceded the consideration of the railway estimates made an important announcement that the government will proceed with the construction of the Hudson Bay railway this year.

The minister said his remarks upon the report recently written by Mr. Butler deputy minister and which was based on the report of Mr. Armstrong, engineer in charge of surveys. He confessed that he had been surprised that as a result of investigations made by Armstrong it had been decided that Nelson Harbor was superior to Churchill Harbor and proceeded to say:

"Mr. Speaker, I wish to make it clear to the country and clear to this House that this Government has been committed to this work and intends to proceed with it with all possible speed. After a full study of the matter, or rather a study of it so far as is possible at the present time, government has decided, and believes that the country will concur in that decision that it is advisable to make the Hudson Bay route another great outlet for the rapidly increasing products of the western part of this great country. Every citizen who can be saved the people of the west in the transportation of their products will go largely to remunerate the labor they expend in cultivation of the land. The government intends to proceed as rapidly as possible with construction of this work."

"Now Sir, I come to a very important matter, the Hon. Gentlemen, have no doubt read in the report presented by Mr. Butler something which no doubt surprised many members, as it certainly surprised me, refer to the fact that in the opinion of Mr. Armstrong, the engineer, Nelson Harbor is superior to Churchill, as far as the Hudson Bay route is concerned. I had already concluded whether right or wrongly that Churchill was the best harbor for the Hudson Bay, but my preconceived idea in that respect has been upset. The report states that in expressing opinion that Nelson is the better harbor. Why would it be the better route?"

Mr. Grahame—"To Nelson it is 67 miles shorter than to Churchill."

"Mr. W. F. Macdonald, Liberal member for Pictou, who contended that the surplus should have been put into the road."

French Treaty in Force.
Hon. W. S. Fielding announced that ratifications in respect to the Franco-British treaty had been received in Paris, and that the treaty is now in full effect between the two countries.

DEATH'S AWFUL TOLL
IN THE PRIMERO MINE
Charged Remains of Half Hundred
Victims Recovered—Score More Buried in Pit.

Primer, Colo., Feb. 1.—Half a hundred crumpled and charred red human forms lying a melancholy row on the grimy floor of a greasy machine shop, covered with rough gunny sacks, each legged at the ankle with a slip of paper to show the identity which the buried victims no longer revealed, some headless, armless or mangled to a dreadful pulp, with twenty-six more bodies scattered about in the same place, and a pile of feet from the light of day—this is the frightful toll of the explosion in the Primero mine disaster.

Primer, Colo., February 1.—Seventy-six lives at the very least have been sacrificed to king coal and these figures are the figures of the Colorado Fuel and Iron Company. There may be more than that concealed behind the eastern barriers, but none can possibly be alive. The explosion of the gas, dust, or whatever it was—and the exact cause is still a mystery—swept the long galleries leading into the mountainside like a great ball of fire and whirled away almost every human life in its path.

Out of that charnel house has come one living man, a pitiful young Mexican, Leonardo Virgen, 21 years old, who saved his life by jamming his face into his tin lunch bucket while the dead wind played about him and blew away the lives of 10 comrades, who saved one by one at his feet. He was picked out of a charred heap of bodies by the first band of rescuers who entered the hole, and when they lifted him to his feet he blinked his eyes and quavered: "Please, boss, can I go home now?"

He was hampered in by a mass of dead bodies of men and mules, and how he lived through the frightful night, when every other man around him had been killed, and things connected with this disaster, but when they took him home and removed his shoes, pieces of flesh came with them, and his recovery is a matter of doubt. Today he wanted to join in the rescue work.

The Canadian Bulletin.

PATHFINDERS FOR THE PEACE RIVER

Grande Prairie Settlers Decide to Locate Wagon Road For Themselves.

The corridors and public rooms of the St. James Hotel were thronged with men interested in the Peace River country, at eight o'clock last night, the time called for meeting to discuss the feasibility of a direct road to Grande Prairie. So many had gathered that it was found necessary to adjourn the meeting to the auditorium of the Y.M.C.A. and here for two hours, the very live question of the opening up of Grande Prairie to settlers, by a short route was earnestly discussed. A map, showing the proposed roads from Edwinstowe, Grande Prairie via Sturgeon Lake, and from Medicine Lodge directly north, was displayed, and the difference of opinion as to the feasibility of the Sturgeon Lake trail being made into a wagon road, a number of those who knew the trail were quite sure that no serious difficulty would be encountered in building a wagon road through from Writicourt to Sturgeon Lake. No one was able to say whether it was more feasible to run north from Medicine Lodge on the G.T.P., which has been proposed as an alternative route. It might, or it might not, be practicable.

At the close of the meeting a committee was appointed to ascertain the most feasible and shortest route to Grande Prairie together with an estimate of the cost. This committee is to work independently of any investigations which may later be made by the provincial government. Two petitions were circulated and read, one to the Minister of the Interior, asking that a colonization route be constructed from Edwinstowe to Grande Prairie, and the other to the Minister of Public Works of the Alberta government, asking that steps be taken immediately to locate, and construct a short wagon road to Grande Prairie.

Wheat Growth in 1923.
H. B. Round of Edwinstowe was appointed chairman of the meeting. Mr. Round is well known as one of the oldest pioneers of the last part of 1876 he erected the first stone building at Peace River Crossing. Before assuming his duties as chairman, Mr. Round stated that the meeting was called for the purpose of the audience he gave his views on the Peace River country and the road to Grande Prairie.

English Aviator Injured.
In Experiments at Cairo Aviator's Aeroplane Crashed to Ground.

Cairo, Feb. 1.—His motor ceasing when his aeroplane was 200 feet in the air, Aviator Singer, an Englishman, was seriously, if not fatally hurt when the machine crashed to the ground today at Helipolis. Singer had been flying for several weeks at Helipolis and conducting experiments with a motor which he expected to increase the speed of aeroplanes materially. He had suffered several accidents, but hitherto escaped serious injury.

Ontario Legislature.
Estimates Include Two and a Half Millions for Transmission Line.

Toronto, February 1.—As the main estimate for the current year was passed at the last session of the legislature, the supplementary estimates for the positions of the aviator, yesterday afternoon, are the final feature of the session. The total expenditure of \$3,265,000 in which is \$2,500,000 for the hydro-electric transmission line from Niagara Falls.

MONTREAL TURNS OUT OLD REGIME

Famous "23" Go Down and Out—Citizens' Slate Candidates All Elected.

Montreal, Feb. 1.—The reform ticket swept the city today in the municipal elections and Montreal tonight is rejoicing at her release from the thrall of the famous 23 whose motto was the highest tendency and a substantial stake off. The whole slate of the citizens' committee was elected by large majorities and not one of the famous 23 aldermen of the old regime remained by Judge Casgrain's investigation of civic administration has survived the battle. Dr. Guerin, the reform candidate for mayor, was swept in over Senator Casgrain. This result was practically a foregone conclusion as Senator Casgrain's campaign was a purely local one, and he appealed to the French Canadian electorate purely on the ground that he was one of their race. The four citizens' candidates for the board of control head the list of 18 candidates who ran for the four seats by large majorities. They are Messrs. Wanklyn, Lachapelle, Dupuis and Abois. The reform ticket received a splendid majority in all parts of the city. One of the features of the election was the fact that Dr. Guerin led in the east end of the city as well as in the English wards, which proves that the determined efforts to stampede the French Canadian electorate in favor of Senator Casgrain were disregarded by the best elements of the French Canadian community.

GREATEST MENACE TO PARIS THAT OF FIRE

Authorities Have Prohibited Fires of any Kind Owing to Fact That Water Supply Has Failed—Two Hundred Thousand Are Consequently Suffering From Cold Wave

Paris, Feb. 1.—Two hundred thousand homeless and destitute Parisians are suffering in the cold wave which has settled on the city. Their condition is serious and so far has defied the efforts of the authorities to relieve them. The discovery of a coal famine was another development of today. The supply is practically exhausted and the mines in Belgium, from which Paris draws three-quarters of its supply, are shut up by the floods.

Regina Post Office Closes.
Regina, Sask., Jan. 31.—Commencing Sunday next the local post office will be completely closed on Sundays in accordance with instructions received here from the Post Master General.

SIR G. A. DRUMMOND DEAD

Montreal, Feb. 2.—Sir George A. Drummond died at half-past three this morning after a past three days' illness. He was one of the greatest Canadian citizens and a merchant prince, financier, philanthropist and art connoisseur. He was active in many lines. Educated in Edinburgh, he came to Canada in 1854, aged 25, and entered the sugar refining business. Since then his interests have grown in all directions, not the least notable being the development of the Nova Scotia coal mines.

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ONTARIO LEGISLATURE

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THE COREAN REBELLION

Peking, Feb. 1.—Further details of the revolt against the Japanese in South Phougan, Corea, were received today. All the government buildings were burned by the rebels and the Japanese and Korean officials shot to death. Government troops shot and killed ten of the rioters before they were subdued. Two hundred arrests were made today.

SWAN LAKE BANK BURNED

Swan Lake, Man., Feb. 1.—The Bank of Hamilton branch here was destroyed by fire this morning. It is not known yet what condition the safe and papers are in.

Winnipeg Tragedy

Winnipeg, Man., Feb. 2.—The dead body of an unknown man supposed to be a Galician was found early this morning in a pool room of one of the hotels in the north end. He was last seen alive about twelve o'clock the previous night in the pool room and was then intoxicated. Two of his companions refused to see him home. The police are investigating.

Canada's Future Assured

London, February 1.—W. W. Smithers, president at the Canada Club banquet, declared Canada was not overcast and had advocated a sane system of emigration. Sir E. Speyer remarked that Canada's is going to be the most remarkable development of modern history, nothing could stop it. Britain was ready to supply the capital. Sir William White said the characters of Canada's warm-hearted, optimistic and proud citizens alone assured her future.

LEAGUE WILL ASK FOR TOTAL PROHIBITION

Resolutions Which Were Presented to the Temperance and Moral Reform Convention for That Object in View—More Than One Hundred Delegates Are in Attendance.

That the Temperance and Moral Reform League of Alberta will ask radical measures in connection with temperance legislation in the province at the coming session was apparent from the attitude taken at the annual convention which opened this morning in the First Baptist church with President W. G. Hunt, Calgary, in the chair. There were present over a hundred delegates representing every part of the province and the feeling was unanimous in favor of a great curtailment if not the entire elimination of the liquor trade in Alberta.

INSPECTING WRECK

Section Men Used Many "Shims" on the Fatal Section.
Sudbury, Ont., Feb. 1.—At today's session of the House of Commons a bill to authorize the construction of new Canadian Northern lines in the West and to renew a number of existing charters. The committee agreed to the construction of the following new lines:

From a point at or near Dundee, thence in a generally northerly and easterly direction to a point on the Winnipeg river in or near township 18, range 10, east of the principal meridian.

From a point on the company's line of railway at or near Portage la Prairie, thence in a generally southerly and easterly direction to a point on the Redwood section of its line in or near township 5, range 7, west of second meridian.

From a point at or near Moose Jaw, thence in a generally southerly and easterly direction, keeping west of Moose Creek and the third meridian to a point in or near township 2; thence easterly to a point at or near "Pointe-aux-Lacs" on the north shore of the Redwood section of its line in or near township 1, range 6, west of second meridian.

From a point on the Qu'Appelle, Long Lake and Saskatchewan Railway between Davidson and Disley, thence in a generally westerly and northerly direction to a point on the Saskatchewan-Calgary line in or near township 30, range 14, west of the third meridian.

From a point on its main line at or near Leeburn in township 48, range 25, west of the third meridian, thence in a generally westerly and northerly direction to a point on its authorized line between Edwinstowe and Camrose, in or near township 60, range 22, west of fourth meridian.

From a point on its Saskatchewan-Calgary line in or near township 30, range 14, west of the fourth meridian, thence in a generally northerly and westerly direction to a point at or near Rocky Mountain House on the North Saskatchewan River.

From a point on its Saskatchewan-Calgary line at or near the crossing of the Red River in or near township 38, range 19, west of the fourth meridian, thence in a generally northerly and westerly direction passing through or near Intisfall and Rocky Mountain House to the head waters of Brazeau and Redwood rivers, thence to a point on its authorized line at or near Yellowhead Pass.

From a point of its constructed line near Winnipeg, thence in a generally southerly and easterly direction to a point on its construction line near the south end of Lake Manitoba.

From a point on its authorized line between Prince Albert and Battleford, in or near township 46, range 3, west of the third meridian, thence in a generally northerly and northerly direction to a point at or near the Great Slave Lake.

From a point on its authorized line, east of Lake Manitoba, thence westerly to a point on its authorized line between Grand View and Roblin.

C.N.R. PROJECTS WESTERN LINES

Ottawa, February 1.—The railway committee of the House of Commons today partly disposed of Dr. Galt's bill to authorize the construction of new Canadian Northern lines in the West and to renew a number of existing charters. The committee agreed to the construction of the following new lines:

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From a point of its constructed line near Winnipeg, thence in a generally southerly and easterly direction to a point on its construction line near the south end of Lake Manitoba.

From a point on its authorized line between Prince Albert and Battleford, in or near township 46, range 3, west of the third meridian, thence in a generally northerly and northerly direction to a point at or near the Great Slave Lake.

From a point on its authorized line, east of Lake Manitoba, thence westerly to a point on its authorized line between Grand View and Roblin.

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