

THE FIRST GUNS FIRED IN THE PROVINCIAL CAMPAIGN

Big Liberal Mass Meeting in the Separate School Hall Addressed by Premier and Attorney General.

AUDIENCE WARMLY WELCOMES MEMBERS OF THE GOVERNMENT

Premier Reviews the Record of the Administration and Hon. Mr. Cross Speaks of Work of His Department.

There Has Been No Criticism of the Liberal Government so There is None to Answer—Little Heard Now of the Issues of 1906—Railway Policy Pleases All Parts of the Province—People Asked to Endorse Legislation of the Past Three and a Half Years.

The Liberal campaign in Alberta was opened last night by a mass meeting in the Separate School hall, at which the speakers were the Premier, Hon. Dr. Rutherford, and the Liberal candidates in Edmonton, Hon. C. W. Cross and Ex-Mayor John A. McDougall. Despite the other attractions, including the Edmonton-Winnipeg Hockey Match, the splendid auditorium of the school was filled to the doors by an audience whose hearts were in unison for the cause of Liberalism, and whose one endeavor was to show their appreciation of the magnificent record of administration of the Rutherford government.

Before the speakers appeared on the platform and between the speeches a twelve piece orchestra and a number of soloists entertained the audience. A feature of the meeting was the spirited singing of the rousing old English choruses and the adaptation of "We're all Pals together" to the local situation.

The chair was occupied by George B. McLeod, vice-president of the local Liberal association, who gave a few brief but happy introductory remarks. He regretted the absence of Hon. Mr. Cushing and Hon. Mr. Finlay, who had been unavoidably detained in the south of the province. "We have with us," said the Premier, Hon. Dr. Rutherford, "our candidates, Hon. Mr. Cross and Mr. McDougall, who will hereafter be our chief speakers in this campaign. The Premier's remarks were given in a manner that was both timely and pertinent. He pointed out the great things to be done in the future."

Premier Enthusiastically Received. Hon. Dr. Rutherford was greeted with continued applause and the hearty singing of the chorus. "We're all Pals together."

The Premier, in opening, thanked the audience for their magnificent reception. It was fitting, he said, that he should open the campaign at the fair city of Edmonton. It was not his policy to denounce the opposition, in fact from his remarks it would hardly be known that there was an opposition. There was practically no opposition in the country to his government. "We're all Pals together."

The Conservatives had held a convention at Red Deer and had elected their planks was a criticism of the government. There were no opinions offered in answer for some had been offered in the administration. There were now 1,200 teachers in the province and there was a larger number than in any other province in the Dominion. Thus the welfare of the children was being well looked after.

pay towards the administration of the province. Other items of revenue were from liquor licenses, registry offices, Attorney General's department, etc. In all, the year's revenue would amount to something over \$3,000,000, and a surplus of about \$12,000 was expected.

No Money Had Been Borrowed. Instead of paying interest to the banks since the government came to office, it had received almost \$100,000 from the banks by way of interest. The Premier gave a statement of the proposed receipts and expenditure for the year, showing how the money to be collected this year was being spent.

The provincial treasurer of Manitoba had taken credit recently because of the fact that the province had spent on public buildings, etc., in ten years. The Alberta government had spent an equal amount, but only in three years out of eight. Other public buildings had been purchased but despite those purchases the province was not in debt. The government policy was to improve all the roads and bridges leading to the towns and cities. The Premier had already taken hold of this matter magnificently and in a few years there would be a great improvement in the roads and many bridges would be completed. The southern people wanted bridges and the northern people wanted roads. All portions of the province had been justly benefited by the government and it had endeavored to treat all the people alike.

The Telephone Policy. A little over two years ago the government adopted a telephone policy. Now the government owned all the telephones in the province except the systems in Edmonton and Red Deer. The telephone business was kept together apart from the rest of the province. The government was to own the telephones and the telephones were to be paid for by the ratepayers.

Big Increase in Edmonton. In Edmonton in 1905 there were 24 rooms, with 24 teachers; now there were 58 rooms, with 58 teachers. Nothing shows the growth of Edmonton and the progress of the city more than this. There were now 1,200 teachers in the province and there was a larger number than in any other province in the Dominion. Thus the welfare of the children was being well looked after.

No Need for Investigation. Sir Wilfrid Laurier pointed out that Mr. Taylor had neglected the custom of the House in not notifying the department that he intended to bring up this matter. Consequently the session could not be so complete as it otherwise would have been. The Premier said they would have hired a horse and rig to deliver a message to a house served by an independent railway company.

Four Liberals Are Nominated. The Liberal candidates in Edmonton, Hon. C. W. Cross and Ex-Mayor John A. McDougall, were warmly received by the audience.

Miner's Escape Again Debated. The administration of the criminal law. Sir Wilfrid Laurier pointed out that Mr. Taylor had neglected the custom of the House in not notifying the department that he intended to bring up this matter.

WALKER AND DUNCAN MARSHALL NOMINATED

Liberal Candidates for Victoria and Olds Go Into Fight Under Most Favorable Auspices—Wilfrid Gariepy, L. Boudreau and Omar St. Germaine Are Possible Candidates in St. Albert—Meeting at Morinville.

London, March 2.—There was a brilliant company last night at the Author's Club banquet to celebrate the centenary of the birth of Edgar Allan Poe. Sir Arthur Conan Doyle presided and was supported by Ambassador Reid and Mrs. Humphrey Ward and many leading British authors and a large number of American residents. Among the guests was Captain Poe, the oldest member of the Poe family.

The speeches, which were delivered by Ambassador Reid, Sir Conan Doyle, Captain Poe, Charles Garvie, the novelist, and Francis Henri Grubb, were interspersed with recitations of Poe's poems. Sir Conan Doyle, after referring to the tragedy of Poe's life paid a glowing tribute to Poe's work, saying: "It is the irony of fate that he, as he said he should do, died in poverty, for if every man who wrote a story which was indirectly inspired by Poe were to pay a tithe toward a monument it would be such a would dwarf the pyramids." The speaker credited the inspiration for his own detective stories to Poe.

The Queen Is Better. London, March 3.—Queen Alexandra is better today and expects to attend court this afternoon.

Walker and Duncan Marshall Nominated. The Liberal candidates for Victoria and Olds went into the fight under most favorable auspices. Wilfrid Gariepy, L. Boudreau and Omar St. Germaine are possible candidates in St. Albert. A meeting was held at Morinville.

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HIGHLY ATTRACTIVE AUCTION SALE

Messrs WALKER & FRASER will sell for Mr. Geo. W. Davies, AGRICOLA, one of the first settlers in the district at S. W. 1/4 16-54-22 W. 4th, 3 miles south of Fort Saskatchewan.

Tuesday, March 2nd 1909 at 10 a. m. sharp, (Free Lunch at noon) one of the finest lists of Farm Stock and Implements ever offered by Auction in the district.

19 First Class Horses, 29 First Class Cattle, 11 First Class Hogs, full outfit of Implements, full outfit House Furnishings, etc., etc. See posters for full details. EVERYTHING GOOD. RESERVE THE DATE.

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THE GRIDIRONING OF ALBERTA WITH RAILWAYS

1761 Miles of New Railway Guaranteed by the Rutherford Government Under its Progressive Railway Policy. 175 Miles to be Constructed This Year. The Bonds of the G. T. P. C. N. and Alberta and Great Waterways Railways Guaranteed to the Extent of \$25,343,000.

The railway policy of the Rutherford government, giving railway development in the north of the province and railway competition in the south, is being carried out in the eastern papers and before long will result in the greatest advertisement that Alberta has yet received. In the untold resources of the north, as yet unopened to commerce, and the vast wheat products of the south, as yet awaiting transportation, Alberta has wealth which places her in the front rank of the richest provinces of the Dominion. All she has lacked in the past was the means of getting those vast grain yields and northern mineral deposits to the markets of the world.

With the assurance of railway construction as the result of the Rutherford bond guarantee, conditions have entirely changed. The bridging of the province with railways will mean that all parts will be put within easy reach of transportation facilities, and thus many sections now uncultivated will shortly be turned into great wheat fields.

From the standpoint of Edmonton people probably the most important railway line to be built will be the one to Fort McMurray. The basins of the Peace and the Athabasca rivers are Edmonton's great hope of the future and with the mineral wealth of the Fort McMurray district opened up and the fertile valley of the Peace tapped by another line to be constructed towards Fort Assiniboine in a northwesterly direction who can say what will be Edmonton's future in the next twenty-five years.

Calgary in the past has been known as the one railway city, but such a title will no longer be applicable. With trunk lines of the Canadian Northern and the Grand Trunk Pacific hinging the southern metropolis close to their main lines she will rapidly grow and share with Edmonton the honor of being a great city of the west. Lettbridge and Macleod will also have connection with these great continental systems and the vast and fertile prairie of the south will soon have transportation facilities undreamed of a year ago.

In all parts of the province there will be a healthy growth in the cities and towns that are now in their embryo stages. Vegreville, Athabasca Landing, Morinville, Camrose, Cardston, Coleman, Cochrane and dozens of others will have a rapid growth consequent on the thousands of settlers who will flock to the province in the course of the next few years.

The total mileage of the railways guaranteed by the government is 1761, of which 175 miles must be built this year. The new railway lines as they are set out in the bill passed last week by the legislature are:

The Railway to Fort McMurray. A line from Edmonton to Fort McMurray by way of the north bank of the Saskatchewan, northeasterly to a point at or near the west end of Lac la Biche, thence to a point at Fort McMurray and from a point in the said line at the west end of Lac la Biche to the eastern end thereof. There are also \$400,000 guaranteed for terminals in Edmonton. The provincial act of incorporation of the company passed this session provides that the head offices and principal workshops of the company shall be located in Edmonton, also the main passenger depot and local freight sheds shall be located not more than one mile from the Edmonton post office. The company agrees that at all stations upon their railway they shall always permit the loading of grain in cars from farmers' vehicles or flat warehouses, subject to reasonable regulations to be made by the company. The construction work shall be commenced within one year, shall proceed with the utmost dispatch and shall be completed within four years. Upon each successive fifty miles being completed the company shall provide accommodation for freight and passengers thereon and unless otherwise ordered by order in council, the line when put in operation, shall, as far as practicable, be continually operated with a passenger and freight service.

The government shall have the option of purchasing the entire undertaking of the company, including all rights, franchises, powers, real and personal property connected with the railway at any time for the then fair value as a going concern, such option, however, not to be assignable by the government.

The line will pass northeast of Edmonton through the Namay Horse hills, L'Amoureux, New Lannon, Hattenburg and Sturgeon country, bringing these districts into close touch with the markets of the world.

A line from a point on the Canadian Northern railway, at or near Vermilion, in the province of Alberta, in a northwesterly direction, to or near Whitford Lake, a distance of about forty miles. This line will be continued southwest next year to join the main line of the Canadian Northern again at Bruderheim. Star, Wotok, Andrew, etc., will benefit by next year's extension, while this year South Bend, Lanock, Cusley, Halcy Hill and other rich farming districts will profit.

A line from a point between Morinville and the north boundary of township 61, on the Edmonton and Slave Lake railway (C. N. R.) in an easterly direction, a distance of 40 miles. Cusley, Halway House and Jeffrey will be among those to benefit by the new line.

A line from a point at or near Strathcona, in a generally southerly direction, via Calgary, to the confluence of the Little Bow and Belly Rivers, thence in a southwesterly direction, to a point at or near Lettbridge, a distance of about 255 miles. This line, according to Premier

Rutherford, will run from Strathcona to Calgary, through the country east of the C. & E. and from 30 to 40 miles east of that line.

For this extension Strathcona people have looked anxiously for several years and now they are enthusiastic that their hopes are to be realized. Cooking Lake, Ministik Lake, New Tarapia, Hay Lake will be on the route to Camrose, where the line will touch, and from thence to Calgary from 20 to 30 miles east of the C. &

E. A fine belt of wheat raising country will be on the new route. Passing through Calgary the line will run south-east to the junction of the Bow and Belly Rivers and thence south-west to Macleod, where terminal facilities have already been acquired.

Also a branch line from a point near Bittern Lake, in a north-easterly direction, to, at or near Vegreville, a distance of about 50 miles. By the efforts of J. B. Holden

M.P.P. for Vermilion, the original act of incorporation passed this session was made to read "at Vegreville," instead of "at or near Vegreville." This guarantees to the people of that thriving C.N.R. town that the northern junction shall be located at their town.

This branch will cross the G.T.P. in the vicinity of Tofield. Shonis or Equity, Bathgate, Kingman, Denny and Round Hill will be other districts near the line.

Other C.N.R. Lines. Also a branch line from near the crossing of the Little Bow River, southerly via Macleod, to the southern boundary of the province, a distance of about 110 miles.

This line will open up a country much of which to each side of Macleod is entirely without railway facilities. Also a branch line from a point on the last-mentioned branch line between Macleod and the point where

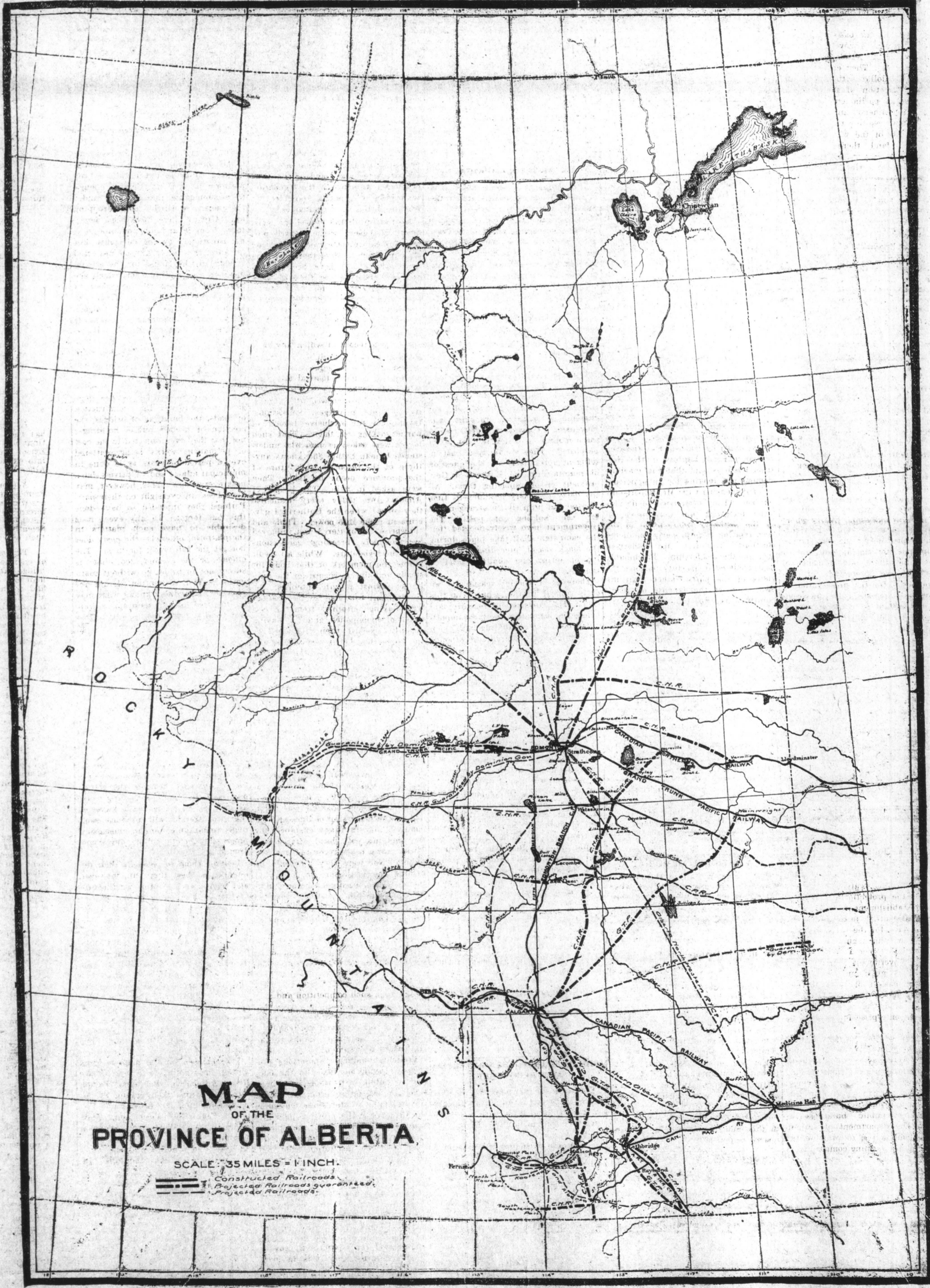
the said last mentioned branch line crosses the Belly River in a general westerly direction to the western boundary of the province, a distance of about 65 miles.

When this clause first came before the Legislature the distance read 20 miles, but by the efforts of Malcolm McKenzie the distance was lengthened so as to reach Coleman and into the centre of the coal fields of the Crow's Nest country. Also a branch line from a point be-

tween Cardston and the southern boundary of the province, on one of the branch lines heretofore mentioned, in a general westerly direction to the western boundary of the province a distance of about 35 miles.

This line will stretch west to tap the mines of the South Kootenay. A line from a point at or near Content, westerly through Red Deer, a distance of sixty miles. This line is

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