WE TAKE PLEASURE IN INFORMING OUR MANY CUSTOMERS THAT

BANFF HARD COAL

Has Been Reduced in Price 50 Cents Per Ton to CASH CUSTOMERS

The following prices will go into effect on July 1st, 1906, for Coal delivered in the City limits:

Furnace Size	- -	$9.50
Stove "	- -	$10.50
Nut "	- -	$9.00
Pea "	- -	$8.00

To take advantage of these prices Coal must be paid for at time of ordering.

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General Agents for Saskatchewan

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REGINA, SASK.

McINNES TELLS OF BIG BRIBERY OFFER

Says that Conservative Member Was Offered $150,000 to Assist in Securing C. P. R. Subsidy.

VICTORIA, Jan. 13.—Ex-Commissioner McInnes made a sensational statement last night at Alberni, where he was speaking in support of Brewster, Liberal candidate. He said that when the government was proposing to give the C. P. R. a subsidy of $1,660,000 for the Spencer bridge extension into the Similkameen country, that one Conservative member of the late Parliament had been offered $150,000 if he would support the proposal. To his honor, he refused the bribe, and the railroad is now being built without public aid.

VICTORIA, Jan. 13.—The local Conservative committee has received telegrams today that Lorne Campbell, an alderman of Rossland, has accepted the party nomination and will oppose Leader J. A. McDonald in that city; also that Mayor J. F. Schofield, of Trail, has consented to stand for Ymir in the Conservative interest. Harry Wright ("I Object Wright," as he was christened by the late Parliament), wanted the nomination, but it was agreed that he would be a hopeless candidate. John Houston, the eccentric ex-mayor and ex-member for Nelson, has announced himself an independent candidate in this riding, his chief desire being revenge upon Wright, whom he made politically, and who recompensed him by turning upon him as soon as his fortunes became decadent. Houston will probably retire if Wright is rejected. If he secures nomination anywhere else, he will follow him up. Wright at present is rebellious, and says he will contest Ymir.

SELLS HER CHILD FOR ONE DOLLAR

English Mother's Inhuman Act—Makes Very Strange Bargain.

In the village of Rainford, about four miles from St. Helens, England, a child was recently bought by a collier named Thompson, working at the local colliery, for $1. The circumstances were as follows:

Thompson was in a public house in the village, when a woman with a child, accompanied by two men, came in.

In the course of conversation the woman remarked that she wished some one would take the child. Thompson offered her 75 cents and the money was promptly paid over and the child given to Thompson.

He proceeded to his home, but when he asked his wife to sign a paper agreeing to take over the child, she refused, and the woman was therefore given her child and told to depart. She did so, but when Thompson saw the child disappear he darted out of the back door and gave the woman another 25 cents, and she parted with the child finally to Thompson.

The men and woman then left the neighborhood, and nothing has been heard of them since. Thompson still has the child, which is a little girl, with curly golden hair, and about two years of age, and she is being better looked after by Thompson's wife and mother than by the callous woman who sold her. Efforts are now being made to get the child into a home, as Thompson's mother states that they are unable to keep it.

FARMER COULD GET CARS BY BRIBING C. P. R. AGENT

Flagrant Conduct Charged Against Grand Coulee Agent by Witness Before Royal Commission—Elevators Block Car Order Book With Bogus Names—Minister of Agriculture Gives Evidence

The Royal Grain Commission resumed its sitting at this point Friday morning, when considerable evidence of a highly interesting character was produced.

The first witness called was William T. Mooney, of Grand Coulee, who like several other witnesses from that point complained of a scarcity of cars, maintaining that Grand Coulee had been discriminated against in the matter of the supply of cars. He was satisfied with the weight given at Fort William and had no objection to the dockage made there.

Faking the Car Order Book.

Upon the C.P.R. car order book of Grand Coulee being produced, witness objected to elevator men blocking the book by putting down the names of fictitious applicants for cars. The book showed that the operator of the Glenn elevator had on Sept. 1st last placed some twenty names on the book. The elevator man had no authority to act for the men whose names appeared on the book and at that date no threshing had been done. By this action the cars were blocked for the new crop before threshing had commmenced. He did not think the car order book should be started before farmers were ready to load wheat and he did not consider that the act was clear enough on that point. Witness then showed that the cars booked for farmers by the Glenn elevator were not used by the men in whose names they were booked. John Meadows, for instance, the book showed to have loaded a car on Sept. 10th, whereas as a matter of fact he did not thresh for a month after that date. Other similar instances were given.

The Grand Coulee Agent.

In consequence of witness reporting the agent at Grand Coulee, that individual had cancelled a car of his and told him that he had got all the cars he was going to get that year. He had written to Commissioner Castle concerning the matter and was satisfied with the action taken by the Commissioner. The agent, however, had not been dismissed or anything indeed done to him. The agent had told him that he could have a car if he would put his wheat through an elevator. A neighbor had also been told that he could have a car by paying the agent a few dollars.

Boys Order Cars.

The next witness, Wm. McLaughlin, corroborated much that the previous witness had said. Cars, he stated, had been booked by young boys and gave an instance which showed that cars had been booked by Bethel Heck, who had no farm and lived at home with his father, who had already two cars down to his name.

Another instance given was the case of a farmer called McFadden, who had not drawn wheat into Grand Coulee for two years. A car was entered to McFadden, but he knew nothing of the matter and when taken by witness to the agent and shown the entry in the book denied the agent's assertion that he had signed the book. The entry "This error, car not loaded. Sent West," was not in the book when witness and McFadden looked at it, but had been added since. A car had also been entered for Marshall, who had drawn his wheat to Pinkie and had never entered for the car. Cars were also entered to several other farmers who did not draw their grain to Grand Coulee.

Walter Simpson also gave evidence concerning F. Archibald to the effect that he had never applied for a car, though his name appeared in the book.

Hon. W. R. Motherwell.

The next witness to give evidence was the Provincial Minister of Agriculture, who, however, stated that he did not appear in his official capacity but as a private farmer.

Mr. Motherwell's first remarks referred to the appointment of a permanent and salaried survey board, which he contended was necessary on account of the growth of the grain business. The board as at present constituted did not have the confidence of the farmers. The present board of twelve members, acting in threes, was unwieldy and unsatisfactory. He thought, moreover, that it was not desirable that it should meet, as was the case in the office of Inspector Horn whose work they were called to pass judgment upon. In his opinion what was wanted was a board of three competent salaried men, who would devote their whole time to the work, men capable of passing the proper examination and thoroughly well posted in the grain trade. If a farmer could be found capable of passing the necessary examination, such a man should be placed on the board, upon which the producers, the grain men and the millers should be represented. The establishment of such a board might possibly mean a slight increase in the inspection fee, say 25c per car, but it would be well worth it. What he would like to see would be the farmers have the same confidence in the survey board as they had at the present time in the weigh-master at Fort William.

Supply of Cars.

Having referred to the necessity of looking into the running of the mixing plant at Winnipeg, known as the hospital elevator, Mr. Motherwell next took up the question of cars. He held that the privilege at present existing of farmers appointing an agent to enter for cars on their behalf had been so grossly abused in the interests of the elevators that it should be withdrawn. Such a step might be a hardship to a few but it would undoubtedly be for the general benefit of the farmers. The act at present was being violated all over the country. Cars were just now so valuable that it was often worth from $50 to $100 to get a car. Farmers were frequently got to sign agency papers by the elevator men without really understanding what they were signing. He would also suggest an application fee of $2 to be paid as a guarantee of good faith when the car was applied for and to be refunded or credited when the car was loaded or if concelled in a proper manner.

The only real remedy for car shortage was more cars. The railways, it was true, said that money would not buy cars, but that was a question for the Railway Commission to investigate. On the face of it, reciprocal demurrage seemed reasonable, though if it tended to hinder railway development it would be a mistake to introduce it. It might be necessary to give the railways a period, say two years, before putting such a system into working, so as to enable them to make the necessary preparations.

Interior Elevators.

Another suggestion by Mr. Motherwell was that interior elevators should be built with terminal conveniences. By doing this the car difficulty might be considerably lessened. He was strongly opposed to the idea of the terminal elevators passing into the hands of private companies interested in the grain trade. Asked as to his opinion regarding the establishment of government weigh scales, Mr. Motherwell did not think the idea a feasible one. It would be difficult to get a sufficient number of dependable men to act as weighmasters. Most of the difficulty was over the gross weight. The elevators preferred to do you on the gross weight to dockage. After all most of the evils complained of could be traced to the car shortage. Farmers at present had not the advantage of being able to resort to the alternative of the platform. If this were open to them in the way that it was intended to be, the elevators would comply with the law.

Afternoon Session.

The Commission held a brief sitting of some thirty minutes in the afternoon previous to taking the train for Moose Jaw, the next point at which it sits.

Wm. Morton, of Richardson, stated that the elevator to which he took his wheat had taken 3 bushels off every load of from 54 to 55 bushels, the elevator claiming that there was chaff in his grain. He did not know that he had the right of appeal to the Inspector.

C. F. Smith of the Regina Flour Mill Co. stated that the firm of which he was a partner got no prices or communications from Mr. Fowler or the Secretary of the Grain Exchange. His company did not consider the prices paid by other buyers. The suggestion had been made to the mill that they should pay the same prices as other buyers, nothing, however, had been done to force them to do this, and they had refused to make any such arrangement.

The last witness called was C. L. Cressy, the operator of one of the Regina elevators. Witness stated that it was necessary for the elevators to have the odd pounds. The farmer stood any loss by dockage at Fort William in special bin wheat. His firm had never notified his of any surpluses at the end of the season's operations, though he imagined they would inform him of any shortage. His contract with his company did not specify that he would have to make good any deficiency.

STEAMER GOES TO PIECES

Alice Gertrude Misses Course Because of Thick Weather and is Wrecked on the Rocks--Crew and Passengers Removed by Tugs and Revenue Cutter

VICTORIA, Jan. 13.—"Passenger steamer with many people on board is wrecked near Clallam Bay. Snowing heavily and bitterly cold. Looks as though all would be lost and nothing can save vessel." Such was the startling message which reached this city from Fort Casey wireless station, regarding the steamer Alice Gertrude, serving the strait towns.

Fortunately this first estimate of the danger was not correct, and while the steamer is a total loss, her passengers and crew have escaped with no further injuries than those caused by shock and exposure to the cold. The accident occurred between 10 and 11 o'clock last night. The steamer missed her course because of the thick weather and drove on Slip Point rocks. There was a heavy snowstorm and high seas at the time. A volunteer crew made the shore in one of the ship's boats, and the tugs Lorne and Wyadda and the revenue cutter Arcata were sent from Port Townsend. The last of the people were removed from the Alice Gertrude about 10 o'clock this morning, and two hours later she had gone to pieces. The steamer belonged to the Puget Sound Navigation Co.

PEERESS KILLED BY SNAKE DIET

Romantic Career of an English Noblewoman Whose Days Were Ended in Poorhouse.

NEW YORK ,aJn. 13.—Beautiful Isola Madinia Viola Douglass-Hamilton, second cousin of the Duke of Hamilton and Brandon, the rage of the art world, the girl wit, declared to possess the most perfect figure of a decade, the girl who today might be reigning over almost any castle in England, has been identified positively by the British Government as the thin, old-womanish creature who died a month ago in the Omaha poorhouse after eating live chameleons.

In ten short years she had lived up to the reputation given the house of her kinsmen, and after sacrificing everything in the world for a few short years of pleasure and misery, died a "Mad Douglass."

Sir Percy Sanderson, British consul in New York, and Chief of Police Donohue, of Omaha, have completed the identification and now the disgrace of a pauper's grave will be obviated.

Broke Hearts in Many Lands

Into the little stretch of life between 15 and 25 Lady Hamilton crowded a variation of sensational episodes and remarkable experiences and the end of her career was like the beginning—an insatiable desire for notoriety and attention. In the old days Lady Hamilton needed but little to renew her laurels, but the rolling of the years made it more difficult, and in trying to advertise herself as a snake charmer she ate the chameleons which caused her death.

In many of the countries of the world Isola broke hearts. Beautiful and charming she won admirers easily, and through capriciousness discarded one after another, but in New York and many other places there are heart scars that have not had time to heal so thoroughly but that men will weep over the ignominious end of the fair girl.

Just ten years ago Lady Hamilton and a step-parent disagreed in London. Only fifteen, she realised that her beauty dazzled and that she could annoy her relatives. Her father, A.M. Douglass Hamilton, now a New York artist, had been separated from her mother, who retained the ducal name. Her father's father was a cousin of the father of the present Duke of Hamilton. A. M. Douglass-Hamilton was an officer in the British navy before he came to America after the divorce.

Isola knew all this and she realised how her relatives hated notoriety and how she could punish them. Then, the same spirit of mischievousness that later carried her through a wealth of impossibilities, caused her to don a boy's suit and go out on the streets of London to sell newspapers.

She simply ran away from home and was caught on the streets. That one touch of freedom spelled her fate. All that she might have been from that moment became impossible, and six months later she resumed the ten-year frolic now ended. After her third disappearance she was heard from in New York, and her mother got Sir Percy Sanderson, then also in charge of the consulate here, to look her up.

The little girl had become noted in the art world. New York artists raved over her and she posed for famous paintings. She was dined and feted and spoiled. Then she went back to England, only to disappear again and be found in the Orient.

Charmer of Men and Reptiles

She succeeded in finding her father's studio and lived with him for a few weeks. Her ways shocked him and she left the studio with less than a dollar, to work in a drug store on Eight avenue. Next she was in the studios of Paris and Berlin, and then in the Orient again, coming back two years ago with an assortment of poisonous snakes, which she charmed.

Meantime she had become a bride while in a lion's cage, at an animal show in Buffalo.

Harry Elroy Russell, the man she loved, subsequently became her worst enemy, and he left her to resume his work as a lecturer at cheap shows. Once, at Revere Beach, Mass., as he began to lecture at a side show, he was astonished to find his wife who had left him, posing as "Dawn." Then, when she was to wed a relative of the late Sir Henry Irving, she caused Russel's death notice to be published. Finally, she capriciously refused to go to the altar with the other man.

On her second return from the east, when she was bound for St. Louis, she heard Russell was there. She was advertised as the living Trilby. At the St. Louis Fair she posed in a show called "Around the World," and once more the newspapers of three or four nations teemed with the narratives of what she was doing.

But the end was nearer than even she suspected. A year ago she was in Buffalo working as a kitchen maid. Her last effort to catch the public was about six weeks ago, when she ate the chameleons.

PRES. ROOSEVELT AND THE NEGRO

Subject of Keen Debate in the United States Senate—Tillman Attacked President.

(Associated Press Dispatch.)

WASHINGTON, D. C., Jan. 12.—The race question was before the Senate yesterday, Senator Tillman being the chief participant, with Senator Patterson, of Colorado, his opponent. President Roosevelt's action in the Brownville affair was under discussion. Tillman stated that the administration was responsible for the present acute position of the race question.

The president had encouraged the negro to assert his equality with the white man, and conflicts and reprisals had followed. The debate occupied four hours and was followed with great interest by a large crowd in the galleries and on the floor of the house.

FALL and WINTER READY-TO-WEAR CLOTHING

There is one point of Excellence in our **Piccadilly Clothing** which we wish to draw **special** attention to—that is, there's nothing haphazard about them, every garment has that **Style** and **Swing** which catches the eye and brings trade to our store.

See Our Line For Fall and Winter Before placing Your Orders

"IT WILL PAY YOU."

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FUEL AND WEATHER CONDITIONS IN WEST

Interior Department Sends Out Letters of Inquiry to Land Agents and Sub-Agents in Prairie Provinces --Fuel Situation Serious at Many Points--Universal Complaints About Grain Blockade

OTTAWA, Jan. 13.—On account of the exaggerated reports as to weather and fuel conditions in the West, the Department of the Interior communicated by wire with land agents and sub-agents in Manitoba, Saskatchewan and Alberta, regarding weather and fuel and the supplies and condition of stock and the railway situation.

Replies were received from over sixty points in the Provinces on Jan. 9 and 10. Unusual severe weather and heavy snow are reported from all points. There is snow between two and three feet deep in Manitoba, eastern and north Saskatchewan and northern Alberta, and from six to eighten inches in the ranch country of southern Alberta and southwestern Saskatchewan.

The passenger train services in Manitoba and Saskatchewan are running a day late and the freight service is badly demoralised for the time. On the C.N.R. from Regina to Prince Albert the conditions are somewhat worse, and on the Kirkella and Manitoba and Northwestern branches of the C.P.R. somewhat better than on the other lines. The only serious complaint as to the train services in Alberta is from Stettler on the Lacombe brainch between Calgary and Edmonton.

Fuel Situation.

The fuel situation is reported pressingly serious in the settlements out of Grenfell on the C.P.R. main line in Saskatchewan and at Redvers on the Arcola branch of the C.P.R., in southeastern Saskatchewan. Estevan and Alameda, south Saskatchewan, and Alberta, with the exception of Stettler, report plenty of fuel.

The line from Brandon to Maple Creek, the Soo line and Arcola branches of the C.P.R. and the Prince Albert branch of the C.N.R. as far north as Saskatoon, report fuel scarce and in some cases dangerously scarce, but an effort is being made by the railways to keep up the supply. Complaints of the tie up of grain shipments are almost universal, and the financial situation, resulting very serious in many cases, is causing more adverse comment than the fuel situation.

In the ranch country the snow is not seriously deep, but severe cold has caused some loss. The weather moderated on the 10th. Reports received from all points in the ranch country indicate that the section nearest the mountains is the best position, as there is a larger proportion of small ranchmen who have fodder. Farther out on the plains where the ranches are large and there is less fodder the conditiosn are not so favorable, except in and south of the Cypress Hills where things are reported all right.

GROCER INVENTS STORY OF ROBBERY

Edmonton Man Makes Sworn Statement That His Thrilling Tale Was Pure Fiction.

EDMONTON, Jan. 13—Charlie O'Connor, the east end grocer, who yesterday stated to the press that he had been sand-bagged and robbed of $200 as he was entering the back door of his store on Jasper avenue on Saturday evening, January 5th, has confessed to Sergeant Tidsbury that the story was false and invented by himself for sinister purposes.

The following is his sworn confession before the police and Dr. C. H. Stuart-Wade, J. P., made after being in the cells for nearly an hour:

I, Charles O'Connor, do hereby declare that the statement made in the Edmonton Bulletin of this day's date, in which it was stated that I was "sandbagged" on Saturday night last, (the 5th of Jan., 1907), was false and invented by myself.

(Signed) CHARLIE O'CONNOR.

This declaration was sworn before me this 7th day of January, 1907.

C. H. STUART-WADE,
J. P. in and for the Province of Alberta.

Although the robbery was said to have occurred on Saturday evening, and the case was in the hands of the police, O'Connor did not come to the police station to give any clue or assistance to the police in clearing up the mystery of the supposed robbery. After the publication of his statement, Chief Ewans sent for O'Connor and asked him for more particulars in the matter.

The suspicions of the police had been aroused to sufficiently scout the story. For three quarters of an hour the police cross-examined O'Connor until they were satisfied he had manufactured his yarn. He was asked to confess but refused, and was promptly locked in the cells about 5.15. At 6.30 he was ready to make the confession and the sworn declaration given above.

According to his confession given to the police he had been using funds belonging to his partner Mr. Milner in dishonest methods, and concocted this story to cover up his rascality. He went so far on Saturday as to ask Charlie Ryan to sandbag him. Ryan refused, telling him that was on way to square himself, and that the easiest way out was to confess the truth.

MARTYRDOM DESCRIBED

Kingston Man Tells How He Suffered and How He Was Released.

Chas. H. Powell.

"For years a martyr," is how Chas. H. Powell, of 105 Raglan St., Kingston, begins his story. "A martyr to chronic constipation, but now I am free from it, and all through the use of Dr. Leonhardt's Anti-Pill.

"I was induced to try Anti-Pill by reading the testimony of someone who had been cured of constipation by it. I had suffered for eighteen years and had taken tons of stuff recommended as cures but which made me worse rather than better. Doctors told me there was no cure for me. Dr. Leonhardts Anti-Pill cured me.'

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