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The Rest a Little Every Month YOU CAN HAVE IT TODAY

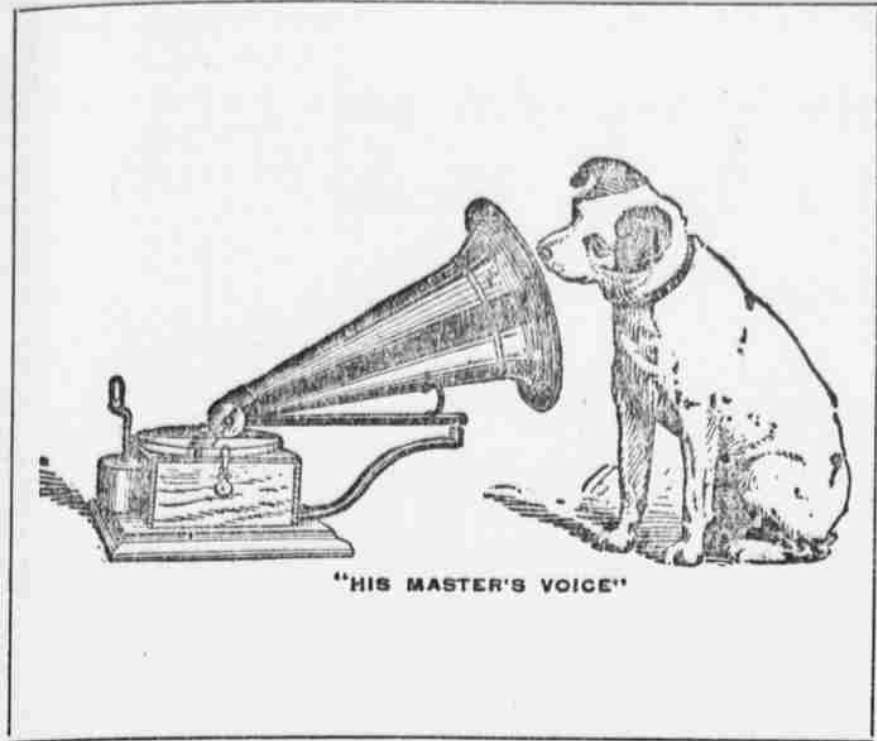
Did you ever stop to think that pleasure is a duty? Having a Piano or Talking Machine in your home is just as much a duty as any other duty, and should no more be put off till tomorrow. Music above all is the sweetest, the purest, most uplifting of earthly delights. Why put off music till tomorrow?

You Don't Have To Why?

Whatever your income may be you can buy on our easy monthly payment-plan and enjoy it while paying for it.

It's a Mistake to Wait

Think of the wide range of enjoyment this instrument will bring into your life. If it's a Piano you choose, in our Store you will find the Largest Stock of the Best Pianos, such as Weber, Chickering & Son, Hardman, Hobert, M. Cable, and other first class singers the world has ever known. Favorite ballads and concert music, hymns and popular song hits of the day. All of this and more than can be told that a musical instrument can bring into your home. You need not hesitate to ask us for time, as that is our business. We are glad to accommodate you. If you will give us a call you will be convinced that our goods and our terms are reasonable.



Taylor Piano House, Broadway, Marshfield

NEW REGION IS RICH LAND

Far Northwest of Canada Reported to Be Little Short of Marvelous.

OFFICIALS TAKE NOTICE

Plans for Development of the Immense Region Are Already Well Under Way.

Ottawa, Can., Oct. 19.—By direction of the Hon. Frank Oliver, minister of the interior, a compilation has been published from the official reports bearing on the proposed Hudson bay route to Europe.

This new outlet for the grain of the northwest is shown to be feasible, and its adoption in view of the development of the grain producing areas a necessity. Summaries are given of various explorations in the regions through which a direct railway line could be constructed from the wheat regions to the coast and of the country about the coast, which prove the existence of immense deposits of manganiferous iron, important showings of copper and other minerals, and indications of coal. There are vast stretches of pulpwood, and in some sections merchantable timber.

Summing it up, it is concluded that Canada has at Churchill on Hudson bay a safe port open for several months in each year and a site for a city with immense fisheries at its door, and large possibilities in the mineral wealth deposited in its neighborhood.

As to the climate, popularly supposed to be almost unendurable by white people, Mr. Mosher of Halifax, who was at Churchill from September 2 to January 7, superintending the construction of the police barracks, says: "As far as the weather is concerned, I would as soon have spent the months in Churchill as in Halifax. Mackenzie and Mann are building a railroad to connect the plains with the bay which is already constructed half way to the bay coast."

Railroad Now Running.
The province of Ontario has built and its government is operating a paying road from North bay to the Cobalt and the Temiskaming districts, half the distance to Albany at the mouth of the river of that name on the southwest coast of St. James bay, a sheet of water stretching south from the southern extremity of Hudson bay. The chief organ in the province is urging the provincial administration to lose no time in letting tenders for carrying construction northwards to the coast of St. James bay.

The whole subject of communications between Hudson bay and the remainder of Canada is at the present moment engaging the attention of the Laurier government. Sir Wilfrid hoped to have a definite announcement to make to parliament on the matter before the prorogation last session, but the resignation of Mr. Emmerson, minister of railways, and the colonial conference in London prevented it.

A new minister of railways, Mr. Graham, late liberal leader in Ontario, has been appointed, and a statement as to the action of the government intends to take is looked for early in the coming session. There is already on the statute book of Canada a chapter relating to railway construction to Hudson's bay

which contain a provision for the large land grant in aid of 12,800 acres per mile. Up to the present time no company has qualified for this grant.

Line from Winnipeg.

Mackenzie and Mann have built a road from Winnipeg to Erwood, with an extension to the Pas in the direction of Hudson bay. From Pas to Churchill is about 480 miles. The Winnipeg-Erwood road and Pas extension received a large land grant, conditioned on construction to the bay.

Other railway interests have at different times secured charters from the dominion for the construction of a line to the Hudson bay, but none of them, except Mackenzie and Mann, has built in that direction. The government at Ottawa will now straighten out the tangle, and either come to an understanding with Mackenzie and Mann to carry their road to completion or with some other company to build a separate road from such points to the bay as the government may consider desirable. In the meantime indications multiply of early beginnings of the future port and city of Churchill.

The federal government has about completed the erection of the police barracks and official buildings and other arrangements for making Churchill the official headquarters of administration and police posts throughout the entire coast region. The Canadian Northern railway company has put in an application for a grant of 4,700 acres of land, giving about five miles frontage on the bay. A. J. Norquay, an application for 2,500 acres, with about four miles frontage on the bay, and the Hudson Bay company for 762 acres, with 1,300 feet frontage on the bay.

These applications have not yet been dealt with by the government and no other grants of land or surveys have been made by the federal authorities pending the final adoption of a definite policy respecting the proposed railway route. The applicants for grants had their own surveys on the site of Churchill and the neighboring coast last summer and the year before, and exploring parties have been constantly going over the country between Saskatchewan and the bay and between Winnipeg and the bay in the interests of the different railway and other companies likely to connect with both bays.

Prospecting parties have located numerous mineral claims and brought out samples that appear to confirm the reports of the existence of valuable deposits in different parts of the country over a wide-spread area.

A thousand miles northeast of Vancouver, in a country which has generally been considered a wilderness of rock and forest, and nine or ten months ice and snow bound, H. M. Beach, an Ottawa man, has engaged in ranching. In a letter just received from him he states that in a trip to look after his cattle he found strawberries, raspberries, gooseberries, and blueberries in abundance. All were ripe at the same time and superior to any he had ever found in the settled parts of Canada south or east. Mr. Beach is one of the pioneers in the distant region, enormous stretches of which, situated in the great Mackenzie river basin, never have been explored.

A select committee of the senate has been engaged since the commencement of last session of parliament in an investigation of the resources of the outlying parts of the dominion north of the Saskatchewan watershed, east of the Rocky mountains, and west and east of Hudson bay, including the territories of Keewatin and Ungava.

The latter territory extends from the east coast of the bay to the Labrador strip on the north Atlantic coast, and from Hudson Bay strait in the north to the northern boundary of the province of Quebec in the south. The portion between the Rockies and the west coast of the bay

comprises the Mackenzie territory and the country between that territory and the present northern boundaries of Alberta and Saskatchewan. The findings of this committee have not yet been printed.

A select committee of the senate issued a report of the Mackenzie territory some years ago, founded on such information as could be gleaned from official explorations made at widely scattered points, from the records of Hudson bay factors at the company's posts, the evidence of missionaries to the Indians, and others. The report showed that the territory comprised an area estimated at 1,280,000 square miles, believed to include a possible area of 650,000 square miles fitted for the growth of potatoes, 407,000 square miles suitable for barley, and 260,000 square miles suitable for wheat and every thing else that grows where these come to maturity.

Large Pastoral Area.
There is a pastoral area estimated at 860,000 square miles, 26,000 of which is open prairie, with occasional groves, the remainder being more or less wooded; 274,000 square miles, including the prairie, is considered.

AMUNDSEN WILL USE BEARS TO HAUL SLEDS

New York, Oct. 19.—Captain Rold Amundsen, the Arctic explorer, who arrived today on the steamer Oscar II., said he would make an attempt to reach the North Pole in 1910. He announced that he is having four big polar bears trained to haul sleds, and intends to use them in the far north.

He said also that he and his friends intended to petition President Roosevelt and the United States government to allow his vessel, the Gjoa, in which he navigated the Northwest Passage in 1904, to be the first to pass through the Panama canal upon its completion. The Gjoa was formerly a whaling vessel and is undergoing repairs in the Mare Island navy yard at San Francisco.

A Want will do it All.

STANDARD MADE BIG LOANS TO BROKERS

Wm. Rockefeller Gives Evidence in the Federal Suit for Dissolution of Company.

New York, Oct. 19.—William G. Rockefeller, assistant treasurer of the Standard Oil company of New Jersey, was a witness today in the federal suit for dissolution of the oil combine. He testified regarding large loans which appear on the books as having made to companies other than the Standard. Rockefeller was taken over the loans of many millions made within the last eight years, finally led up to \$32,000,000 loaned out last year. Of this whole loan, Rockefeller said about \$19,500,000 was loaned to Wall street brokers. This money was loaned by the Standard of New York, the Standard of New Jersey not loaning money in Wall street. He said he did not know why subsidiary companies kept on deposit such large sums of money unless for the purpose of its being used in construction work. Rockefeller's attention was called to the fact that these sums aggregate millions, but he disclaimed any familiarity with the accounts of pipe line companies.

♦♦♦♦♦
♦ **MAGILL'S ACQUITTED.** ♦
♦ Decatur, Oct. 19.—Fred Ma- ♦
♦ gill and wife were found not ♦
♦ guilty tonight of the murder ♦
♦ of Magill's first wife. ♦
♦♦♦♦♦

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SATURDAY 3:30

FOR WOMEN and CHILDREN