Maritime Provinces would be twenty-nine seats instead of thirty-five. In 1875, after the first redistribution bill following Confederation, the Maritime Provinces had forty-three representatives in a House of two hundred and six members. If the same rule is applied in the next Redistribution bill these Provinces will have but twenty-nine members in a House of two hundred and thirty-one, and the number will be constantly reduced by such decennial census.

It is time that the people living in Nova Scotia, New Brunswick and Prince Edward Island should be thorough ly aroused to the true condition of affairs and unite in a vigorous effort to prevent any further reduction in our representation at Ottawa. The growth of the West will be more rapid during the next ten years than during the past decade. Quebec can hardly be expected to keep pace with the development that is certain to come in the Prairie Provinces. The great growth of Canada for the next quarter of a century, at least, will be west of Winnipeg and while we in the Maritime Provinces are not withput the state of a Roman Catholic Prime Minister and of Yankee fears of a Roman Catholic Prime Minister and of Yankee fears of a Roman Catholic Prime Minister and of Yankee fears of a Roman Catholic Prime Minister and of Yankee had been provinced in the next quarter of a century, at least, will be west of Winnipeg and while we in the Maritime Provinces are not withpace with the development that is certain to come in the Prairie Provinces. The great growth of Canada for the next quarter of a century, at least, will be west of Winnipeg and while we in the Maritime Provinces are not without hope of benefiting by the growth of the West, it is in the natural order of things that unless measures are taken to prevent it, our influence in the House of Commons will be seriously interfered with and important matters of legislation affecting the material welfare of the Maritime Provinces will be dealt with by men who have no deep Interests to serve or personal acquaintance with the merits of those issues under discussion.

It is gratifying to know that Mr. Flemming, following in the footsteps of Mr. Hazen, is doing everything in his power to bring about measures that will prevent any further decrease in our representation. He has already placed himself in correspondence with the Premiers of the other Provinces of the Dominion and arrangements are being made to bring about a renewal of the negotiations commenced by Mr. Hazen to secure justice for these Provinces by the sea.

tion of seats on the basis of sixty-five for the Province of Quebec will reduce the representation of the Maritime Provinces by six and that of Ontario by four. The four Western Provinces gained five members each, a total of twenty, while the Eastern Provinces lose ten, making the net gain ten.

As usual the Maritime Provinces suffer more severely chan Ontario. Under the re-arrangement New Brunswick would have but eleven instead of thirteen seats; Nova Scotia fifteen instead of four. The total of the Maritime Provinces would be twenty-nine seats instead of thirty-five. In 1875, after the first redistribution bill following Confederation, the Maritime Provinces had

(Winnipeg Telegram.)

As long as the open well is tolerated in towns or cities typhoid fever will slay its thousands. The most recent typhoid fever will slay its thousands. The most recent typhoid fever will shay its chousands. The most recent typhoid fever will shay its

Iter was laid on the table for onsideration.

B. Telephone Co. had made a for permission to place goes that is being made by the Grand Trunk Pacific Railway, and for the information of the public we publish reported on by the engineer few to keeping the number within reasonable bounds, as eat present numerous in of the city.

The lines at present in operation are at present in operation are at present numerous in of the city.

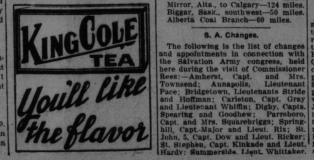
Fort William Northwest via Winninger Saskatoon, Edmonton and Edson to Fitzhugh—1.472 miles.

Prince Rupert to Copper River—100 miles.

Canora via Yorkton and Melville to the city of the city.

Canora via Yorkton and Melville to the city of the city.

Canora via Yorkton and Melville to the city of the city.



West 111-41 to West 179
Main 1561-21 Phippen, Mrs. H., residence, 46 Broad.

Main 2052-11 Power, Fred J., residence, 35 Paddock.

Main 1403-22 Paul, E. W. residence, 3 Hazen, number changed from Main 1649-11 to Main 1403-22.

Main 2038-32 Robinson, E. H., residence, 77 Dorchester, number changed from Main 2335-31 to Main 2038-32.

Main 1666-12 Strain, Robt, residence 46 Hazen, number changed from Main 2038-32.

Main 1666-12 Strain, Robt, residence, 19 Dorchester, number changed from Main 1656-12.

Main 1348-41 Ward, Josh, residence, 19 Dorchester, number changed from Main 1859-41 to Main 1348-41.

F. J. NISBET, Oct. 31st, 1911. Exchange Manager Canora via Yorkton and Melville to Regina—151 miles.
Tofield, Alta., to Mirror—70 miles.
There is also a total mileage of about 900 on other sections of the easiern division which is in partial operation by construction trains. The following lines are under construction: Fitzhugh, Alta., to Copper River, B. C.—618 miles.
Regina, Sask., via Moose Jaw northwest—93 miles.
Regina, Sask., to international boundary—90 miles.
Young to Prince Albert, Sask.—120 miles.

N. B. HISTORICAL SOCIETY.

An enjoyable feature of the monthly meeting of the New Brunswick Historical Society last evening was the reading by Rev. Dr. Raymond, of extracts from a paper written by His Honor Judge McDonald, of Brockylle, Ont., entitled "Joel Stone, a Connecticut Loyalist." Timothy O'Brien, the president, occupied the chair. W. Shives Fisher and D. Lewis, of the public works department, Escuminac, were elected members. The report of Judge Armstrong, the chairman of the Caton Island monument committee was read and adopted. The secretary was asked to convey to Jass. Lowell the thanks of the society for his gift of the site of the monument and to arrange for a deed of the same land to ar



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