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SEMI-WEEKLY  
EDITION

VOLUME V.

# A. & G. W. RAILWAY DEAL DEBATE CONTINUED IN THE LEGISLATURE

Eleven Speeches Contributed to Protracted Discussion Which Was Adjourned at Midnight to Be Resumed Today.

HON. W. H. CUSHING TO AGAIN SPEAK ON THE AMENDMENT

Hon. Mr. Cross' Address of Upwards of Two Hours Last Night Was the Feature of the Debate Yesterday.

Attorney General Took Up the Questions and Criticisms of the Opponents of the Agreement and Dealt With Them One by One—Hon. Duncan Marshall and R. B. Bennett Expected to Speak Today.

The debate on the Alberta and Great Waterways railway contract occupied the attention of the legislature all yesterday afternoon and until midnight at the evening session. There was the same intense interest as on previous days and for an hour before the time of opening in the afternoon and evening it was impossible for the general public to gain admittance to the crowded building.

It is expected that the conclusion of the debate on Mr. Wood's amendment will be reached tonight, and a vote taken before the House adjourns. R. B. Bennett intimated last night that he intended speaking on the question and he will be followed in all probability by Hon. Duncan Marshall. The expectation that these foremost orators of the House would speak has been the chief drawing card of the past week and a battle royal is anticipated when they take the floor.

The big feature of the discussion yesterday was the speech of Hon. C. W. Cross of more than two hours' duration when he replied to the criticisms and questions asked during the past few days. Mr. Cross took up the arguments of the opposition in the afternoon and continued last night that he had satisfactorily answered objections that they had presented.

The speakers of the day were C. M. O'Brien (Rocky Mountain), E. Mitchener (Red Deer), Geo. P. Smith (Camrose), Bramley Sedgewick (Edmonton), R. T. Telford (Leduc), C. Stewart (Sedgewick), Hon. C. W. Cross, J. Holden (Verreuil), Dr. Campbell (Ponoka), J. A. McInnes (Edmonton), L. M. Roberts (High River), Hon. W. H. Cushing moved the adjournment of the debate.

**The Socialist Member.**  
C. M. O'Brien, Rocky Mountain, said he had been listening to the discussion with interest but with a good deal of forbearance as the honorable junior member for Calgary (Mr. Bennett) had been speaking.

This proposition of the A. & G. W. railway company had been a squabble between people with different opinions as far as he could see it had led up to the present company, the employees of the people of the province had been getting the worse of the deal. The discussion had watered all over the earth from cultivating onions near the north pole to a good time at New York.

Representing as he did a political party with objects totally different from any other party in the province he might say that he was a Socialist party of Canada and as such was entitled to outline its principles as they had been promulgated from time to time.

Mr. O'Brien starting out with the statement that property was the basis of all civilization, stated that his party had incorporated into its platform the transformation of capitalist property to property in common for all the people. This being his policy, his party were enemies with the other members of the House in so far as their economic principles were concerned.

**Point of Order Raised.**  
J. W. Woolfe and Malcolm McKenzie at this stage both rose to a point of order, claiming that the speaker was diverting too far from the question before the House.

Hon. C. W. Cross and J. R. Boyle suggested that he might be leading up to the question under discussion.

Continuing Mr. O'Brien said he never sees a stickler on rules of order and consequently was somewhat at sea. Since other members had told of what brand of religion they were of he was considered about as two-faced and hypocritical as any of which he knew. (Laughter.)

In order to discuss the question now being considered he had to make the members understand that the speaker was referring to capital and labor. In order to do this there were railways of any kind; there had the experience of the past which he wished to justify the existence of a new social order springing out of the old conditions. He had no personal ill feeling for

# The Edmonton Bulletin.

EDMONTON, ALBERTA, CANADA, THURSDAY, MARCH 3, 1910

SEMI-WEEKLY  
EDITION

NUMBER 472

## PORT MURRAY FLATS TODAY.

This Picture Shows a Corner of the Hay Flats and Farm Land on the Northern Terminus of the Alberta & Great Waterways Railway—Gordon's Place is Shown in the Centre.



The King, the governor-general, the premier or any members of his cabinet, but when referring to such he referred to them simply as the representatives of the legislature. Where there were classes there must necessarily be slaves. But changing conditions had forced the great common class to become better organized and the means of accumulating wealth has been better put within their reach.

The people whom he represented were the slaves of capital and it was in their interests that he spoke. He had drawn up a motion specifying an exact amount that should be paid to the employees of the A. & G. W. railway construction in board and for wages. But he required a seconder and up to the present he had been unable to secure such. However he had not asked all the members, but he would do so later, and even if it was the last day of the session and he got support he would present it to the legislature.

The attorney-general had said that there were many sections available for homesteads in the north, which meant probably that the Hudson's Bay and the C.P.R. had not taken up all the land. The Hudson's Bay and the C.P.R. owned much land in the south and it was not to their interests to have the north opened up. Hence much of the opposition to the A. & G. W. railway. With this quarrel however he did not wish to take a part.

He wished to put on record if he could how the members viewed the safeguards that he wished to propose for the part of the public who wished to build the road and whom he represented, the working classes. The attorney-general had referred to the little family squabble and prophesied that he would be together in the morning again. He too thought they would have been united if he managed to get his resolution before the House, for they would likely all oppose it on their common interest.

**Not Enough to Go Around.**  
At the last election there was no end of candidates on behalf of the Liberal party. Now however, when they found the capital of the A. & G. W. railway subscribed was only \$300,000 there was a squabble in their camp for there was not enough to go around. (Laughter.)

This did not affect the working classes however, the party whom he represented, for when the money was taken from them in the form of wages the government was not to be blamed. Mr. O'Brien asked the speaker whether it was necessary for him to vote on either of the amendments that had been presented, stating that he was not in favor of either. His every effort was to promote the interests of the class that he represented and when he supported either side or the other in the legislature it was because he thought by doing so he was assisting indirectly the objects for which he was working.

**E. Mitchener, Red Deer.**  
E. Mitchener, Red Deer, was rather surprised at the statement of the last speaker that he would support the government. He had always understood that the Socialists were "against the government," and it was painful for him in this the first question before the House to have to disagree with the government, for he was elected by the support of many Liberals, as well as Conservatives. The premier had said at Claresholm some time ago that the interests of Alberta should be put ahead of politics, and Hon. Mr. Buchanan had said that he served his party best who served the country best. It was with some surprise to him then that he saw the government take the attitude they did on this question.

He did not intend to take up all the arguments against the agreement, but merely to place himself on record and justify himself before the government and the people. He was surprised and shocked that the premier had said in answer to a question several days that he was not aware of the capital of the company who had obtained the guarantee of the province. In his own business in connection with a loan company who had obtained the guarantee of the province, as his moral condition was ascertained. Here, however, the government pledged its credit to a company of which they knew practically nothing, and who as far as the govern-

ment knew, had neither moral or financial responsibility.

**Cities Sold Bonds Higher.**  
Speaking of the sale of bonds at five per cent. per Canadian currency, Mr. Mitchener said at the same time the city of Winnipeg sold bonds at four per cent. per. So far as he knew no city had issued bonds at five per cent. The bonds of the little town of Red Deer were sold at four per cent. Had the bonds of the A. & G. W. railway company been sold at 4-1/8 as the Monetary Times said they would have realized \$1,212,500 more than they did. What reason had the government for sacrificing a million dollars of the credit of the province. Then these bonds were sold in the fall of the year when the money was not needed, at a loss of \$112,500 alone in the half year's interest. The answer might be left to that this was a matter for the criticism of the bill delegating the executive in council, the power to make a bill, was limited. The members of the last legislature had passed this bill very wisely.

The agreement with the A. & G. W. railway company should not be considered as a bargain. It was not such. The Hon. Mr. Cross said that the company was not to be considered as a bargaining chip. He was not to be considered as a bargaining chip. He was not to be considered as a bargaining chip. He was not to be considered as a bargaining chip.

**Member for Lloydminster.**  
Bramley Moore, of Lloydminster, in a speech strongly supporting the government, said that the agreement with the A. & G. W. railway company was not to be considered as a bargaining chip. He was not to be considered as a bargaining chip. He was not to be considered as a bargaining chip. He was not to be considered as a bargaining chip.

**Agreement Full of Holes.**  
The agreement was so full of holes that one did not know where to begin in criticism. The elimination of the classes of the railway agreement was another suspicious circumstance. The agreement was so full of holes that one did not know where to begin in criticism. The elimination of the classes of the railway agreement was another suspicious circumstance.

**Geo. P. Smith, Camrose.**  
The conclusion of Mr. Mitchener's address to other members was to look for a move to address the House. The junior member for Calgary looked across at the minister and saw a look of interest. Hon. Duncan Marshall was reading a magazine. Mr. Bennett was ready to speak, but he hoped to be allowed to follow Mr. Marshall. His hope was not realized, for it is Mr. Marshall's intention to speak after Mr. Bennett or not at all.

At this point the speaker observing the House if it were ready for the question. It looked as though there would be a division, but Geo. P. Smith, of Camrose, rose in his place and as a result of his speech the debate was continued. Mr. Smith criticized the agreement on several points, and asked a number of questions. He intimated that if these were satisfactorily answered he was prepared to support the government through thick and thin. The attorney-general informed the member for Camrose that he would be pleased to answer his questions, and believed the explanations would be satisfactory.

Mr. Smith stated his position was a difficult one. He was willing to grant that the government had dealt generously with his constituency, but this was no reason why he should sacrifice his liberty as a citizen and as a representative of a constituency of the province. He had been accused of ingratitude to the Rutherford government. If the right to think for himself could be termed ingratitude he must admit the charge.

He said he considered the agreement with the A. & G. W. railway company was not a good one. It was a mistake for the government to enter into such an undertaking. A greater mistake was made when the House was not consulted as to the terms of the contract. He further stated he had asked why should the province deal with a company whose shareholders were

the question and he had no objection to any comments they might make feeling that a full and free criticism would clear up in doubts of all the members who were conscientious in their inquiries.

He thought, considering the fact that it was nearly midnight on Friday night when he started speaking and almost two o'clock when he closed, that he would be excused if he now took up some of the questions that he did not have time to refer to when addressing the House before.

The first question asked was as to how the country was safeguarded in connection with the Edmonton terminals, and this he proposed to thoroughly explain. There were two ways of dealing with this question. One was to pass a separate bill for the \$400,000 guarantee of the Edmonton terminals. The other was to incorporate the guarantee of terminals in the bill guaranteeing the line of the railway. He pointed out that in the making of a railway agreement as any other agreement there was two parties to the bargain, they included the government had to forego in dealing with the G.T.P. the labor clauses inserted in the contract with the other railway. Mr. Hayes, the president of that company, had come to the premier and had said that these clauses had been put out by the Dominion government and he would absolutely refuse to deal with the proposition. He pointed out that in connection with their being inserted. So in dealing with these railway companies there were peculiar circumstances that had to be considered in each case.

**Followed Precedents.**  
When the terminal question arose in connection with the guarantee of bonds of the Alberta and Great Waterways the government went for precedents to the statutes in other provinces with reference thereto. The Alberta government then dealt with the question of property in connection with the same way as the other provinces had dealt with other railways whose terminals they guaranteed. They got their precedents, he they right on so they went. Exactly the same course was taken as the provinces of Manitoba and Ontario had taken.

The argument had been advanced that the terminals might be redeemed for \$400,000 though they may at the time of redemption be worth a great deal more. Mr. Hayes, the president of that company, had said that he would not give his terminals and get out of the country as some of the members thought the government would have been asked to do. He pointed out that it was subdivided to realize some extent, but it would not permit of their securing all their supplies up to the present.

**Mr. Warnock.**—"Could the company not borrow on the money they put in the bank to their credit?"  
Hon. Mr. Cross—"I would say as I said to the member for Camrose (Mr. Smith) that it would assist them to pay their bills, but it would not permit of their securing all their supplies up to the present."

**Mr. Warnock.**—"You spoke of the G. T. P. as it is from the G. T. P.?"  
Hon. Mr. Cross—"The G. T. P. branch lines company is as different from the G. T. P. as it is from the A. & G. W. or the C.N.R."

With regard to the remarks on the statement of the premier when he contended that the government would only guarantee for the actual cost of construction and not necessarily for the full \$200,000 which was the maximum. His recollection of the premier's statement then was that he would give the question consideration. Despite this, however, he contended that it was understood by all the members of the legislature that the guarantee was for the entire distance.

**Speaking of the question of guarantee.** He thought every responsible legislator would agree that the government did what was best for the province. The government had in all the cases of the A. & G. W. railway all the other provinces and he did not think a young province could be far astray in following the precedents of older ones in this regard.

He took the position that the province was amply protected by the contract but if there was further guarantee required the company had come forward and offered to give further guarantee. In this he did not see anything wrong. The company's financial standing had been questioned by members of the House and they had as a result offered additional assurances of their good standing.

**Bond Sale at 5 Per Cent.**  
Another matter dealt with by some of the members was the sale of the bonds at five per cent., which, it was

contended was too low a price. The bonds were sold at ten years, redeemable at 112-1/2 per cent. The bond tables showed that this was not a five per cent. bond, but was really a four and a half per cent. bond redeemable at forty years. The bonds, sold as they were, were really four and a half per cent. bonds.

"You would think that bonds guaranteed by governments are always sold above par," said Hon. Mr. Cross. "I have here a copy of the Canadian Mail and I see the bonds of the Canadian Northern railway guaranteed by a government not the young five-year old province of Alberta with only 300,000 people, but by one of the oldest and staunchest provinces of the Dominion with a population of between one and two million people. Here we have a Canadian Northern 4 per cent. bond guaranteed by the province of Quebec selling below par and selling at a price equivalent to 92-1/2 in the bank at Edmonton."

Another example was the Canadian Pacific railway with its millions and millions of acres and its millions and millions of money, and the 5 per cent. bonds of the C. P. R. were selling at 105-1/2 though they were considered better bonds than those of the Dominion of Canada.

It was with a feeling of some humiliation that he remembered that not long ago Hon. W. S. Fielding had gone to England and he could not sell his bonds, but had sold \$2,000,000 from the C. P. R. William McKenzie had gone to England and also could not sell the bonds of the C. N. R. The 4 per cent. bonds of the C. P. R. were selling at 95 in England and about 91-1/2 in Edmonton.

"And get some gentlemen of this House think that all that is required is the imprint of a province to sell bonds at a big price."

**What Clauses Struck Out.**  
Hon. Mr. Cross then took up the striking out of some of the clauses of the Railway Act of Alberta. In this which had been the most contentious portion of the agreement he felt sure that he could show the members who were in opposition to this agreement that no interests of financial standing had been neglected.

The first clause of the Railway act struck out in its application to the Alberta and Great Waterways railway provided that at least two of the directors should reside in Alberta. This was struck out for the simple reason that the capitalists interested were men outside the province. If the clause remained in force these would have been two "dummy" directors chosen in the province and the question would arise would they be who did these dummies represent.

The second clause struck out provided that other express companies than the Alberta and Great Waterways railway should not have use of the railway line. It is stipulated, however, that all assets of any company admitted to the government for approval. The government was in the same position as the railway commission in this regard and had complete control of the rates.

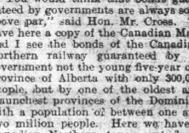
Clause 233 to 238 of the Railway act also struck out dealt with the acquisition of railways by the province. This, however, was provided for in the act of incorporation of the A. & G. W. railway and consequently clauses 233 to 238 were totally unnecessary. Clause 239 was struck out because 239 referred to all railways previously incorporated to the passage of the act and therefore was unnecessary. Clause 240 of the Railway act also struck out, called for annual statements of the shareholders of the company. It was struck out because the overlapping section 204 of the Companies act, which provided that sworn statements covering all information with reference to any company should be filed.

**May Get All Information.**  
"I will say to the members of this legislature," said the attorney-general, "that if any member wanted any information in connection with the A. & G. W. railway all he has to do is to ask the minister of railways (premier Rutherford). The minister of railways will ask the president of the company under this act to give it and to give it under oath. (Applause.) Thus the mystery that has been thrown around this company disappears. Talk about striking out clauses of the Railway act. There are clauses in the Companies act that give power to get much greater information than the Railway act provides. (Applause.) There is absolutely nothing lost by the clauses struck out and the province is fully safeguarded."

**Deal Fairly With Government.**  
"I want to say to you in all fairness deal with this government as it has dealt with you in the past. We have been open-handed and fair and we are ready to give any and all information at all times."  
"Do not be stampeded by talk in hotel corridors and on the streets with reference to this contract but investigate fully yourselves. The honor of the members of this government is as sacred as that of any men and if any member had any suspicious let him bring a charge against me or this other member of the government and we will be only too glad to meet it."  
"The government has fully protected the interests of the province in this agreement which as it is explained, I am sure will be better understood and will be seen to set it is a good one for the province."

J. B. Holden, Verreuil, said there were, to his mind, many things that yet needed explanation in the contract, but he had left better in his view.

90 MILES NORTH OF LAC LA BICHE



This Picture Shows the Hay L and West the Big South of the Pembina River which Hay Grass Grows Four Feet High, Indicating the Soil's Wealth.

(Continued on Page Seven.)

IN THE PROVINCIAL HOUSE

Monday's Session: Monday was a day of surprises at the provincial legislature. The afternoon session at which was continued the debate on the Boyle water of confidence resolution was without incident, but the evening meeting furnished the attraction for the members and the spectators.

Mr. Riley, in his speech moved an amendment to Mr. Boyle's resolution, striking out all after the word "whereas," in the first of the recital and substituting the statement, "That the contract is not such as would commend itself to the House." This was seconded by J. M. Glendinning of Nanton.

The session of the day was brought on by J. W. Wolfe, of Cardston. While Mr. Cole was speaking in the evening he was seen in conversation with the premier and the attorney general over a typewritten amendment which was the subject of their discussion.

Company's Lawyers Drew Mortgage: The premier had quoted from two mortgages given which bore the imprint of the solicitors of the company, Tupper, Galt and Minty, Winnipeg. The mortgage gave the impression that the premier was entirely in the hands of these people.

Mr. Riley Continued Debate: E. H. Riley, Gleichen, in rising to continue the debate, said he was called upon to speak on one of the most momentous questions that had ever come before the legislature.

Members Elected on Railway Policy: He admitted the statement of the premier in his speech that the members had been elected largely on the railway policy as brought down previous to dissolution.

Mr. Riley contended that to oppose the government in a measure such as this did not alienate him from the party, and quoted from Hansard in 1898, showing that Hon. Frank Oliver had opposed the Dominion government in the Canadian and Yukon railway bill without regard to politics.

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Chamberlain's Stomach and Liver troubles are safe, pleasant, reliable, and have been praised by thousands of women who have been restored to health through their gentle aid and curative properties. Sold by all dealers.

Mr. Riley again quoted the words of Hon. Frank Oliver in 1898 in discussing the Canadian and Yukon Railway bill to the effect that the C. & E. line from Calgary to Edmonton had cost \$12,000 a mile, according to the statements of the construction and that 1,600 miles of road to the Pelly River could be built through practically the same country as the A. & G. W. railway for eight million dollars or \$5,000 a mile.

The Attorney General said that this road was required because all the homestead land was taken up in the south and it was the duty of the government to open up the north country. Since Friday he had been looking up statistics and the figures from Lethbridge, Calgary and Edmonton land offices did not indicate that the available homesteads were all taken up in the south.

The Attorney General had first said that the A. & G. W. Ry. line was needed to open up the north country, but later in explaining the cost of the line said it passed largely through Saskatchewan.

Was It a Good Contract: The question that was before the people of the Province was whether the government had made a good contract and he hoped that before the debate terminated they would be able to show that they had made a good bargain.

Having gone into the question and examined it thoroughly, he was convinced that the contract was a good one. Speaking of the bonds he said the financial papers were by no means all adverse to the effect that President Clarke had returned from Europe with \$14,000,000 in bonds.

Mr. Puffer continued to speak until the speaker left the chair at 6 o'clock. The evening session was resumed when the house met shortly after eight o'clock. The exceptions in the A. & G. W. Ry. bill were found in every clause, and he believed that a mortgage was given as security in return for railway bonds guaranteed. The same thing had been done in similar circumstances.

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THE Famous Rayo Lamp. Once a Rayo user always one. The RAYO LAMP is a high grade lamp sold at a low price. There are lamps that cost more but there is no better lamp at any price. The former, the Wick, the Chimney-holder, all are vital things in a lamp; these parts of the RAYO LAMP are perfectly constructed and there is nothing known in the art of lamp-making that could add to the value of the RAYO as a high-grade device. Suitable for any room in the house. Every dealer everywhere. If not at yours, write for descriptive circular to the nearest agent of The Imperial Oil Company, Limited.

USE I H C BINDER TWINE FOR SURE-STEADY-ECONOMICAL RESULTS. DON'T experiment with binder twine of low grade or unknown quality. Sinal or high-grade Manila. Bearing the I H C trade-mark, should be your choice. You can be sure that they will stand the necessary strain. They have the quality and quantity of fiber that insures strength to spare. Even-spun, smooth-running, no knots, thereby avoiding troubles in the twine box and consequent waste. These qualities give great economy— which means perfect binding and perfect tying. Inferior binder twine is a great enemy to you. It means not only waste of time and power, but it is a waste of the twine itself, for the binder twine at harvest time; and it is not always full length to the pound. Every ball of I H C twine is guaranteed to be full length. And every ball runs smooth and steady so you can use all of it. Remember, we sell grain binders. Naturally, therefore, we are more interested in the quality of twine you use than the twine manufacturer who does not sell binders. Stick to Sinal or Standard Sinal 500-ft. twine. If you prefer Manila, you will economize by getting high-grade Manila 600-ft. or Pure Manila 650-ft. Don't be fooled by low price. Low-grade Manila costs as much as high-grade Sinal, but isn't worth more. \$5 to 50 per cent of the farmers' loss. \$5 to 50 per cent in Sinal and Standard. In any case, look for the I H C trade-mark to be sure of quality. Choose from any of the following brands: Deering McCormick International. Peter let your local dealer show you all the time how much you will need. Meanwhile, if you want more interesting facts on binder twine, write the International Harvester Company of America at source of the twine. CANADIAN BRANCHES: Brandon, Calgary, Edmonton, Hamilton, London, Montreal, Oshawa, Toronto, Sault Ste. Marie, U.S.A. INTERNATIONAL HARVESTER COMPANY OF AMERICA (Incorporated) Chicago, U.S.A.

ACCIDENTS WILL HAPPEN! The finest "first aid" is Zam-Buk for many reasons. It is antiseptic, kills the poison in any wound, or skin injury, or disease against poison-germs in the air which are always ready to enter a sore place and set up poisoning and putrefaction. Immediately they enter Zam-Buk they are instantly killed. While certain ingredients in Zam-Buk are thus protecting you against external dangers the rich healing herbal essences in the balm penetrate the tissue, stimulate the cells, and bring about perfect healing. Nothing like it! Watch it work!

INCUBATORS AND BROODERS. Have not put the hen out of business. She must still lay the eggs, but they do the rest. We sell the CHATHAM Incubators and Brooders. They come from an up-to-date factory, and are thoroughly reliable. In 3 sizes—50 eggs, 100 eggs and 200 eggs. To be sold at big discounts for cash. A 50 egg Incubator for \$12.00. The Bellamy Co. Cor. Rice and Howard Street Phone 1353.

NEWS OF ONOWAY. Bulletin News Service. The second meeting of the United Farmers of Alberta held here Saturday evening. The meeting was presided over by J. A. Laidlaw, president. The minutes of former meeting were read by the secretary, F. Brown, which two new members were there, now being nineteen altogether. W. Bennett, H. Alsop, W. Turgeon, A. Priestley, Sr., F. Erickson and Wilcox were elected as directors. It was left in the hands of F. Brown, to bring up the discussion of the Clover Bar resolution at the meeting. All are sorry to learn that Mr. Mrs. Archibald of Pine Ridge, the misfortune to be burnt out the time Mr. Brown was out in bush, cutting logs and Mrs. Brown was visiting in the neighborhood. It was believed that nothing was saved was in the house. Onoway, February 23rd.

REXBORO. Bulletin News Service. Mr. McDonald, the homesteaded settler, was here to overlook some of the timber homesteads. He will influence the government to redress the wrongs of the homestead order for the settlers to obtain their patents. A disreputable logging tramp was seen into Mr. Ramin's premises several days ago and carried away several valuable articles. Mr. Rove and Mr. Weirich have gone west to the railroad camps with a load of provisions. Wesley McClelland and family have returned from British Columbia, commence duties on their homestead. They spent several weeks here in the winter, and the family will be glad to welcome them back. Mr. Ball, one of the interesting persons who received a large commitment of goods from the government at the T.P. This point is getting to be a busy and important one. Not every day does a train of passenger or merchandise for various parts of the district. REXBORO, February 24th.

VEGREVILLE. Bulletin News Service. E. E. Hyde, who has been teaching the Ryah school, has been engaged to teach the Ryah Hill school for the remainder of the winter. W. H. Shaw, of the Globe Land Co. has severed his connection with the firm, and leaves for British Columbia. Sigler & Richardson are disposing of their bunch of horses. They have two fine teams which they will sell, and so as to make up for their new horses. Vegreville seems to be the centre of the horse ring. J. Brooks, manager of manure & bonifiers, of Wawanesa, Manitoba, has a bunch here named Clyde, ranging in age from 1 to 12 years, and of the English variety. They are all imported, except two, which are Canadian bred. They are offered for sale by Clyde Hay at Brandon, commencing March 1st, and also at the Regina fair. Mr. Brooks has since coming Vegreville, in a horse trailer, \$150.00 worth of registered horses, the Vegreville district, a fact well known to intending purchasers. He has last year sold one and one-half \$4,000 worth of registered horses, and \$2,500 worth of horses to five men in Alberta. M. A. Dutcher has returned from Saskatchewan and Manitoba, bringing with him three registered Clyde horses. Vegreville, February 24th.

VEGREVILLE. Bulletin News Service. Mrs. H. E. Maricle, who has been visiting her parents in Iowa, returned to Vegreville. Henry Travin, returned from an extended visit to different parts of Ontario. Mrs. T. Brown, clerk at Clements store has left for the East. W. G. Macfarlane has given up his position here and in the near future intends to leave for Vancouver, B.C. Messrs. J. Leach, A. Cameron & H. Woods have moved into their new building in the Ryah block. They are trying their luck at batching. Mrs. Charles Burkholder of Wawanesa, left for a short visit with her parents Mr. and Mrs. McGee of Wawanesa. The Walter McCrea company packed in the town hall to a full house one of the best that was filled to this winter. W. T. Clements, is in Edmonton this week. H. R. M. Poyer, town clerk, is sending his list of delinquent tax payers in readiness for next week's poll. Lots 1 arrears for two years will be sold for the taxes. The farmers in the vicinity of Vegreville are to open up a clearing in the spring. The building will be in the neighborhood of the town. The board of trade are making preparations for the opening of the seasonal school in Vegreville on 7th of March next. A large number of students are expected to take advantage of the course, and every available boarding room in town is being reserved for the next week. The Ladies' Aid of the Methodist church served coffee and cake at a business meeting on Wednesday. A snug little sum was realized. Vegreville, Feb. 23rd.

RYLEY. Bulletin News Service. A number of new families are expected to settle in Ryley in a short time. James Johnson will build on Main street for the bank, soon. Chamberlain's Stomach and Liver Pills are safe, pleasant, reliable, and have been praised by thousands of women who have been restored to health through their gentle aid and curative properties. Sold by all dealers.

NEWS OF THE DISTRICT

ONOWAY.

Bulletin News Service. The second meeting of this branch of the United Farmers of Alberta, was held here Saturday evening.

REXBORO.

Bulletin News Service. Mr. McDonald, the homestead inspector, was here to overlook some of the timber homesteads.

VEGREVILLE.

Bulletin News Service. E. E. Hyde, who has been teaching the Ryan school, has been engaged to teach the French Hill school for the balance of the year.

VEGREVILLE.

Bulletin News Service. Mrs. H. E. Maricle, who has been visiting her parents in Iowa, returned today.

RYLEY.

Bulletin News Service. A number of new families are expected to settle in Ryley in a short time.

EDMONTON BANK CLERK SUICIDED AT HIGH RIVER

Was Formerly in the Dominion Bank Here - Victim of a Bullet Wound in the Room of One of His Relatives in Different Parts of Province.

Calgary, Feb. 28—Sunday about noon C. Stanley Young, accountant of the Dominion Bank, High River, formerly of Edmonton, was found lying on the bed of a friend named Knight, also a clerk in the bank with a bullet wound in his skull and a revolver of the bed beside him.

IMPERIAL PALACE ASSAILED.

Crowd of Thousands Shout for Franchise Reform Outside Kaiser's Doors. Berlin, Feb. 27—After a largely attended franchise reform meeting today, some thousands of the participants marched along the Unter Den Linden and about 15,000 for the Kaiser's palace.

JUMPED FROM STEAMSHIP

Young Englishman Suicided While Crossing Atlantic. Halifax, N. S., Feb. 27—The Allan liner Corsican, which arrived from Liverpool this morning, reported that when two days out from Liverpool, Jos. L. Taylor, an Englishman of 30, who was bound for Canada and had been acting strangely, jumped overboard and was drowned.

ATHABASCA LANDING.

Bulletin News Service. On Monday Martin Ouellet of Groulx, was up before Inspector Edwards at the barracks, for unlawfully having liquor in his possession in prohibition territory. He was let off but the liquor was confiscated.

IN PROVINCIAL HOUSE

(Continued from Page Two.) hard to say what this one would cost, with no plans or profiles of the one yet available. The government could easily see to it that the company would put at least \$20,000 a mile along the road.

SIEN.

Bulletin News Service. The concert given by the Magpie minstrels at the hall Saturday last was a rattling good entertainment, as supposed to be by amateurs, but certainly some of them could well rank as professionals.

THE ROYAL TRUST CO MONTREAL

Capital fully paid \$1,000,000 Reserve Fund \$900,000

THE CANADIAN BANK OF COMMERCE

HEAD OFFICE, TORONTO ESTABLISHED 1867 B. E. WALKER, President Paid-up Capital, \$10,000,000 ALEXANDER LAIRD, General Manager Reserve Fund, - 6,000,000

SAVINGS BANK DEPARTMENT

Deposits of \$1 and upwards are received and interest allowed at current rates. Accounts may be opened in the names of two or more persons and withdrawals made by any one of them or by the survivor.

THE BANK OF OTTAWA

ESTABLISHED 1874. Capital Authorized \$5,000,000. Capital Paid Up \$3,297,560. Rest and Undivided Profits \$3,759,469.

NATIONAL TRUST COMPANY LIMITED

MONEY TO LOAN. On improved farm property at lowest current rates. Low expense and no delay.

THE PION CLOTHES DRYER

IS THE ONLY PERFECT DRYER IN THE WORLD. It can be used on lawn, balcony or roof and hoisted, lowered and folded into single post, all on operating the one crank.

MONEY TO LOAN

ON IMPROVED CITY & FARM PROPERTY. By the Independent Order of Foresters. Phone 1867. McMANUS BROS., Agents.

"SALADA" is the same wherever or whenever you buy—always of unvarying good quality.

"SALADA" TEA

Its native purity and garden freshness is perfectly preserved in sealed "SALADA" Packets. Black, Mixed and Natural Green, 40c, 50c, 60c and 70c per lb.

Billiard and Pool Tables, Bar Fixtures

Bowling Alleys, Cigar Store Fixtures, Billiard and Bowling Supplies, Large Stock Constantly on Hand.

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THE EDMONTON BULLETIN

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Subscription rates: One year to Canadian or British... Six months to Canadian or British... One year U.S. Post Office address... Six months U.S. Post Office address...

Advertising rates: Classified advertising one cent per word, four insertions for price of three, and six insertions for price of four.

C. F. HAYES, Business Manager

THURSDAY, MARCH 3, 1910.

THE BOSS.

Hon. Geo. E. Foster used the editor of the Globe for a shield and got the worst of it. He gets no damage and has the cost of both parties to pay.

It is true that Mr. Foster's windings through the transactions in question were turned into the party campaign fund, there may be some objection to the party to help him out of the troubles into which the dealings got him.

Mr. Foster's bill of costs are raised by subscription this will be taken as an admission that his commissions and take-offs went, in part, at least, into the party treasury.

There is no objection to the building of the road, nor is there any opposition to the amount of the guarantee provided the money goes into the railway.

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CANADA'S GROWING TIME.

There are only six countries in the world now having a larger total mileage of railway than Canada: the United States, Germany, Austria-Hungary, France, Russia and British India.

There are now more than a billion and a quarter of inhabitants in Canada. The population of the Dominion is increasing at the rate of 125,000 a year.

Medicine that aid nature are always most successful. Chamberlain's Cough Remedy gets on this plan. It loosens the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition.

25 per cent. of the total headed was mineral products, agriculture and animal products giving 21 per cent. of the total 17 per cent., and manufactures 11 per cent.

The growth of Canada is fairly well reflected in the growth of its railway system and of the business handled by the roads.

The United States has no less than 22 thousand miles of railway to our 21 thousand. Yet the Republic has only 6 miles to each hundred square miles of territory.

REVISÉ THE AGREEMENT. The debate in the Legislature has pretty well swept away the non-essentials and brought out the salient point of the bargain with the Alberta and Great Waterways Railway Company.

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HOPELESS.

Certain Canadian journals are convinced that all but the obscurest are over with England's free trade policy and that these will not be long delayed.

It is perfectly legitimate to dwell, as Mr. Lloyd-George has done, on the advantage of being on the ground and which is thoroughly devoted to accomplishing said demise, amidst that.

THE CITY AND THE C. P. R. Western officials of the C. P. R. will meet at Edmonton this week. It is to be hoped some arrangement may be made with them for extending the time during which the City must put up the money for the traffic docks on the bridge.

CONSERVATION.

The Conservation Commission seem to be taking the correct view that conserving resources does not mean taking them up from public use, but rather securing their development under conditions fair to the people who now own them.

HEALTH FOR BABY. The mother who has once used Baby's Own Tablets for her children will say she uses them for the minor ailments that come to all little ones.

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DR. MILES MEDICAL CO., TORONTO.

Edmonton Sawmill Manufactory. Manufacturers of sawmills. The best that money can buy. Always in stock. Saws hammered and gummed, and all sawmill repairs. Nichols Bros. 103 Syndicate Ave. Phone 2312. Edmonton.

LOST APPETITE. CAN'T EAT! STOMACH OUT OF ORDER. You are losing strength and vitality. That listless, languid feeling is due to the weak condition of the system. These are sure signs of a breakdown. Check the breakdown quickly and effectively by using PSYCHINE the Greatest of All Tonics.

PSYCHINE. GREATEST OF ALL TONICS.

Ogilvie's Royal Household Flour. makes just as fine Pastry as it does Bread—and the best of both. Housekeepers find it Always Gives Satisfaction.

OLD SOLDIER DEAD. Was Continuously in the Service for Sixty Years. St. John, N. B., Feb. 27.—Capt. Thomas McKenney, formerly of this city and for many years caretaker of the drill hall and armory in Fredericton, died there on Saturday night, aged 80 years.

BRUCE'S SEEDS THAT SATISFY—BRUCE'S ESTAB'D 60 YEARS. SPECIAL OFFER. ALL POSTPAID. Bruce's Royal Nostray Collection 10 pkts. different varieties our selection for 25c.

THE NEW FLAVOR MAPLEINE. Better Than Maple. Sold By Grocers. D. BERGMAN & CO. ST. PAUL, MINN. U.S.A.

Try a Bulletin Want AD.

Hon. C. Cross takes up the challenge. Mr. Cross—Mr. Speaker I can but reciprocate the feelings of you with which the honorable member Sturgeon has expressed himself.

Review of Conditions. Now air in order to discuss the matter intelligently before the legislature today; in order to deal with it it should be done with us here to look back in the history of this fair province to the condition of affairs which existed at, and previous to, the time the government of the province made the arrangement which we have with the Alberta and Great Waterways company.

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Southern Alberta Suffered. That was the condition of affairs in this great northern part of Alberta thousands and thousands of acres of homestead land; the Dominion government spending thousands of dollars to bring people to this country and when they came they had to away again because of the lack of railway facilities.

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# Hon. C. W. Cross' Speech in the A. & G. W. Agreement Debate

A verbatim report of Hon. C. W. Cross' speech in the Alberta and Great Waterways agreement debate.

Mr. Cross—Your arguments didn't show it just the same.

Mr. Cross—You are not only in this a colonization road, but it is also an entirely new railway system, and a great deal of the opposition to the road is due to the fact that it is an entirely new system. I myself would like to see a road extending from one end of the province to the other and joining with the coast of Hill and Harriman of the United States. That is, it is a contentions question at one time in some quarters. We cannot have too many railways, and above all things we cannot have too many competing railways in the province of Alberta. (Applause.)

Now Mr. Speaker, let me come to the question of the amount of the guarantee, namely \$20,000 a mile. My friend the honorable member for Sturgeon referred to the guarantee which was given by the Ontario government to the C.N.R. of \$20,000 per mile from Toronto to Sudbury, and I was glad that he brought up the comparison between that country and this country along the line of railway, from Toronto to Sudbury in 50 years' time, though it was a line of 258 miles. When you get back into the province of Alberta, and you are in the north of the province, you are in the best part of the province of Alberta; when you get 50 miles further you are in just as good; when you get the Mackenzie river from the Arctic Ocean right to Fort Smith, and as soon as the Great Waterways railway is built to Fort McMurray, there will be navigation for vessels for three thousand five hundred miles. That river passes a greater country than the St. Lawrence river and open up a Lakeland. It is in extent something like one million, one hundred thousand square miles. It is what is known as the great Mackenzie watershed. After the people living in the towns and villages of that great district will be the justification for the guarantee we have given. (R. B. Bennett—That should make it less.)

Hon. C. W. Cross—Not at all; but it makes it safer.

Duty to Open Country.

Mr. Cross, continuing: I look at it from a business standpoint. I believe it is the duty of the government to open up this country, and I believe that to guarantee the bonds of this railway company is a good bargain, and in the interests of the province. I say that the people of the province will never have to pay a single cent because of the building of the Alberta and Great Waterways railway or any other railway in this country. I say that the government guaranteed the bonds of a railway company running through a country which is not yet opened up in one respect with the country through which this railway runs, and that the guarantee is a good bargain. But I want to come to a comparison which to my mind absolutely and without any question of doubt shows that our policy was a good policy. It shows that our government was justified in every respect in giving this guarantee in 1908. The Dominion government of Canada guaranteed the bonds of the Edmonton, Yukon and Pacific Railway company, running from Edmonton to the mountains, and that guarantee of the first 50 miles is at \$13,000 a mile, and for the balance of 100 miles they guaranteed at not more than \$20,000 a mile, and I say to you that if the Dominion government in this country guaranteed the bonds of a railway company, the C.N.R. only two years ago to run from Edmonton to the mountains at \$20,000 a mile, and I say that that was justified in guaranteeing this Great Waterways railway at \$20,000 a mile. I want to say more than that, that the C.N.R. running west of here parallel to the G.T.P., and runs side by side within a few miles of it, and I say that this is a regrettable fact, but in the face of that the Dominion government guaranteed the bonds of the C.N.R. to the extent of \$20,000 a mile, and I say that that justifies the Alberta government in guaranteeing the bonds of the Great Waterways railway. And remember, sir, that the country to the west of here is very similar to that of the north; in fact, I think it will cost a little more money to build the Great Waterways railway than the Canadian Northern, because as everyone knows that country to the north is a country in which there are a great many muskegs, and as a result it is apt to be expensive to build. Now I want to come to this point, and I am sorry the ex-minister of public works did not say so at the present time, in fact, if I could be assured that he intended to come back to this point, I would delay the remarks I had intended making at this stage because I think I can draw from a statement of the ex-minister of public works made in his speech today that he would still be a member of the Alberta administration if he had understood what I am prepared to show him now and to show the members of this legislature. I am very much disappointed indeed that he is not present.

Mr. Bennett—Get him back.

Matter of Specifications.

Mr. Cross—I have heard it rumored that there were such attempts on the

part of some people in the legislature, one person at least is very anxious to have him back. But I cannot say that I must again congratulate my friend the junior member for Calgary upon the acquisition which he has made to his party in this province.

Now, I propose to deal with this matter of specifications because the ex-minister of public works said to you, and said today on the floor of the House, that if the specifications which the government adopted were the same as the C.N.R. main line, he would have taken no objection to the arrangement made with the Alberta and Great Waterways railway, and I propose to show him, and to show the members of this legislature that the specifications of the Great Waterways railway are exactly the same as in the C.N.R. specifications of their main line, and exactly the same as the C.N.R. branch lines, as built in this province, and exactly as the G.T.P. branch lines are built upon. In other words this government did not vary one iota in the matter of specifications in connection with any of these railways. The honorable member for Sturgeon referred to a letter which had been written to himself by MacKenzie and Mann in connection with their specifications, and I want you to follow closely with me the first words of that letter, the first words of that letter. Mr. Mann says—

"I enclose herewith copy of specifications of the Canadian Northern railway main line from Grand View to Edmonton."

He enclosed in this letter a copy of the specifications of the C.N.R. main line from Grand View to Edmonton, and from Prince Albert eastward 100 miles, and when the government began to deal with this matter of specifications we adopted the specifications referred to in this letter, and they are the exact specifications upon which the Canadian Northern was built from Grand View to Edmonton.

Mr. Cross—What does Mann say in his letter?

Mr. Cross—He says: "I enclose herewith copy of specifications of the C.N.R. main line, etc."

Mr. Boyle—What else does Mann say about it?

Mr. Cross—I am coming to that.

Mr. Boyle—Does he say the road was built on these specifications?

Mr. Cross—He does, and I will prove

it. He did build the road on those specifications, and I will show you how it was done.

Mr. Boyle—It will be a good trick if you do.

Mr. Cross—Oh, not such a very difficult trick, and possibly I may convert my friend from Sturgeon, and possibly he may come back after he is convinced of this one essential, as it is of the one thing on which the ex-minister of public works left this government. He, the ex-minister of public works, says he left the government because the specifications of the Great Waterways railway were not the same as the specifications for the C.N.R. from Grand View to Edmonton, but I am prepared to show him they are absolutely the same in every respect.

(Mr. Cushing returns to chamber.)

Mr. Cross—I am glad the ex-minister of public works has come back to listen to what I have to say, because I think I can almost convince him that he should still be a member of the government when I show him that he was wrong upon this matter upon which he left the cabinet. If I am right, by informed this House this very day that if the C.N.R. specifications were the specifications connected with this railway, he would have been a member of the government.

Mr. Cushing—No, no.

Mr. Cross—He told me that the day he left office.

Mr. Bennett—You had no information that he had left until the other day. (Laughter.)

Satisfied With C. N. R. Specifications.

Mr. Cross—I really had heard he had left. (Laughter.) The lieutenant governor of this province, however, had not given the premier authority to announce it to the House. But perhaps I am a little extravagant in my statement, yet I say this, that the ex-minister of public works did say that if the C.N.R. specifications of their main line were adopted for the Great Waterways railway he would have been satisfied and would have had no reason to complain. Well, I propose to show him those specifications were adopted by the government in connection with the Great Waterways railway, and in connection with the Grand Trunk Pacific and C.N.R. branch lines. Mr. Mann says in his letter: "I enclose copy of specifications, etc." What did the government do? I hold in my hand a copy of the specifications of the C.N.R. and they are word for word, the same as the specifications which Mr. Mann enclosed in his letter, which he says are the specifications for the C.N.R. main line from Grand View to Edmonton. I challenge contradiction on this point, and I say that the minister of railways at Ottawa when the C.N.R. main line was adopted had agreed to have them build their road to exactly these same specifications. The engineer of the railway commission of Canada adopted these same specifications in connection with the building of the C.N.R. I go further, and I say that the Saskatchewan government adopted exactly the same specifications as we adopted in this instance. The specifications were first adopted by the minister of railways at Ottawa, the railway commission at Ottawa adopted them, the engineer of the railway commission adopted them, and the Saskatchewan government adopted them. I say that the specifications which had been tested and adopted by the governing authorities of this Dominion. (Applause.) Why should we not accept these specifications? Sir, there is no good reason, and I say those specifications were adopted word for word, and I say further, and I say it to the ex-minister of public works, and I say it to his friend, the member for Sturgeon, that the road now being built by the Canadian Northern from Edmonton west to the mountains under a \$25,000 a mile guarantee is being built on exactly the same specifications. I ask them for their criticism now of these specifications in the face of that statement. (Applause.) I might point out to the House, and I might point out to the ex-minister of public works where he was mistaken in this respect, because I believe it was a mistake and a misunderstanding on his part, and I say that if the ex-minister of public works had taken his time to look into these specifications and find out what I tell him to be the truth now that he would still be a member of the Alberta government and still a member of the Rutherford

timber in the North.

The only timber in this province of real commercial value is in its northern part, and there we have timber, just as good as in the sister province of British Columbia. Each year thousands of tons of northern timber, there comes in value of fur, something like one million dollars. Last year I understand there was much more than that million dollars worth of fur taken out of this country by the traders. All of that vast area of agricultural lands, and all that vast area of mineral lands will be made accessible to the people in this province if the Great Waterways railway is built. I am only referring to these matters, gentlemen, to show you the attitude of the government when we came to deal with the Great Waterways company. To my mind the most outstanding feature of the Great Waterways railway, and that is a colonization road, and it was because it was a colonization road, and it was the duty of the government to assist the railway company in the manner in which we did. Remember that when we went to the mountains, and asked them to build railways in this province, their answer was that they were busy building their main line, and would have great difficulty in doing much more. We went to the C.N.R. and you know what they have been doing in the sister provinces of Saskatchewan and Manitoba; Saskatchewan especially, and they promised to help us, so that we were in the position of dealing exclusively with the C.N.R. and the Great Waterways railway, and I am betraying no confidence when I say that it was only a very short time before legislation in the House, that the Grand Trunk Pacific consented to build a branch line which we asked them to build, and which are now being built.

Come to Invest Money.

Mr. Clarke and his associates, or at least the Alberta and Great Waterways Railway company came to Alberta largely because they were Americans who had seen the same kind of development in their own country, and they expected, and as we all expect to see here. We are welcoming them, and thousands of Americans into this province, and we expect to get thousands and thousands more, and we are in the habit of attempting to depreciate the mineral possibilities of this northern country. I want to say that I have lived here a number of years, and I have had absolute proof of the mineral wealth of that country. There is oil and gas, and there is asphalt enough to supply the whole of the Dominion of Canada. The oil fields are superior to those of California. There are mountains of salt, plenty of copper, and great prospects of different kinds of minerals being found, because the country north of Fort McMurray is a country similar exactly to what is known as the Cobalt country in northern Ontario. The mountains, the Laurentians, the Adirondacks, the Laurentians, Saskatchewan and Alberta, and I believe that in the northern part of this province we will have a mineral development such as has never been seen in the whole of the Dominion, and I assert again that it was the plain duty of the government having these vast

resources in that country, and having the absolute confidence that we had in that country, to encourage a railway company to come and build into that territory. We are not entirely basing our knowledge of minerals in that country on stories told us by settlers, who live there, although we have proof, everyone in Edmonton knows of people who have come from that country and told them of its mineral riches; but the geological reports of scientists who have been in that country to verify the statements of these people who have lived there many years.

A New Empire.

Let me deal very shortly with a country which your railway will tap when it reaches Fort McMurray. It reaches, and will open up practically a new province, a new empire. I believe as one of the members of this legislature said to me the other day, that not only is the undertaking an undertaking of vast benefit to the province, of great provincial importance, but also of great national importance. We, who have lived in Canada for years, we who were born in Canada, another the days when the people of the United States referred to Canada as a narrow strip of country lying to the north of their boundary, I, as a Canadian am proud of Alberta, because of the fact that here we are sitting in the capital of this province, three hundred and fifty miles north of the boundary line, and you have a country three hundred and fifty miles still further north. They can grow just as good grain 350 miles to the north of us as they can 350 miles south, and I say it makes any one proud to belong to a country such as Alberta is, and will be, in the future. (Applause, and hear, hear.) In this province of Alberta, there is a place we have a place; not a town now, but what will be a town, may I say, a city in the near future, named Fort Smith, and it may be of passing interest to inform you that Fort Smith is a seaport town. Ocean ships can go up the Mackenzie river from the Arctic Ocean right to Fort Smith, and as soon as the Great Waterways railway is built to Fort McMurray, there will be navigation for vessels for three thousand five hundred miles. That river passes a greater country than the St. Lawrence river and open up a Lakeland. It is in extent something like one million, one hundred thousand square miles. It is what is known as the great Mackenzie watershed. After the people living in the towns and villages of that great district will be the justification for the guarantee we have given. (R. B. Bennett—That should make it less.)

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He enclosed in this letter a copy of the specifications of the C.N.R. main line from Grand View to Edmonton, and from Prince Albert eastward 100 miles, and when the government began to deal with this matter of specifications we adopted the specifications referred to in this letter, and they are the exact specifications upon which the Canadian Northern was built from Grand View to Edmonton.

Mr. Cross—What does Mann say in his letter?

Mr. Cross—He says: "I enclose herewith copy of specifications of the C.N.R. main line, etc."

Mr. Boyle—What else does Mann say about it?

Mr. Cross—I am coming to that.

Mr. Boyle—Does he say the road was built on these specifications?

Mr. Cross—He does, and I will prove

it. He did build the road on those specifications, and I will show you how it was done.

Mr. Boyle—It will be a good trick if you do.

Mr. Cross—Oh, not such a very difficult trick, and possibly I may convert my friend from Sturgeon, and possibly he may come back after he is convinced of this one essential, as it is of the one thing on which the ex-minister of public works left this government. He, the ex-minister of public works, says he left the government because the specifications of the Great Waterways railway were not the same as the specifications for the C.N.R. from Grand View to Edmonton, but I am prepared to show him they are absolutely the same in every respect.

(Mr. Cushing returns to chamber.)

Mr. Cross—I am glad the ex-minister of public works has come back to listen to what I have to say, because I think I can almost convince him that he should still be a member of the government when I show him that he was wrong upon this matter upon which he left the cabinet. If I am right, by informed this House this very day that if the C.N.R. specifications were the specifications connected with this railway, he would have been a member of the government.

Mr. Cushing—No, no.

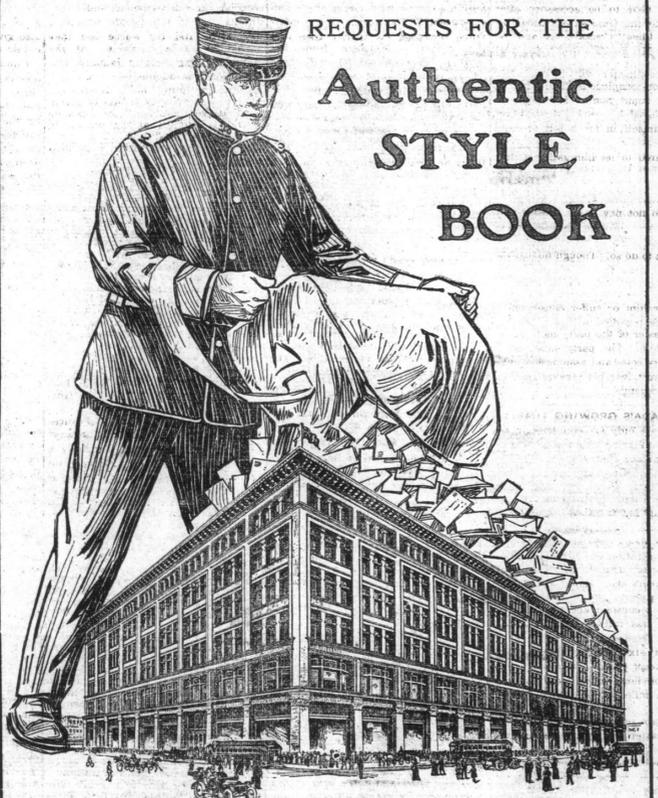
Mr. Cross—He told me that the day he left office.

Mr. Bennett—You had no information that he had left until the other day. (Laughter.)

Satisfied With C. N. R. Specifications.

Mr. Cross—I really had heard he had left. (Laughter.) The lieutenant governor of this province, however, had not given the premier authority to announce it to the House. But perhaps I am a little extravagant in my statement, yet I say this, that the ex-minister of public works did say that if the C.N.R. specifications of their main line were adopted for the Great Waterways railway he would have been satisfied and would have had no reason to complain. Well, I propose to show him those specifications were adopted by the government in connection with the Great Waterways railway, and in connection with the Grand Trunk Pacific and C.N.R. branch lines. Mr. Mann says in his letter: "I enclose copy of specifications, etc." What did the government do? I hold in my hand a copy of the specifications of the C.N.R. and they are word for word, the same as the specifications which Mr. Mann enclosed in his letter, which he says are the specifications for the C.N.R. main line from Grand View to Edmonton. I challenge contradiction on this point, and I say that the minister of railways at Ottawa when the C.N.R. main line was adopted had agreed to have them build their road to exactly these same specifications. The engineer of the railway commission of Canada adopted these same specifications in connection with the building of the C.N.R. I go further, and I say that the Saskatchewan government adopted exactly the same specifications as we adopted in this instance. The specifications were first adopted by the minister of railways at Ottawa, the railway commission at Ottawa adopted them, the engineer of the railway commission adopted them, and the Saskatchewan government adopted them. I say that the specifications which had been tested and adopted by the governing authorities of this Dominion. (Applause.) Why should we not accept these specifications? Sir, there is no good reason, and I say those specifications were adopted word for word, and I say further, and I say it to the ex-minister of public works, and I say it to his friend, the member for Sturgeon, that the road now being built by the Canadian Northern from Edmonton west to the mountains under a \$25,000 a mile guarantee is being built on exactly the same specifications. I ask them for their criticism now of these specifications in the face of that statement. (Applause.) I might point out to the House, and I might point out to the ex-minister of public works where he was mistaken in this respect, because I believe it was a mistake and a misunderstanding on his part, and I say that if the ex-minister of public works had taken his time to look into these specifications and find out what I tell him to be the truth now that he would still be a member of the Alberta government and still a member of the Rutherford

(Continued on Page Six.)



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# Edmonton. C. Cross Speech in the A. G. W. Agreement Debate

(Continued from Page Five)

administration, that is, if we are to believe what he went out on that ground. **Same Men, Repeat.**

Mr. Cushing—Oh, not altogether. Mr. Cross—Oh, my friend, the ex-minister of public works can try to explain himself, as much as possible, but he made that statement today.

Mr. Cushing—The reasons for my resignation are in my letter. Mr. Cross—The ex-minister of public works has to me knowledge, and to the knowledge of the members of this legislature, been collecting for several days to find out the reasons why he resigned. (Laughter.)

Mr. Bennett—The country didn't seem to think he had much trouble. Mr. Cross—I am always glad to see my friend, the junior member for Calgary sympathizing with his friends.

Mr. Bennett—You will hear me supporting him presently. Mr. Cross—Oh, say it will give me a better opinion.

Mr. Cross—Well, I was going to say that I thought in the city of Calgary in the next election, Mr. Cross will have entire unanimity and that we will have both the senior and junior members for Calgary elected without any opposition whatsoever. (Laughter.)

Mr. Bennett—Hear, hear. Mr. Cross—Speaking, Mr. Speaker, I think I have dealt long enough with this matter of specifications and I think I have satisfied the House as to the specifications adopted by the government for the Great Waterways railway as some gentlemen in this House would have us believe. They have been closely examined by the engineers in this House and the railway commission, that the honorable member for Sturgeon is so proud of, and the Saskatchewan government, and these people have adopted these specifications, why there cannot be anything very wrong in their being adopted by the government of this province.

**Shows It Was Better Agreement.** Mr. Cross—The afternoon showed very clearly that the agreement between the Great Waterways railway and the Canadian Northern and Grand Trunk Pacific, but he showed that they set out very clearly and secured a better agreement from the Great Waterways railway than from either of the other railway companies. And I think, indeed, that the agreement was of a great length with that matter.

Now before I come to the question of the specifications, I would like to say the first thing that the public works department were absolutely right in adopting an aggressive railway policy in assisting in the construction of this province was the fact that while the C. P. R. up to that time had not been building any railroads in the province, they immediately upon the announcement of the agreement began building them, and they built quite a number, and I am sorry as a citizen of Edmonton that they have not built as many in the northern part of the province as they have in the southern. We want to see the C. P. R. build to the Peace river, and open up the country, and we as citizens will all welcome them as they do so, and I hope it will be very soon. I understand that the government has only intended to build 45 miles of railroad next year (1910)—I hope that is not correct, but if it is correct it shows our policy was right when we decided to encourage other people to come in and build railroads. Some people will try to introduce sectionalism into this matter, and I say with the ex-minister of public works that I am sorry if it should be introduced into the question.

**Benefits of the Agreement.** I am proud of the great progress of Calgary and I say to the merchants of that city that they are not making any money perhaps in this country would benefit by the opening up of the north. I am formed that even in the city of Edmonton today we receive our groceries from the wholesale houses of Calgary, and I am informed that while they sell us groceries, we sell them hardware, and I think that will always be the case, that in certain special lines of commerce one city will advance upon the other. And I say that to opening up of the northern part of the province means that as much to the people of the south as it means to us in this northern part. Now, Mr. Speaker, I would like to read you a few extracts of what this north country is like from a source which will undoubtedly satisfy you all. My honorable friend, the ex-minister of public works, made a speech in the House of Commons, during the last session. I may say that this is an extract from a verbatim report of the Hon. W. H. Cushing's speech delivered Wednesday evening, March 10th, in the Bankers' Presbyterian church, Calgary, and it shows, not only what he thought of that city in the north, but what he thought of the legislation passed by the legislature in regard to the Great Waterways railway.

**Benefits of the Agreement.** Not only has the government done everything to assist railway facilities, but it has also done everything to assist competition into this southern country. It is assisting to build a road to the north of Edmonton. A great deal has been done to assist the railway companies. Mr. Bennett in a speech the other evening referred to the act in connection with the building of the Great Waterways railway as hasty and impudent legislation, and that the road was to run where there were no people; not a single timber tree, no coal, no minerals or anything of any kind, and there is no use pledging the credit of the province to build this road. Now this

is an extraordinary statement on the part of Mr. Bennett, but nevertheless untrue. I may say in this regard that this legislation was prepared after much thought and careful consideration on the part of the government, and in this legislation as in all acts of the government everything has been done to protect and safeguard the interests of the people of this province. (Applause.) On the route that this road will travel a large number of people have settled up to and all the way from Lac la Biche. The country is thickly populated all over the route and there are large areas of timber on the line of that road which will be available and can be made of great value to the rest of the province. When this road is completed it will open up large areas of timber on the Athabasca river, and not only that, but it will open up for development a large mineral territory where there is oil, coal, and asphalt. The base of the Athabasca river for over 100 miles is solid asphalt.

When this road is completed, and it will take three or four years to complete, it will open up a very rich territory in this province, and it seems to me that we are going to get a great benefit out of it. In the territory we have got to grow in that direction. Nearly all of the land, if you will look at the map today, is owned by homesteaders, or by speculators, or by little land to be got for homestead in the southern part of the province, and if this province is to go on growing as a population, the only way of getting the lands in the northern portion of the province north of Edmonton, ten thousand people are in one settlement up there, in the territory we are talking about, where three or four years ago there were only three or four people. That will give you some idea how the country is filling up. For over a hundred miles north and north-west of Edmonton a population of thickly as anywhere else in the province and the only market they have to come to Edmonton, and from there beyond the Athabasca and Peace rivers.

**Resources Grow With Population.** And as population grows our revenues grow. You know under the Autonomy Act, as our population grows, and the population of the province continues to grow as our population grows, and by the time we reach the population of 2,500,000 souls the subsidies will have reached the sum of \$3,750,000 from the Dominion government, so you see the sooner we get the railway, the sooner we will be getting a larger revenue to manage the affairs of the province. It seems to me that the government would not be doing its duty if it did not offer these people who are doing the pioneer work in this territory some relief in the way of transportation. It is all very well to talk about no people, no timber or minerals, but the fact is that the people of this province, because we know there are not only people, but vast mineral and timber resources in that country. (Applause.)

It is the duty of the government to take care of the people of this province no matter where they live, whether north, south, east or west, and I am getting tired of hearing this talk of north and south, for the south is able to take care of itself as far as I know, and I know the north is able to take care of itself.

The south has been treated fairly by the government, and there is not another place outside of Calgary that has been treated as badly as the north. The government has not been fair to the north, and while a great deal of money has been spent, and a great deal of money is going to be spent in the years to come, yet we are charged today in this city with not having done what we ought to have done for that city.

Mr. Bennett says that must have been a sermon delivered in that church. (Laughter.) Mr. Cross—I don't need to say that I am of good Scotch Presbyterian stock and have been always taught to regard what the preacher said as truth, and I would like to read all that this sermon contains. (Laughter.)

Mr. Cross—The ex-minister of public works absolutely justifies me in connection with its railway policy and especially, Mr. Speaker, in connection with the Alberta and Great Waterways Railway. (Renewed applause.)

**Will Cost \$30,000 Per Mile.** Now, sir, he referred very shortly to the cost of this road. I have travelled myself by trail from Edmonton to Lac la Biche, and I have travelled in other parts of this province where railroads have been built, of which I know the cost, and I have been informed by Mr. Chamberlain, member of the G.T.P., that a railroad running over a prairie country from Tofield to Camrose cost over \$30,000 per mile. And I don't need to be an expert engineer, I don't need to be an engineer of railroads, but only to be an ordinary man, as other men in this House, to go through the country from Tofield to Camrose and say that if that road cost over \$30,000 a mile, the Alberta and Great Waterways Railway will cost \$30,000 a mile. When you get north of Edmonton you get into a rougher country and steeper here and Lac la Biche I had no question in my mind but that it will cost the company in the neighborhood of \$30,000 a mile to build their line. The premier gave a statement of Mr. Jones, our government engineer, that he had been in connection with Mr. Jones that he stands among the highest engineers in the Dominion of Canada. He worked for the G.T.P. and had a much higher salary from them than he receives from us today, but a sum of money which does not belong to us, but which is held in trust by us for investors. I say it is a terrible thing to think of. I can understand a vote of want of confidence. I can understand the junior member for Calgary saying we are a bad government, and saying we should get out of business, but I cannot believe that he would be a party with the honorable member for Sturgeon in bringing in such a motion, and voting for it.

Mr. Boyie: Might I ask whose money we would be confiscating? **Bondholders' Money.** Mr. Cross: I say it would be the money of the bondholders, because they have invested their money for the purpose of building 300 miles of railway; they put up their money for the purpose, and I say a motion of this character has never been passed by any constitutional government in the history of the world, and if it should happen in this young province of Alberta because without any reason to question that statement. There is no reason for the hon. member for Sturgeon to question that statement.

**Experiences in Payments.** Now let me come to the point raised by the honorable member for Sturgeon in regard to paying out this money. The government has this \$7,400,000 to the credit of the provincial treasurer, and do not require to pay out one cent until the money is a foreign market to sell their bonds. After this resolution was passed, the government has already paid out \$7,400,000 to the credit of the provincial treasurer, and do not require to pay out one cent until the money is a foreign market to sell their bonds.

Mr. Bennett: Conscience from whom Mr. Cross: From the bondholders. Mr. Bennett: They still have the guarantee of the province. Mr. Cross: Yes, but my friend will agree with me when I say that only as far as the money is concerned, the money is absolutely irrevocable, because the resolution says that they have the money to be used for constructing a railway or railways in whatever portion of the province.

**Legislation in this Province.** All that resolution says is, first, that this province has committed itself to the construction of a railway, and the money should be expended in railway development in this province. The bond is a definite purpose.

Mr. Cross: Granting for argument what you say is true, this amount of \$7,400,000 is not to be used for the building of a definite and defined project, such as that has been undertaken; such as the extension of the line of the G.T.P. 350 miles of railroads to be built in a certain way, and the money is to be expended in the construction of a railway or railways in whatever portion of the province.

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the provincial government, and not for the G.T.P., today. And when Mr. Jones gives us the cost at \$21,350,000, he knows what he is talking about. There is no man in this country knows better what it will cost to build a railroad than Mr. Jones, and he doesn't intend to speak of that country but with regard to mistakes alone. Practical men tell me that mistakes are worse than rock, and apt to be very expensive to overcome, so that railway men building in that country are likely to have many difficulties that will not be encountered in ordinary railway building. The premier showed you today how the Great Waterways Railway and building better than their specifications. There is no reason to question that statement. There is no reason for the hon. member for Sturgeon to question that statement.

**Experiences in Payments.** Now let me come to the point raised by the honorable member for Sturgeon in regard to paying out this money. The government has this \$7,400,000 to the credit of the provincial treasurer, and do not require to pay out one cent until the money is a foreign market to sell their bonds. After this resolution was passed, the government has already paid out \$7,400,000 to the credit of the provincial treasurer, and do not require to pay out one cent until the money is a foreign market to sell their bonds.

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A. & G. W. RAILWAY DEAL DEBATE CONTINUED IN

(Continued from Page One)

It is tonight that he did not... The attorney general had... up a number of points... more others that were still... government but he was not... the agreement was... H. did not like the clause... the payment of \$20,000... ten miles no matter what... cost. He would like to know... set out by the letter of the... part of the contract. The... had been criticized be... through it he as one willing... his share of the blame. The... faith in the government... was sorry to have to say that... he thought the premier... faith with the legislature... general had not explained... the bonds were not sold... why a special train was... to go to New York.

Mr. Cross Answers Questions.

Hon. Mr. Cross said he would... answer those questions now... of the last, the deputy at... general and the deputy pr... had gone to New York with the bonds... He handed them over to J. Pier... Morgan and had taken a receipt... every term of the agreement with... to the purchase was com... with. He (Mr. Cross) was in... New York at the time but did not... him in a hotel. He had gone there on a private visit to... friends. Replying to the first... question he said that bonds were not... usually sold by tender, they were hand... ed over to an underwriter who disposed... of them.

Member for Ponoka.

Dr. Campbell, of Ponoka, strongly... supported the advisability of the A. & G. W. Railway and expressed the belief that... its construction was but the commence... ment of one of the greatest railway en... terprises in Canada. To the amusement... of the house he referred to the special... train upon which the junior member for... Calgary (Mr. Bennett) was conveyed to... Edmonton last Friday night. He said... that he believed the member for Stur... geon had been actuated in prolonging... interminably his speech by the resolve... "Bennet or Bennett."

Member for High River.

L. M. Roberts, of High River, said he... spoke from the viewpoint of a new member... to the House, and a new member to the... Liberal Government. He said he... owed his election to the record of the... Rutherford Government which he had... been him, and to the Government's... railway policy. He had advised himself... on the principles of the Liberal party... and had approved of them before he had... sought election. Still he declared that... he could not dare to say what the re... sult would have been had the undertak... ing of the premier concerning the Al... berta & Great Waterways railway been... before the people. He was now pleased... to know however, that the Government... was approaching the question from a... reasonable frame of mind, and had drop... ped the "nest of traitors" attitude.

What he considered as a weak point...

What he considered as a weak point... in the agreement was that the contract... ing company building the line for the... railway company could present a report... stating the road had cost such and such... an amount and such a report could not... be brought into question by the people... of the province.

The Premier.

The Premier: "What of the govern... ment engineer?" Mr. Roberts: "The government en... gineer can be made to say anything the... government wants to. If he doesn't... he can be dismissed. That is placing too... much responsibility on the government."

Continuing, he said he intended to...

Continuing, he said he intended to... avail himself of the right which the at... torney general stated the act gave him... namely to obtain any information he de... sired concerning the A. & G. W. Co. by... applying to the Minister of Railways.

102,200 CATTLE EXPORTED IN 1910

Report of Department of Agriculture Tabled in House.

The annual report of the Provincial... Department of Agriculture was tabled... in the Legislature on Friday by Hon... Duncan Marshall. It is a voluminous... document and contains a great deal of... valuable information about the agricul... tural development of Alberta during... the past year.

A General Increase.

Reference is made to the growth of... the province since the late minister, Hon. W. T. Finlay, took... charge. In the four years' develop... ment the staff had grown from three... members to over fifty in number, with... the general correspondence of the... department and contains a great deal of... valuable information about the agricul... tural development of Alberta during... the past year.

Turning to the general work of the...

Turning to the general work of the... department, the report shows that there... has been a steady increase in the... number of the branches thereof. The en... rollment of stations each year shows... a slight increase in the percentage of... pure-bred animals enrolled as against... the grades. It is a sad commentary... on the horse industry of the province... to note that there are two grade sta... tions standing for service to every... pure-bred one.

Stock inspection returns show that...

Stock inspection returns show that... approximately 10,000 head of horses... were exported from the province, while... in the neighborhood of 13,000 head... were shipped from one part of the... province to another. In all, over... 70,200 head of cattle were shipped out... of the province, and over 23,000... west as export cattle. In all, making... a grand total for export stock of some... thing over 102,200 head. This shows... a considerable increase in the number... of animals exported, and on the... face of it does not justify the report... of the large cattle dealers of the... country to the effect that the industry is... on the decline. It is true that large... ranches are being broken up, but the... great number of small farmers making... homes for themselves in various parts... of the province is going to steadily... counteract any diminution in the number... of animals available for export. On... the contrary, and in consequence there... will be a steadily increasing number... of animals available for export and... of a higher quality because handled in... small bunches under more careful... supervision.

No Disease in Stock.

In his section of the report, the Live... Stock Commissioner points out the... very valuable fact that the province... was practically free during the past... year from any epidemics of diseases... in live stock, that the health of... animals was excellent and that the... climatic conditions were favorable for... the saving of a very large percentage... of the natural increase. The live... stock commissioner's report shows a... busy season for him in assisting farm... ers in marketing their stock, in ar... ranging for transportation facilities... for some, in visiting the various stock... yards in connection with the officials... of the Railway Commission, and in... insisting upon improvements in these... yards in accordance with what is... necessary to meet the present require...

The Noxious Weeds.

The report in connection with the... enforcement of the Noxious Weeds... Act shows that the new plan followed... during the year of appointing a limit... ed number of weed inspectors to cov... er a larger territory and to spend a... longer time in the field has worked... out to much greater advantage than... the old system of employing a large... number of inspectors for a limited... period. The weed question is shown... to be one of the most important pro... blems the farmers of the province... have to deal with, and unless every... farmer co-operates with the depart... ment in the destruction of these nox... ious weeds the province will continue... to become over run with them and the... land depreciate in value accordingly.

The Educational Work.

The educational work, as given in... connection with the work of the Agri... cultural Societies, showing the amount... paid out in prize money, the number... of fairs held throughout the provin... ce, the poultry and dairy meetings... as well as those on soil cultivation and... forestry. The stock judging schools... held along the C.N.R. line during... winter proved a great success as well... as the Short Course school held for... two weeks at Lacombe last March. A... new departure of the work of the sup... porting clubs and institutes was the... running of excursions to the Ex... perimental farms at Lethbridge and... Lacombe. It is hoped that these will... be continued as an annual event as... it is only by bringing the people in... touch with the work of these farms... that they can fully realize all the... benefits that is to be obtained from... them.

FATEFUL DAY IN THE HISTORY OF BRITAIN

What Will Happen to the Acquisitio...

London, Feb. 26.—The session of the... House of Commons today may prove... fateful for the Liberal government. Pre... mier Asquith's ministry may be defeated... by the adverse vote of the Radicals... and Nationalists.

It may survive, only to be plunged...

It may survive, only to be plunged... into the mire of a general election. The... nature of the statement of the... government policy which Premier As... quith will present to the House as a... result of last week's cabinet council, and... the prime minister's interview with the... King on Sunday.

To a great extent the situation still...

To a great extent the situation still... is dominated by the fact that everybody... concerned is more or less desirous of... avoiding a general election. The... Nationalists will hold a meeting... before the Parliament assembles to de... cide their course of action, and if, as... now seems certain, the premier has de... cided to postpone the attempt to reform... the House of Lords and confine his im... mediate policy to an attempt to limit or... abolish the power of veto held by the... Lords, there is a probability that the... government will survive at least for... few months.

In reference to the suggested refer...

In reference to the suggested refer... endum on the question of the veto power... of the House of Lords, Asquith is quoted... as having replied to a heckler in the recent... campaign regarding the referendum as a... general principle: "There is a great fascination in the... idea. I was bitten by it at one time but... the more one thinks of it, and the more... one sees of it in other countries, the... more impracticable and inapplicable to... British conditions it seems."

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IMPORTANT AUCTION SALE

Messrs. Walker & Fraser instructed by J. F. FETHERSTONHAUGH will sell at N.E. 1/4 30-54-22, w 4th near windmill, 1 mile south of FORT SASKATCHEWAN

SATURDAY, MARCH 12 at 1 p.m. prompt the following stock, etc.

7 WELL BRED HORSES 70 FIRST CLASS CATTLE HOGS, IMPLEMENTS ETC., ETC.

See posters for full details of list.

WALKER & FRASER

Fort Saskatchewan Auctioneers

ments. His report also shows that... under the auspices of the department, assistance was given to the importa... tion of nine car loads of pure bred... dairy stock, which was distributed... fairly well throughout the province.

IMPORTANT DISPERSION SALE

REGISTERED Hereford Cattle

Farm Stock and Implements Wednesday, Mar. 9

At 10 a.m. Sharp. At the home of JAMES TOUGH

Who has rented his farm and will move to the Coast at once. Four Miles West of Edmonton. SEC. 16-53-25

We are authorized to sell the following described property to wit:

56 REGISTERED HEREFORD CATTLE 12 of which are bulls ranging in age from 10 months to 2 years; 44 special cows and heifers of age, bred. Interested parties will please send for FREE catalogues, a grade milk cows, 1 grade 2-year-old heifer steers.

NINE HORSES—Team geldings, four-year-old, sound, weight 1400 lbs. each; Charley, 8 years old, sound, weight 1600 lbs.; gelding, 6 years old, weight 1300 lbs.; aged heavy mare with 5 months' old colt at foot; roan mare, weight 1200 lbs.; general purpose gelding rising 4 years.

HOGS—Two registered large Yorkshire sows; 7 pure bred Yorkshire pigs, fall litter "eligible". HENS—Sixty good hens.

FARM IMPLEMENTS AND VEHICLES—Acme stacker in good repair; Monarch sweep rakes in good repair; Champion Binder in good repair; Deering mower nearly new; Massey-Harris rake, nearly new; Massey-Harris grain drill, nearly new; 16-inch breaker, 12-inch walking plow, 18-inch walking plow, 5-sec. iron harrow, 8-ft. disc, good one; 100 lb. scale, 100 lb. scale, two wagons, cutter, large land roller, fanning mill, bob sleigh, top baggy, 65-gallon feed cooker, roll chicken netting (new), garden seed drill, scuffer, wheelbarrow, 2 wagon racks, feed troughs, feed boxes, tools, and numerous other articles found on a large farm.

HARNESS—4 sets team harness, 1 set single harness. HOUSEHOLD GOODS—Home cream range, heater, cook stove, 4 sets bed room furniture "New Home" sewing machine, washing machine, cupboard, 8 chairs, 2 tables, 2 chairs, crockery, bedding, pillows, clocks, shotgun, etc.

Also a large quantity of HAY. TERMS—All sums of \$50 and under cash, over that amount a credit of 12 months may be had by purchasers furnishing approved joint lien notes bearing 8 per cent interest. Five per cent discount for cash where entitled to credit. No property to be removed until terms of sale are completely paid for. Distance desiring credit should bring credentials from their bank.

Free Lunch at Noon. S. W. PALMER, C. H. WEBBER, Auctioneers. G. MORRIS, Clerk.

Fully nine out of every ten cases of rheumatism is simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, and to be cured, requires any internal treatment. All that is needed to afford relief is the free application of Chamberlain's Liniment. Give a trial. You are certain to be pleased with the quick relief which it affords. Sold by all dealers.

Greatest Land Opportunity in British Columbia

Core to the Famous Okanagan Valley and cure a home in the greatest valley on the American continent. The mildest, best even and healthful climate in Canada. Soil especially adapted to the growing of fruits, berries, vegetables, hay, dairying and all general mixed farming.

The world-famed district of B.C. Positively the greatest bargain in the whole Okanagan. Prices the lowest; terms the most reasonable. Any acreage. Small holdings the specialty. 10 acres to 20,000 acres, \$50 per acre in small tracts. Reasonable rates on larger tracts. Special inducements to Colonization Companies and men of capital seeking safe, reliable, conservative investments. Property exchanged for improved farms and city property of high commercial value.

W. Curtis Hitchmer GLENCOE, WESTBANK, BRITISH COLUMBIA.

OFFICES AT KINGSTON, TORONTO, WINNIPEG, FORT WILLIAM AND CALGARY.

Jas. Richardson & Sons

GRAIN MERCHANTS

Experience counts. Let us handle your grain and get full value. Measure handled strictly on commission or net track orders made at any time at any grain of quality. Liberal advances and prompt payment.

Write for information to branch office. Room 2, Alexander Corner, Calgary, Alt.

IMPORTANT AUCTION SALE

Messrs. Walker & Fraser will sell for JOHN T. COATES, on River Lot No. 21, 112 miles south-west of FORT SASKATCHEWAN.

Wednesday, Mar. 9, at 10.30 a.m. prompt.

A fine lot of Horses, Cattle, etc., including 15 FIRST CLASS HORSES, 42 FINE CATTLE.

Cows now milking and fat steers, etc. 17 FIRST CLASS HOGS. Of which 7 are sows in pig. FULL OUTFIT IMPLEMENTS practically new.

Free Lunch at Noon. See bills for details of sale. Edmonton buyers can travel by local train in good time for sale, returning in afternoon.

WALKER & FRASER

Auctioneers. FORT SASKATCHEWAN. BUSINESS CHANGES.

FREE BOOKLET—ARE YOU INTERESTED in a milder climate where the flowers bloom in February. British Columbia is the greatest opportunity land in Canada. Write for our booklet. Dept. J. L. W. Bick, 1104 Broad St., Victoria, B.C.

BRITISH COLUMBIA—FERTILE George lands—50,000 acres fertile wheat and mixed farming lands. Send for photographs and surveyors' reports. The Wright Investment Co., Dominion Trust Building, Vancouver, B.C., Canada.

BRITISH COLUMBIA FARM LANDS 20,000 acres on Grand Trunk Pacific railway. Fort George district—retail or en bloc. Rich soil, ideal climate, easy terms. The Mercantile Trust Co., Ltd., Vancouver, B.C.

MEN AND WOMEN WANTED.

In every locality to sell goods as necessary in every home as Bread. \$2.00 per day. SALARY AND COMMISSION. Write The J. L. Nichols Co., Toronto, Ont.

WANTED.

WANTED—FIRST OR SECOND class teacher; male or female for rest of term for Cardiff S.D., No. 2115. Apply Peter Labrie, Chairman, Cardiff, Alta.

WANTED—LADIES TO DO PLAIN and light sewing at home, whole or spare time, good pay; work sent any distance, charges paid; send stamp for full particulars. National Manufacturing Co., Montreal.

WANTED AT ONCE—FOR LOUISE Lake, S.D., No. 172 a teacher holding first or second class certificate. Salary \$600 for second \$825 for first. Apply to D. L. Richardson, Sec., Landonville, Alta.

WANTED TEACHER—FOR EAGLE Butte school, No. 182, first or second class certificate, male or female; 10 to 15 children for term of 1910. Duties to commence about 1st April 1910. Apply stating qualifications and salary, to F. Stovell, Secy., Nunobich, Sask.

WANTED TEACHER—FOR THE Soltman school district, No. 821, first or second class, Alberta teacher preferred, stating references and salary wanted; six month's duties to commence May 1st. Apply to Luther Jonsson, Chipman, Alta.

WANTED—FEMALE TEACHER for Lake Alice S.D., No. 1886, second class certificate; duties to commence April 1st, 1910. Apply stating salary expected to B. L. Willis, Sec.-Treas., Innisfree, Alberta.

WANTED TEACHER—FOR PAGE S.D., No. 1688, Chipman, Alta., at a salary of \$50 per month, 2nd or 3rd class certificate. School to commence April 1st and to continue 7 months. Apply O. F. Page, Chipman, Alta.

WANTED TEACHER—FOR KALUZ S.D., No. 1688, Chipman, Alta., at a salary of \$50 per month, 2nd or 3rd class certificate; school to commence April 1st and to continue 7 months. Apply O. F. Page, Chipman, Alta.

Business Location Vacant

For rent or for sale 25x40, two story hotel for sale or to rent, 16 roomed house near the railway on the G.T.P. A large variety of farms for sale.

Bruce Real Estate Co.

BRUCE, ALTA.

EDMONTON NEWS

Desire Dennis, the post office thief, and Mandrick, the Galician forger, come up for trial before His Honor Judge Taylor in the District Court on Thursday, March 10th.

Leon McMillan, who was taken to the Public Hospital five weeks ago suffering from typhoid, was removed to his home, 1332 Saskatchewan, Saturday, by the Connelly & McKinney ambulance. Mr. McMillan is now convalescent.

Wm. Swain, who was arrested in this city by an R.N.W.M.P. constable on a charge of horse stealing at Wetaskiwin, was given a hearing there on Friday by Magistrate Mills, who sent him back for trial. He arrived on Saturday and was taken to the barracks here.

His Honor Judge Taylor presided at a special sitting of the District Court in Vermilion on Saturday last. A Greenlaw, homesteader, was arraigned on a charge of seduction, but after the case for the Crown had been put in, he was dismissed on the ground that sufficient evidence for his conviction had not been adduced.

WOMAN MAKES STATEMENT. Mrs. Rose McCormick, who was one of the principals in a shooting affray on Queen's avenue on February 12th, was heard by a coroner's jury on Saturday.

She was the only person who could give the facts as the man who died by his own hand.

ITALIANS STRANGE ACTION. An Italian, who signs himself Frank Evangelista, has been posting posters in different parts of the city. The police say that this man was ejected from a store building about a year ago on Namoy avenue and seems to think that he has a grievance against the city.

FRANK EVANGELISTA. Corp. Davis and a constable from the R.N.W.M.P. barracks met the man to take charge of a Galician by the name of John Yek who was recently arrested by Constable Smith at Leduc, changed his name to George Adams, and was sent to the city jail.

SANITARIUM NECESSARY. At present there are three cases of consumption in the Isolation Hospital and another will be sent in from the Public Hospital today. "The Isolation Hospital," said Dr. Whitehead, "was not intended for this disease, but as no other hospital in the city will handle it a department has been set aside in the Isolation Hospital for tubercular trouble.

DEATH BY SHOOTING. The inquest into the death of Chas. Stanley Young, the bank teller of Edmonton found in the Dominion bank High River, on Sunday afternoon with a bullet hole through his brain, resulted in a verdict of death by shooting himself with a revolver, the cause of the rash act is unknown. At seven-thirty Monday night Coroner Nillett, of Macleod, empaneled George Ady, Nathaniel MacLaren, Arthur Sheppard, Alfred Kelly, Morley Sellar and Geo. Mack, foreman, as a jury to inquire into Sunday's tragedy.

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Are you frequently hoarse? Do you have that annoying itching in your throat? Do you cough annoy you at night, and do you raise mucus in the morning? Do you want relief? If so, take Chamberlain's Cough Remedy and you will be pleased. Sold by all dealers.

Edmonton Bank Manager, Leroy stated that he believed the deceased a trustworthy and good living boy. There had been nothing in his conduct to suggest suicide. He received ample alimony and appeared to live within his means. Young, who was only eighteen years of age, was a very bright, hearty and popular disposition. He leaves a widowed mother, Mrs. Harrison Young, at Edmonton.

CONTRACT LET FOR FITTINGS. A. E. Duff, western passenger agent of the Grand Trunk Pacific, was in the city Monday and completed arrangements for opening up the new offices of the company in the building now occupied by the Traders bank when the latter moves to the Gateway and Lessard corner. The contract for the fittings for the railway offices has been let to W. H. Clark and Co., of Edmonton. Duff could state nothing at the present time, but it will be put in operation in the early summer in all probability.

BROUGHT SMALLPOX CASE HERE. Dr. Owen, of Bon Accord, was the means of bringing to this city a smallpox case on Saturday. The Medical Health Officer gave instructions to the city police to hold the case in the open while he had a consultation as to what had better be done.

Four doctors viewed the case and concluded as the case was first seen that the patient would suffer no harm to return to his home at Bon Accord and be quarantined, as he was previous to coming to the city. Cases of this kind are entirely out of the jurisdiction of the city health officer and provision is made by the province to care for them. If this patient had been in a critical condition the city would have taken over the case under the circumstances the best course was to have him removed.

NEW LIBERAL ORGANIZATION. A new Liberal club to be known as "Le Club Laurier" has been organized amongst the French-Canadian of the city of Edmonton which is to be devoted to furthering the principles of Liberalism in the French-speaking centres. This organization has been organized by the Hon. Frank Oliver, Hon. A. C. Rutherford, Hon. C. W. Cross and John A. Macdonald, M.P., and the following officers have been elected: Honorary President—Hon. Senator E. J. Lessard, J. L. Cote, L. Boudreau, President—Jos. H. Picard, Vice-President—Hon. J. E. Thériault, Milton H. Martin, S. Laroche, Secretary—Major Delois, Executive—Jos. Beauchamp, Louis Madore, Wilfrid Gagnay, Leo Savard, J. E. Thériault, Milton H. Martin, S. Laroche.

SKINNER-RAND NUPTIALS. Miss Mable Eivens Rand, of Edmonton, and Clifford Frank Skinner, of Independence, were united in marriage at 8.30 o'clock on the evening of Monday, Feb. 28, by Rev. Father of the First Baptist church, at the residence of the bride's parents, Mr. and Mrs. George C. Rand on Savelle street, formerly of Canning, King's County, Nova Scotia. The bride was given away by her father, supported by Miss Mable C. Rand on Savelle street, formerly of Canning, King's County, Nova Scotia.

FUTURITY EVENTS FOR THE EXHIBITION. Directors Decide to Hang Up Purse of \$1,000 for Running and \$1,500 for Trotting Facing Events. Committee Appointed to Supervise Building Construction Work.

Three futurity races in 1912 were decided upon by the directors of the Edmonton Exhibition at their fortnightly meeting Monday. One race will be for running horses, another for trotting horses and the third for pacers. Similar races will be run in 1913. The purses hung up will be \$1,000 for runners, \$1,500 for trotters and \$1,500 for pacers. Purses of a like amount will probably be hung up for 1913. The conditions of the race will be announced later.

\$10,000 Damages for Vaccine. Montreal, Feb. 28.—An action for \$10,000 damages was today taken against the city of Montreal by Mrs. Urie Perrier, on the ground that the vaccine furnished by the city is not only yarious but dangerous. Mrs. Perrier claims that as a result of being vaccinated by the city authorities last fall her young son contracted infectious neuritis, and is in danger of losing his left arm.

EDMONTON IS FORGING AHEAD

Statistics Tell of Progress; Large Increase in Bank Clearings and Customs Receipts.

The official returns for the month of February provide a narray of statistics which tells in no uncertain way of the progress made by Alberta's capital city in the last twelve months. Vital statistics are largely impressive. Bank clearings near the four million dollar mark, showing an increase of twenty per cent over the corresponding month last year. Customs receipts have increased fully fifty per cent. Post office returns show a considerable increase. On building permits alone there is a falling off and in this direction too there would have been an increase, if the permit for the Seventeenth street school at \$68,000 for which application was made near the close of the month, had been granted.

Bank Clearings. The bank clearings for the month reached the high water mark, totalling nearly four million dollars. The exact figures were \$3,823,302, an increase of \$704,421, or 20 per cent over February of last year, when the total was \$3,118,881.

Customs Receipts. The receipts from customs duties for February shows an increase of 50 per cent over the corresponding month last year. The figures for February 1910 are \$32,704, and for February 1909, \$21,875.

Vital Statistics. The vital statistics show an increase in all directions. The number of births during February was 51. The number of marriages 29, and the number of deaths 11.

Land Office Returns. During the month of February, 230 homesteads were granted at the land office. Two homesteads were taken out, totalling but \$29,000. The receipts from customs duties for February shows an increase of 50 per cent over the corresponding month last year.

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QUEBEC LOST TO CONSERVATIVES

Riot Act Being Read to Borden on Conservatives Attitude on Naval Issue.

Ottawa, Feb. 28.—The opposition leader, Mr. B. L. Borden, is hearing from the Quebec Conservatives to-night. A delegation of Conservative members from the Front Canadian province are here to read the riot act because of the manner in which the Conservative speakers are treating the province in the naval debate. Among those who are in Ottawa are Sir Alexander Lagasse, retired chief justice of the province and the leading Conservative organizer; Chas. E. Casgrain, ex-M.P., Rodolphe Forget, M.P., D. O. Levesque, and G. D. Boudreau, all leaders of the Conservative party in Quebec. They will point out to Mr. Borden at a conference tomorrow that the course which is being pursued in the naval debate by the Conservatives in parliament is bound to have only one result; and that will be the loss of the whole sixty-five Quebec seats to the Conservatives for many years to come.

They will call attention to the effect of the speech made by W. B. Northrup, M.P., on the G. T. P. bill, in which the speaker stated that the Conservatives should not go further east than North Bay, and should not be extended to the Maritime provinces. That speech resulted in the return of a solid eighteenth Liberal from the province of Nova Scotia and the defeat of R. L. Borden in Halifax.

They state that with this lesson before him Mr. Borden should hesitate to now throw over the great province of Quebec as the speaker of Dr. Edwards, of Frontenac, of Hon. Geo. E. Foster, Col. Sam Hughes and others was celebrated to do. They state further that the program of Mr. Borden himself for direct contribution of Dreadnoughts to Great Britain and the going back on the dearly won principle of autonomy, was a policy which would not be acceptable to the voters.

Mr. Borden will be urged to do what he can to correct the disastrous situation, which his policy and his lack of control over the speeches of his followers has already created.

BIG COOKING MAIN RAIDED. Dundas, Ont., Chief Arrests 22 Men at Main in Waterworks. Hamilton, Feb. 27.—Chief Travis, of Dundas with five officers, raided a cooking kitchen at the main in the waterworks at midnight Saturday, capturing 22 men, 15 live game chickens and two dead birds. The men were being held in a barn in the heart of the village. When the police appeared the place was plunged in darkness. The sports men tried to break through the door, but were shot at. The place was surrounded and the crowd surrendered. The police found men in every room and buried under the hay. One man found under a pile of straw, was nearly suffocated and had to be revived. The prisoners are from Burlington, Barleton, Frelton, the majority being farmers. The main was between Frelton birds and the waterworks of Burlington and Waterdown. The raid was a sensation.

Wife Hanged Hanged Himself. Vancouver, B.C. Feb. 28.—Wm. Ashworth, whose two months' term for wife beating is all but served, committed suicide in the jail today by hanging himself with a small piece of string. He had had a reconciliation with his wife last night, who brought him fifteen dollars with which he was to go to Prince Rupert. This morning his two children were sent to the school, wearing clothing of their father. They found that he had hanged himself. He would have been freed this afternoon.

French Archbishop Fined \$4,000. Bayonne, France, March 1.—The bayon has condemned the Archbishop of Bordeaux to a fine of \$4,000, on costs of an action brought against him because he had forbidden Catholic school children to use the interdicted text books, and refused to make a statement to their parents and of the first communion to the children.

There comes a time in the life of almost every girl when sickness attacks her. The strain upon her blood supply is too great, and there comes a headache, the backaches, loss of appetite, attacks of dizziness and heart palpitation, and a general tendency to a decline. The only medicine that actually makes new, rich red blood, and a plentiful supply of rich blood is the one thing needed to maintain the health of growing girls and women of mature years. The truth of this statement is proved in the case of Miss Ethel E. Sprule, Truanville, N.S., who says: "At the age of sixteen years I left my country home to attend high school. The close confinement and long hours of study nearly broke me down. My blood supply became very deficient, and I grew pale and depressed. I was dizzy nearly all the time, and my head ached so much that I was almost unable to go to school. I was in a miserable condition and it seemed impossible for me to continue my studies unless I found a speedy cure. I tried several tonics prescribed by a doctor, but they proved useless. My mother urged me to try Dr. Williams' Pink Pills, and I finally consented to do so. I had hardly finished the second box so I had a change for the better. I took the use of a few boxes more fully restored my health, and I have since been well and strong. I feel that I can not say as much in favor of Dr. Williams' Pink Pills and I strongly recommend them to other ailing girls."

WANTED TO EXCHANGE

SINGER SEWING MACHINE—NEW—not style, drop-head, never been used, will trade for cow in calf, light horse or implements suitable for party going on homestead. Communicate or call, 134 Acwood Boulevard.

KENDALL'S SPASMIN CURE. To Bring Him Back to the "High Stopping" Class. THE REMEDY USED ALL OVER THE WORLD. For Spavin, Curbs, Splints, Ringbones, Soft Bunches, All Lamenesses. Horse dealers have made thousands of dollars by buying Lame, Spavined Horses, curing them with Kendall's Spavin Cure, and then selling the sound animals at a handsome profit.

VETERINARY OINTMENT. Small Tin 50c, 2 1/2 lb. Tin \$2.50. A great healing ointment for Galls, Scratches, Cuts, Sores, etc., in Horses and Cattle. Jasper Veterinary Remedies are the best.

THE EDMONTON DRUG CO. LIMITED. Do your Business in Alberta. Great West Live Stock Insurance Co., Limited. Capitalized \$10,000,000. Insures all kinds of Live Stock against death from any cause.

OLD PEOPLE SUFFER TORTURES with their BACKS. Here is a Case in Point. Of course you know a dull ache or sharp pains in the back come from sick Kidneys. Old age exacts its penalty. The kidneys become weak or strained through the hard work of a lifetime. Plasters, ointments and liniments only ease the pain—they can't reach the kidneys. As soon as the effects of such remedies wear off the pain returns worse than ever because the kidneys are worse.

Timothy Seed. FIRST CLASS QUALITY BROME AND ALLSYKE. Field and Garden Seeds. FLOUR at wholesale prices. H. Wilson, 44 Queens Ave.

WESTERN CORRESPONDENCE SCHOOL. Instructions by mail in Matriculation, Teachers' Certificates, Civil Service, Bookkeeping, Stenography, Elementary English, Arithmetic, etc. Also excellent courses in Higher Accounting, Municipal Accounting, etc. 398 Victor Street, Winnipeg.

ABSORBINE. Will relieve inflammation, strained muscles, swollen tendons, sprains, rheumatism, neuralgia, lumbago, lameness and sore joints. No blister, no hot fire, no pain. Has no odor. Have a box of it free. Send a bottle to doctor or druggist.

Oshawa Fireproof Building Materials. The Edmonton Distributing Co. Limited. Manufacturers' Agents representing The Manitoba Bridge and Iron Works. Special to Municipalities—Write for Prices on supplies for sewage and waterworks installations. SEPTIC TANKS AND FILTERS. Sewer and Water Pipes—Valves and Fittings. Phone 2413 Edmonton 205 Windsor Bk.

PORTABLE SAW MILL. Made at THE IMPERIAL FOUNDRY. 56 1/2 Eighth Street. Edmonton, Alta.

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