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56 feet between Centre and First St. West, with good building, would rent for $100 a month. Price $20,000; terms arranged. Agreements for Sale Purchased Insurance in All Its Branches.

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Financial, Insurance, and Real Estate Agents
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Centre Street

A most desirable site for an apartment house or hotel, situate on Centre street and 15th Avenue, size 111 1-2 ft. by 75 ft.; close to C. N. R. depot. Price

$28,400

Terms $8,400, balance over five years.

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A Real Snap

LOTS 1 TO 6, IN PAIRS, BLOCK F, PLAN 1806M MEDICINE HAT

$800

Will handle a pair of these lots. Lot 7 recently sold for $1,500 all cash. Owners must sell within two weeks.

Large private residence erected on the adjoining lots by a well known barrister.

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50 feet in block 243; view lot. Price **$1600**; 1-2 cash, balance 4-8 months. Clear title for cash.

50 feet in block 248. Price **$1875**; 1-2 cash, balance 3-6-9 months.

Special Sale of HORSES

Saturday Next June 28, 1913

At Atlantic Yards,
426 9th AVE. EAST, CALGARY
Over
154 Head of Horses

All classes and ages, consigned from some of the best horse breeders in the west, in car load lots. Team Drivers, Saddle Horses and Ponies. Also a consignment of useful Saddle Horses from the different squadrons at the Military Camp. Also over 137 Head of Mixed Cattle, including a number of first-class milk cows, fresh and springing; one and two year old condition Steers and Heifers, 150 fat and young Pigs, Breeding Sows, all ages; 750 Head of Poultry, all classes; Wagons, Buggies and Harness, etc.

NOTE—Sale commencing 10 o'clock sharp. Further entries solicited. Terms cash. Regular Sales every Saturday.

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4 Lots block 14
South Calgary
facing south,
$325 each; terms.

2 lots, block 35
West Mt. Pleasant
$325 each; terms.

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has outlived its first struggle for existence. Today Fort Fraser is a trade centre, with substantial business houses. Today Fort Fraser is the seat of government jurisdiction for the Fort Fraser district and the Nechaco Valley. Today the Nechaco Valley, of which Fort Fraser is the centre, is known to have the largest and most productive area of agricultural land in the entire province. For these reasons and many others, an investment in Fort Fraser at the present low prices can not be otherwise than profitable.

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UNRESERVED
Auction Sale
Central Horse Repository, two doors from Centre St. on Sixth Ave. East
Friday, June 27th
at 2 O'Clock Sharp
150 Head Horses, Wagons Harness, &c., &c.

The horses comprise:

From Mr. Noble, Olds: 9 head of broke horses, in good shape, fit for hard work.

From Mr. Soper, Airdrie: 7 head of well broke mares, weighing from 1100 to 1300 lbs. each.

From Mr. Shaw, Thelma: Team mares weighing 2950; team geldings, weighing 2700; team mares, weighing 2500; team geldings, weighing 2820; driving gelding, weighing 1100.

From Mr. Wilson, Macleod: Team bay geldings, weight 2600; team of bay and grey geldings, weight 2500; team grey mares, weight 2200; team bay mares, weight 2400; team buck and bay mares, weight 2600; team buck mares, weight 2700; grey mare, weight 900; grey mare, weight 1000.

From Mr. Critchley, Cochrane: Team registered Clyde mares.

From Mr. Penman. The last of his horses: Team registered Percheron mares; team bay and black geldings.

Also 15 well matched teams of mares and geldings, single delivery and single driving horses, &c.

UNRESERVED
Auction Sale
ALBERTA STOCK YARDS
Monday, June 30th
1913 at 2 O'Clock

Instructed by Mr. J. Harberson, Olds, I will sell the undermentioned:

20 REGISTERED HEREFORD BULLS

The above bulls are all two-year-olds and registered and native bred, having been raised on the Baxter-Reed ranch.

They are in good shape and right fit for service.

Anyone in want of good young bulls will do well to attend this sale as they are the best bunch I have seen this year.

TERMS CASH NO RESERVE

A. LAYZELL
AUCTIONEER
106 Sixth Ave., East Calgary

J. W. O'Brien

705 1st Street East. Phone 1213

Altadore—Three high, level lots in block 33A. Price $350 each; 1-3 cash will handle these

Mount View—Two lots in block 1, 75 feet from car line. Price $1,000. This is a snap.

Knob Hill—Two high, level lots in block 4; price $1,500; $400 cash and balance arranged.

Five-room Bungalow, well finished, dining-room paneled, platt rail, fireplace, fully modern; 3/4 of house, 26x34, lot 40 feet frontage o ncorner, two blocks from car line. Price $4,000; $850 cash and balance like rent.

EDITOR MACDONALD DECRIES THE TALK OF A WAR SCARE

Head of Toronto Globe Says Bourassa Did Not Talk In the West As He Does in His Own Province of Quebec; Noted Nationalist Not a Liberal

RECIPROCITY NOT TO BE BLUFFED AWAY

Call For Greater Armaments Is a Colossal Absurdity, and Soon the People Will Rise Up and Resist the Clamor of the War Lords and Jingoes

Edmonton, June 24.—Dr. J. A. Macdonald, editor of The Toronto Globe, arrives in Edmonton today in the course of a tour through the west and will leave tomorrow for Calgary, going right through to the coast. Dr. Macdonald discussed freely the various points of interest in current Canadian politics and expressed himself as gratified at the continuous growth of the west in such rapid proportions.

Speaking of Henri Bourassa and his recent trip round the circle of the west, Mr. Macdonald said:

"We might agree," he said, "with some of the positions taken up by Mr. Bourassa. They are the position of historic Liberalism. But with Mr. Bourassa himself Liberals can have nothing in common. Judging from reports, many things he said in his recent speeches through the west were comparatively harmless. The distinctive Nationalist things he did not say—the things Mr. Pelletier and the rest of them say in Quebec. He is not a Liberal. There is no room for him in the Liberal party. He has joined hands with the age-long enemies of Liberalism—the forces that make for re-action. What he said in Edmonton and Saskatoon was not what he said to his Nationalist compatriots in Quebec. They would have mocked at his fine western speeches.

"Mr. Borden joined hands with Mr. Bourassa and the Nationalists in 1911. He still has their colleagues, Pelletier, Nantel and Coderre, in his cabinet. That league still holds. No fine addresses, smacking of independence, by Mr. Bourassa, can undo what then was done, or make the people of Canada forget that secret compact of the loyalty-talking jingoes and the loyalty talking Nationalists. That business is theirs—not ours."

Borden's Unkept Promises.

"What about an election?" re-echoed Dr. Macdonald. "Well, what? Are there any signs that the government's promises to consult the people will be kept? The only thing upon which the various divisions within the government seem to be agreed is that there must be no election. They are willing to take many other risks, but not that one.

"The government's record is before the people. It does not seem to have been very rich in worthy results. From the point of view of the Liberals, the recent session was a distinct gain. Of course, we have foreclosure now. But in fighting the closure, and all that went with it, the Liberals in parliament proved themselves exceptionally strong. New members, showing great resource, came to the front. The effective fighting by some of the old campaigners from the west was as marked as ever. Hon. Frank Oliver and Dr. Michael Clark were always ready for the fray, and never came out second best."

Freer Trade Imperative.

When The Bulletin Reporter mentioned the word "reciprocity," Dr. Macdonald, who has had so much to do with that question, waxed eloquent. "I have no particular concern about forms and words," he said, "but of this I am convinced, that the conditions of trade must be improved if the burdens on both producers and consumers in Canada are to be lifted. The question of freer trade cannot be bluffed off the program. The sound old British maxim, of buying in the cheapest market, and selling in the dearest, will always remain in the lay of true economics and good politics. Reciprocity or no reciprocity, the exchange of products between Canada and the United States will be improved as the intelligence of the people in both countries prevails over narrow prejudice and narrower self-interest."

A Colossal Absurdity.

Dr. Macdonald could not resist a reference to the naval question. "Frankly," he said, "I am convinced that the need for great expansion in the military and naval forces, either of Canada or the Empire, or of other civilized nations, has been enormously exaggerated to the point of colossal folly. The international situation today is an absurdity which cannot long survive if the clear light of reason and intelligence is turned on it. Yes, I am in favor of Canada taking her share in the naval defences of the Empire. We ought by this time to have had a fleet well under way, if not indeed completed, for service in the North Pacific. When the British fleet was taken from Esquimalt a Canadian fleet should have been got under way to fly the flag and represent the prestige of Britain and the Empire. The danger spot is not the North Sea. It is the North Pacific. For years I have been arguing that the United States, Canada, Australia and New Zealand should undertake to protect English speaking interests on the Pacific. My hope is that that will yet be done, and so relief will be given to the people of Britain.

"What about Germany?" continued Mr. Macdonald. "Is it not high time that the Teuton blood in the King and in the Kaiser was found to be thicker than water? Germany and Great Britain are not antagonists. They are allies. The people of both countries are opening their eyes to that fundamental fact. When they see the situation clearly they will give the jingoes and the war lords on both sides the right about wheel, and they will refuse to pay the war tolls now exacted from them. Britain's annual war budget of four hundred millions of dollars would then go for the betterment of the British people and the millions of able-bodied men now withdrawn from remunerative service will be put to work in increasing the wealth of the country, and will no longer be a burden on those who are now the workers."

"In the light of modern civilization," Dr. Macdonald concluded, "war is a barbarism, and, like all barbaric things, will be put out of the way."

BELFRY TOWER FELL AND CAUSED ALARM

London, Eng., June 24.—During a thunderstorm great alarm was caused the other evening in the neighborhood of Lorimore street, Kennington, by the fall of the belfry tower of St. Paul's Church Mission Hall, which had been struck. Happily no one was in the building at the time, and Lorimore street, a quiet thoroughfare at all times, was completely deserted at the time the tower fell. The first warning the residents in the neighborhood had was the furious and unexpected clanging of the bell. Rushing to their doors they were just in time to see the tower topple over and fall right into the middle of the street. Part of it fell through the roof of the church, and, crashing on to the gas meter, broke it into fragments. The gas escaped with a rush, but there was nothing to set it alight, and the gas was promptly turned off at the main by the fire brigade, who were quickly on the scene. Several windows of the church were broken, as well as part of the railings, by the falling masonry, but beyond that no damage was done.

Watch Repairs of All Kinds—American, English, and Swiss. Moderate charges; work legally guaranteed. Dickens, working watchmaker, 311 Eighth avenue east, "just below the Queen's." Phone 2440. Open until nine every night. Issuer of marriage licenses.

THE PRIME MINISTER'S RECEPTION

One of the many functions of the King's Birthday in Old London. This is really the culminating point of the day's events. It was held this year at the foreign office where the splendid Italianate Hall lent itself peculiarly for such gatherings. Prominent figures are the Princess Patricia (the tall figure on the right) Lord Chancellor Haldane, Premier Asquith, the Duke of Connaught, Countess of Warwick, Laddy Somerset.

HAIL DRIVES HORSES INTO WIRE FENCE; LIGHTNING STRIKES FENCE; KILLS HORSES

Moose Jaw, June 24.—Driven to a wire fence by a hail storm, nine head of horses belonging to Joseph de Lariviere were struck dead when lightning hit the wire against which they were standing. This occurred in the Lariviere pasture, 12 miles south of Willow Bunch.

Near Readlyn, also in the south country, six head of horses were burned up in W. Derby's barn, which mysteriously caught fire during the noon hour and was not discovered until it was burned to the ground.

ANOTHER ADJOURNMENT IN RATE CASE BY THE RAILWAY COMMISSION

It Will Be Taken Up Today and Then Postponed Until September, When Railways May Reply to the Evidence of Railway Expert; Spirited Session of Commission Yesterday, When Lanigan Gave Evidence

Ottawa, June 24.—It is understood tonight that when the western railroad rates case is formally adjourned on Wednesday it will be to a date in September to be definitely decided upon. It is believed that a conclusion of the case will be more quickly arrived at by the board agreeing upon a time when counsel for the various governments, the railways, and the other interests represented must be prepared to go on with the case.

When discussion of the matter is resumed in September the railways will put in their reply to the statements filed by Jean Paul Miller, the American rate expert, on behalf of the Dominion counsel, who will also have additional exhibits to file, some of which have been asked for.

A feature of the afternoon sitting today was the cross-examination of Mr. W. B. Lanigan, western traffic manager for the Canadian Pacific railway by M. K. Cowan, counsel for the Saskatchewan and Alberta governments. The examination, which at times was somewhat spirited, was not concluded, but will be continued tomorrow. Later on in the day the Regina rates case will be taken up.

Ottawa, June 24.—At the afternoon session of the railway commission W. B. Lanigan again took the stand and Mr. Chrysler continued his examination on the comparative carload rates and earnings of the Canadian Pacific railway western lines and on the Great Northern.

Mr. Lanigan dealt with the traffic out of Winnipeg for the months of June and December of 1912. On six hundred cars shipped from Winnipeg there was a difference of $17,482.17 in favor of the Winnipeg shipper, as compared with what it would have been under the Great Northern application. Without taking it into consideration the higher minimum for carload lots on the other side the difference would have been $14,459.30.

Traffic Out of Calgary.

Mr. Lanigan then proceeded to make comparisons on traffic out of Calgary under the Canadian classification as compared with what it would have been under the Great Northern application. He was interrupted by Mr. Cowan, counsel for Saskatchewan and Alberta.

"The witness," said Mr. Cowan, "has spent much time in making comparisons between rates on this side of the line and upon the other side. Is he prepared to establish the reasonableness of rates south of the line? Otherwise I cannot see what this has to do with the question of discrimination."

Mr. Lanigan proceeded. He showed that on 52 cars shipped out of Calgary during the two months, June and December, 1912, the earnings were $453.52 less than they would have been under the Great Northern application.

Regina traffic submitted by Mr. Lanigan, he declared, also showed an advantage in favor of the Canadian shipper. Mr. Lanigan said that the comparison had been made with St. Paul, which was the most unfavorable point of comparison from the company's point of view. There was no relation between the rate and conditions from Winnipeg and Calgary and those of St. Paul.

Mr Lanigan took occasion heer to correct a misapprehension which he believed had gone forth in connection with his statement regarding the live stock situation at Winnipeg. The impression had gone forth that the practice of substituting way-bills on shipments in order to gain the largest rate balance was an attempt on the part of the shipper to "do the company".

"It has always been an understood practice," said Mr. Lanigan, "that the shipper would use the way-bill most favorable to his purpose. He has done nothing dishonorable in character. We believe the live stock shippers of Winnipeg are not in the habit of "doing us up" but are simply taking a business advantage of an item published in our tariff. The newspapers have intimated that they did us up. We do not think they have.'

Mr. Cowan Cross-Questions.

At the conclusion of the examination by Mr. Chrysler, Mr. Cowan, K. C., counsel for Saskatchewan and Alberta, undertook to cross-examine Mr. Lanigan. Mr. Cowan first turned his attention to traffic figures given by Mr. Lanigan showing the increase in revenue which the Canadian Pacific railway would have had had under the Great Northern-Duluth application. Mr. Cowan pointed out that the differences had been obtained by charging against the Duluth end the difference between the Canadian carload minimum, which was 24,000 pounds, and United States carload minimum, which was 40,000 pounds.

Difference in Methods.

In January, 1912, said Mr. Cowan, the total number of cars shipped from Fort William was eighty-five. Of these thirty-two went to Saskatchewan and Alberta. The total weight was 11,030,410 pounds. The amount credited to the Canadian Pacific railway and charged against the Great Northern to make up to the higher minimum was 212,030 pounds, or a difference of 6,625 pounds on every one of the 42 cars. There was added freight which never moved.

"Applying your own method," said Mr. Lanigan, "we would have made $234 more on the Great Northern application."

For the month of February, 1912, 215 cars had been shipped, of which 129 went to Saskatchewan and Alberta. The actual weight of these were 6,029,950 pounds. But he had charged against the Great Northern railway 5,039,710 pounds, or 1,029,760 pounds of added freight which never moved. "This is under your method," said Mr. Cowan.

"It is not my method," said Mr. Lanigan, "it is simple facts; under your method we would still have made $479.44 more on the traffic."

"To use your words, it is simply so many million pounds of phantom freight in spectral cars," retorted Mr. Cowan; "freight and cars which never moved."

Mr. Lanigan contended that the shipper on this side, because of the low minimum carload could ship 24,000 pounds and get the low rate. If he wanted the low rate on the Great Northern he would have to pay on the high minimum of 40,000.

"He wouldn't pay for freight he didn't ship," said Mr. Cowan. "He would load up to the minimum."

The chairman interrupted.

"The shipper can load up to the minimum," he said. "There can be no issue about that."

"But I am making an issue of it," said Mr. Cowan. "I want to have it on the record."

In March, said Mr. Cowan, again referring to Mr. Lanigan's figures, 94 cars were shipped from Fort William, of which 84 went to Saskatchewan and Alberta. The actual weight was 2,509,700 pounds, but Mr. Lanigan had charged 3,076,330 pounds against the Great Northern railway in making his comparison and bringing his shipment up to the United States minimum. This meant 566,030 pounds of phantom freight or 6,745 pounds on each of the 84 cars.

"On your method of working it out," said Mr. Lanigan, "we would still have made $2,366.83 more on the Great Northern application."

Mr. Cowan took exception to this. He said that Mr. Lanigan was basing his calculation on traffic going to all three provinces. He (Mr. Cowan) was dealing with Saskatchewan and Alberta.

Mr. Lanigan said that if he was going to segregate these two provinces he could not answer. He had no comparison at hand dealing simply with Saskatchewan and Alberta, but he could have a statement tomorrow.

Not Fair Comparison

Mr. Cowan continued the cross-examination upon comparison of Canadian Pacific railway, and American rates. He did not think that Ural., Mont., which was "only a jack-rabbit station," should be compared with Regina, or Butte, Mont., which was on a hill, with Calgary on the prairie.

Mr. Cowan criticized the figures of grain production given by Mr. Lanigan. He had compared North Dakota and Saskatchewan for just one year. Official figures for five years were as follows:—

	North Dakota.	Saskatchewan.
1908	134,000,000	105,000,000 bu
1909	293,000,000	208,000,000 "
1910	64,000,000	145,000,000 "
1911	154,000,000	212,000,000 "
1912	295,000,000	223,000,000 "

This was a total of 864,000,000 bushels for Dakota and 893,000,000 for Saskatchewan, an average of 142,000,000 for Dakota and 167,000,000 for Saskatchewan.

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"THERE'S A REASON"

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Windsor, Ont.

SIR DAN MANN DOESN'T BELIEVE THAT PAYNE SAID IT ALL

Cannot Understand Why He Should Use the Hammer So Viciously Upon the Cities of Western Canada, As Reported

SENDS REPLY TO WIRE FROM CITY OF SASKATOON

But Even If He Did Say It, He Is His Own Boss, and the Officials of the C. N. R. Cannot Chastise Him In Any Way

Saskatoon, June 24.—In a wire received at the board of trade offices from Toronto, D. D. Mann of MacKenie, Mann and company, makes the assertion that the statement credited to Horne Payne, financial agent of the C. N. R., to the effect that western Canadian municipal bonds should be boycotted by English capitalists, is unfounded in his opinion.

Payne is alaleged to have advised London capitalists to give bond issues of western Canadian cities a wide berth. Following the publication of the statement, credited to Payne, Mayor Harrison and the board of trade both sent telegrams to Sir Wm. MacKenie, protesting against the statement as unwarranted and harmful to western Canada interests. A message of protests was also sent to Hon. Robert Rogers, asking what action he intended to take in the matter.

In response to the wire sent to Sir Wm. MacKenie, the board of trade received the following message:

"I am replying to your telegram of 22nd as Sir William is absent from city. Do not believe Horne Payne made statement imputed to him. The alleged statement was made at the annual meeting of British Empire Trust company. I have no interest in this company, neither has the firm of MacKenzie, Mann and company, Limited, and in any event could not dictate to Horne Payne. I believe that Canadian municipal bonds that have merit will always find a ready market in England. oN doubt Sir William will reply direct when he receives your communication.

"(Signed) D. D. MANN."

DUFFIELD, VICTIM OF AUTOMOBILE, DIES OF HIS INJURY

Victoria, June 24.—George F. Duffield, salesman, employed by Shorrt, Hill and Duncan, jewelrs, died in St. Joseph's hospital this morning as the result of an automobile accident shortly after 6 o'clock last evening.

Duffield had starte don his vacation and had gone out towards Gold-Stream with friends in a car driven by C. G. Clute. On the return journey the car skidded in loose gravel ,turned half way around and struck a stump at the roadside.

Three of the occupants were sitting in the rear seat with Duffield in the middle. He rose when the car skidded and when it struck the force the impact threw him out. He fell heavily on his head, and sustained injuries which resulted in his death.

Roads Congress Opens

London, June 24.—The third international roads congress was formally opened in Central hall, Westminster, yesterday by Right Hon. David Lloyd George, the chancellor of the exchequer, with delegates representing nearly two-score governments in attendance. The sessions will last a week and during that time there will be many discussions on roads, construction, maintenance and improvement. The lord mayor gave a reception to the members of the congress at the Guild Hall last night. A large crowd of prominent persons was present.

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General Superintendent of Lands

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