

GRIDIRONING THE WESTERN PRAIRIES.

Thousands of Miles of New Railway Under Construction--Branches Stretching Out on All Sides.

Toronto, June 14.—The Globe's Winnipeg correspondent writes:—Transportation and electric power are the all-engrossing problems of the moment in Winnipeg. Both are intimately concerned with the future of the city, and the first, at least, is an integral part of the development of the whole west. The east, too, is vitally interested in both problems. The better the transportation facilities the better the chance of our eastern manufacturer to serve the western buyer. On the other hand, the power problem has in it the elements of danger for the eastern manufacturer. Winnipeg seeks to become a manufacturing city. The agitation over the white coal of Niagara has set the western mind thinking, and Winnipeggers want to harness the waterpowers of the lakes and rivers of the region about them and to manufacture for the vast population of the plains beyond. Allowing the feasibility of the proposition, the danger to the east is still happily somewhat remote, for it will tax all the manufacturers of the country for years to come to keep pace with the ever-increasing demand of the people of the prairie.

Taking the transportation problem first, let us look for a moment at the railway propositions that are now before the public so far as they affect the region between Winnipeg and the mountains. Here, so far as I have been able to gather, are the details of the summer and fall programme of railway construction in the prairie country. In the case of the Canadian Northern I have included in the list the two newly-constructed lines to Edmonton and Prince Albert. Their appearance on the scene is so recent that the reader will not perhaps realize so clearly how the plains of the west are being gridironed with the steel of the railway.—

NEW CANADIAN PACIFIC LINES.

- (1) The C. P. R. will build this summer from Sheho, the present end of its Yorkton branch, to Saskatoon 185 miles.
- (2) The C. P. R. line at present ending at Strassburg will be continued to meet the Sheho-Saskatoon extension, 75 miles.
- (3) From Saskatoon the C. P. R. will build west to Daysland, where it meets a spur of 53 miles running out from Wetaskiwin, about 250 miles.
- (4) From Tuxford, a spur twelve miles north of Moose Jaw, the C. P. R. will probably build northwest to the Elbow of the Saskatchewan, on the way to meet the new C. P. R. coming east from Lacombe and already built out to Settler. The total length of this line will be about 270 miles, of which at least the portion to the elbow will be constructed this summer. When complete this line will be an almost direct route to Edmonton.
- (5) From Sheho to Prince Albert, another continuation of the Yorkton line, is a proposition of the immediate future, though it may not start this summer; about 200 miles.
- (6) The C. P. R. plans also a railway from Swift Current, on the main line, northwest to a point on the proposed Lacombe-Moose Jaw line; about 200 miles.
- (7) A short but important piece of C. P. R. construction will be a cut-off from the Sault line to some point on the Arcola-Regina branch, so that the 40-mile jog from Moose Jaw back to Regina may be saved for passengers going up in the Saskatoon and Prince Albert district.

CANADIAN NORTHERN LINES

- (1) The Canadian Northern main line is, of course, already completed between Winnipeg and Edmonton, 827 miles, on the one hand, and between Winnipeg and Port Arthur on the other, 439 miles.
- (2) The C. N. R. line from Dauphin to Prince Albert, 320 miles, is already running to Melfort, 302 miles, and through trains to Prince Albert will begin on June 3.
- (3) The rails are practically laid for a new C. N. R. line from Edmonton northwest to Morinville, about 40 miles. This is the beginning of the section that will ultimately go on to the mountains and through to the coast.
- (4) The C. N. R. has recently constructed its line to Hartney with Virden, on the C. P. R., giving that place and points west a double service east and south; about 40 miles.
- (5) Construction has already commenced on a C. N. R. line out from Swan River on its Prince Albert branch to run between the two existing C. N. R. lines and to connect with the main line a few miles east of Battleford; about 150 miles.
- (6) The C. N. R. line was located eventually with the main line at a point a few miles east of Battleford; about 375 miles.
- (7) The present line to Prince Albert will be continued to connect last winter from Erwood, on the Prince Albert branch, to Pas Mission better known as "The Pas," or Cedar River. This will be the most northerly piece of rail in Canada, and will doubtless be ultimately continued to the Hudson's Bay; distance from Erwood to the Pas, about 100 miles.
- (8) There is a charter for a railway running from Prince Albert to Battleford and Edmonton, on the south side of the Saskatchewan, and it is surmised that the C. N. R. is at the back of the enterprise; about 375 miles.
- (9) The C. N. R. short line now running to Rossburn will be continued to connect with the main line at Kamaskia; about 100 miles.
- (10) A seventeen-mile spur will connect the C. N. R. main line with Saskatoon, on the Prince Albert branch of the C. P. R.
- (11) The C. N. R. line running north from Portage la Prairie to south, at the foot of Lake Manitoba, will be continued up the west side of Lake Manitoba, to some extent paralleling the present main line of the C. N. R. and connecting with it at Dauphin; about 110 miles.
- (12) The line from Winnipeg to Oak Point on the east side of Lake Manitoba, will be continued north, crossing the lake at the Narrows, and connecting with the main line at Dauphin; about 200 miles.
- (13) The C. N. R. line through western Manitoba at present comes into Winnipeg by way of Morris, on the Emerson branch. The C. N. R. has expressed its desire to build from Morris across to the Port Arthur section of the main line, provided that the Provincial government will build a bridge across the Red River at Morris; 100 miles.

GRAND TRUNK PACIFIC LINES.

- (1) There is, of course, first the Grand Trunk Pacific main line from Winnipeg to Edmonton, the prairie section of the transcontinental line; 900 miles.
- (2) G. T. P. surveys are already busy locating a branch line from Saskatoon, through which the main line is expected to run, to Calgary; about 400 miles.
- (3) Regina will be connected with the main line of the G. T. P. in the Touchwood Hills district; about 100 miles.
- (4) A G. T. P. branch already planned is from Prince Albert to Calgary, crossing the main G. T. P. line at Battleford; about 300 miles.

THE HILL LINES.

- (1) It is only within the last few weeks that the railway enterprises in Canada of Mr. J. J. Hill have assumed the dimensions of a transcontinental line. Nothing is certain yet beyond Mr. Hill's declaration that he intends to build through to the coast which is assumed to mean that he will build from Winnipeg to Lethbridge by way of Fort Walsh and the Cypress Hills and then avail himself of running privileges over the Crow's Nest division of the C. P. R., provided such concessions can be secured from that government. This will connect the new transcontinental line with Mr. Hill's Kootenay and Washington State roads. The main line from Winnipeg to Lethbridge will be about 800 miles in length.
- (2) Of the many branches which the Hill road will throw out, there is already under construction and being pushed rapidly that from Boissvain to Brandon. The road is being constructed by the Brandon and Saskatchewan Railway Company, but that is only another name for James Hill; about 100 miles.
- (3) The Portage & Midland Railway Company is building from the boundary north to Portage la Prairie through Morden. Work on this branch also is being rapidly pushed. This also is a Hill line, though not constructed in his name; about 100 miles.

what has been published that is true such it was in most places, although in others it showed the appearance of the cyclone, was about five miles in width. That was, at any rate, about the width that the greatest damage occurred in. The velocity of its travelling was something fearful. Highgate was in about the middle of the scope in which it passed. Your correspondent on Sunday afternoon went over the devastated township of Oxford, taking its most southerly course east, then north five miles, then west five miles, and back to Highgate, passing again through the district where the most damage was done. The condition of buildings, farm fences and timber land beggars description. Of the barns, which in this district are nearly all the modern large bank structures which stock men and farmers are now using scarcely a barn in this whole district passed through without some serious damage. Of the houses, many of them beautiful, spacious residences, the slate, shingles, windows and chimneys are broken or blown off. Not one half of each orchard is left standing, and I saw one orchard, and a large one at that, which had but one tree left standing.

WOODLAND DESTROYED

Many of the roads are next to or quite impassable with trees torn out or broken down and strewn across the thoroughfare. Of the timber land, the trees on which in most cases could not be bought for any price, the farmers having reserved 20 to 30 acres for their own use, and of which they were justly proud, not a thing remains but a broken and twisted mass, impossible to penetrate some of it blown down, but the greater part broken or twisted off from six to fifteen feet from the ground, the greater part of it beech, oak and hard maple. The larger the timber, the greater the damage. The scene in the town of Highgate cannot be depicted. Its pride was the great amount of maple trees in the town. They are all, with scarcely an exception, total wrecks. A more dire destruction of the place could not be conjectured than is the result of the tornado's awful work. Miles of telegraph poles and wires were twisted and broken up and strewn across the M. C. R. tracks. The M. C. R. station here opened up and stayed open two feet or fully thirty feet in length. All smokestacks are down. The Highgate Town Hall and the Agricultural Hall of the Oxford Agricultural Society were completely demolished, and will have to be rebuilt quickly.

HAIL ALSO DID DAMAGE.

In the town there was no hail, but two miles north there was a break which suffered from a terrific hail storm with the wind. No estimate can be placed upon the losses, and the scarcity of lumber, shingles, etc., places the losers in a very awkward position. Local lumbermen cannot fill their orders although they were well stocked.

The following list of the horses is very incomplete, and the cases shown where barns were unroofed, the roof being blown off, is but one item, for nearly every one of them are otherwise badly wrecked. Farmers' sheep and hogs were hustled over the pastures and land like tumble-weed, many hurt and killed. To cattle pasturing in woodland it was very destructive.

The following is a list of what your correspondent saw on his tour—

BANK BARN DEMOLISHED.

Wm. Forsythe, John Gosnell, Robt. Broseham, Robt. Swarton, John H. Gosnell (shed), West Long. Jas. Swarton, Duncan McMillan, Alex. Richardson, Archer Campbell, Thos. Johnston, Jas. Randall, jun., Joe Wootton, Andrew Welch, Hugh McAlpin, J. Skadel, J. Coll, ... (two barns), Mr. Simons, Samuel Gosnell, John Knapp, Turin Ch'ch Sheds, Methodist Church. Sheds, Highgate. The P. M. Railway brick freight house. Oxford Agricultural Hall. Mrs. Macdonald Murdock, postoffice.

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means merit. No house would offer to refund money, unless they were sure you would not want to have it refunded. When a house with a well earned reputation says, "your money back if you are not satisfied with our goods," you may be sure the goods are right.

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Health Thus Lost Is Restored by Lydia E. Pinkham's Vegetable Compound.

How many women do you know who are perfectly well and strong? We hear every day the same story over and over again. "I do not feel well; I am so tired all the time!"



Miss Clara Beaubien

More than likely you speak the same words yourself, and no doubt you feel just as well. The cause may be easily traced to some derangement of the female organs which manifests itself in depression of spirits, reluctance to go anywhere or do anything, backache, bearing-down pains, flatulency, nervousness, sleeplessness or other female weaknesses.

These symptoms are but warnings that there is danger ahead, and unless heeded a life of suffering or a serious operation is the inevitable result.

The never-failing remedy for all these symptoms is Lydia E. Pinkham's Vegetable Compound.

Miss Clara Beaubien, of Beauport, Quebec, writes:

Dear Mrs. Pinkham: For several years I have suffered with a female weakness which proved a serious drain on my vitality, sapping my strength and causing severe headaches, bearing-down pains and a general worn-out feeling, until I really had no desire to live. I tried many medicines, but did not get permanent relief until I took Lydia E. Pinkham's Vegetable Compound. In two months I was much better, and stronger, and in four months I was well; no more disagreeable discharge, no more pain. So I have every reason to praise the Vegetable Compound, and I consider it without equal for the relief of women.

For twenty-five years Mrs. Pinkham, daughter-in-law of Lydia E. Pinkham, has under her direction and since her decease, been advising sick women free of charge. Her advice is free and always helpful. Address, Lynn, Mass.

demolished. Barns demolished and burned by lightning—Phil Blue and Nelson Blue. Barns unroofed and badly damaged—R. Swanton, Jos. Gosnell, Peter Allison, Daniel McLeod, Robert J. Newman (kitchen), Mr. McKellar, Roderick McDonald, John Fenton, Thos. Reynolds, Wm. Law, R. Hetherington, Don. Ferguson, F. W. Scott, Chas. Scott, Geo. Switzer, Daniel McIntyre, Hugh Stewart, J. Shankle.

Highgate Public School, wrecked. All plate glass in the Molsons Bank, the Shepp block, the McPhail block and the Tolson block are broken out. Most of those buildings were the finest in the township of Oxford.

WOMEN WITH WEAKNESS.

From all weakness from which girls and women suffer, no surer remedy exists than Dr. Hamilton's Pills. They maintain that bracing health every woman so earnestly desires; they uproot disease, and bring strength that lasts till old age.

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Why did you tell that poet to hitch his wagon to a star? That, answered the editor, gloomily, was my polite way of saying I wished he'd get off the earth.

GIN PILLS

that we authorize druggists to refund the money if they fail to cure. We KNOW they WILL CURE all Kidney Troubles—strengthen weak Kidneys, and relieve pain in the back, dull headaches and all other distressing symptoms of Kidney Disease. That is why we make this emphatic offer. It's worth you to be relieved of agonizing pains—its worth \$1 or even \$2.50 to be completely cured. And we refund the price if they fail. You certainly get your money's worth either way. See box for \$2.50, at druggists or direct from THE BOLD DRUG CO., WINNIPEG, MAN.



A PRETTY WAIST.

One or two odd blouses are a delightful means of varying a limited wardrobe, and pretty waists suitable for nice wear or informal occasions can be evolved at small expense. It often happens that the woman who has but little money to expend on clothes makes the best appearance, because she has studied her own style and fashioned her blouses to become her. The accompanying illustration is an example of a blouse which is simply made, and yet effective if the proper material be used. A silk eolienne in cloud grey with narrow pleating and French knots of moss green would be very chic. Pink tulle with plastron and cuffs of pink brocade would also be effective. As to the choice of colors and fabrics, the ingenious woman will find field for selection. In the medium size 2 3 yards of 36-inch material are used. 6161—sleeves, 32 to 34 inches bust measure.

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Please send the above mentioned pattern, as per directions given below, to

Name.....

No.....Street.....

Town.....Province.....

Measurement—Waist..... Bust.....

Age (if child's or miss' pattern).....

CAUTION.—Be careful so send size of pattern wanted. When the pattern is sent measure you need only mark 32, 34, or whatever it may be. When in waist measure, 22, 24, 26, or whatever it may be. If a skirt, give waist and length measure. When miss' or child's pattern write only the figure representing the age. It is not necessary to write "inches" or "years." Patterns cannot reach you in less than three or four days from the date of order. The price of each pattern is 10 cents in cash or postal order or stamps.

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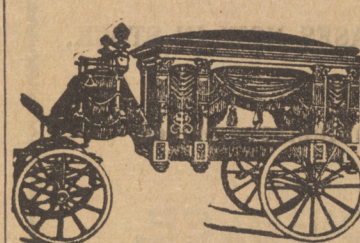
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What the Great Storm Did in Oxford--The Loss to the Farming Community is Heartbreaking.

Highgate, Ont., June 12.—Concerning the fearful storm through this district on Friday, June 8th inst, a truth is stranger than fiction, and is but a drop in the bucket of the already under construction and being pushed rapidly that from Boissvain to Brandon. The road is being constructed by the Brandon and Saskatchewan Railway Company, but that is only another name for James Hill; about 100 miles.

ENGLISH STERLING (GOLD MOULDED)

RECORDS.

A NEW LOT JUST RECEIVED.

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COLUMBIA GRAPHOPHONES.

EDISON PHONOGRAPHS