

Telegraphic.

WESTERN COAL FIELDS

(Tawa) Nov. 18.—If the development of the coal industry to be taken as indicative of the prosperity and development of a region, Western Canada is making almost unprecedented strides. Mr. T. G. Dennis of the Geological Survey, has just returned from a visit through the principal western coal fields of the mainland and he reports that everywhere coal mining is going ahead at a tremendous pace. It is only a very few years since the coal mines worthy of the name operating in Alberta were Lethbridge and Canmore mines. These have expanded into large enterprises, and many other similar adventures have since achieved success. There are now in the provinces of Alberta and Saskatchewan over twenty well established and well equipped collieries, besides countless smaller mines which are worked spasmodically to supply local wants.

Figures speak louder than words. The records kept by the Mines Section of the Geological Survey show that in 1897 the coal production of the then Northwest Territories was for that year 74,150 tons, valued at \$1,775. Last year the figures for Alberta and Saskatchewan had attained over 1,000,000 tons, representing a value of over \$20,000,000.

But even at a very greatly increased rate of production, the question of exhaustion of the fossil fuel is yet in a future exceedingly remote. It has been calculated that the coal bearing region of the great plain provinces, between the 49th and 50th parallel and the 96th parallel of longitude has an area of over 65,000 square miles.

In this vast expanse of country all the different grades of coal are represented—from a lignite, containing fourteen per cent. moisture, four volatile matter and 44 per cent. fixed carbon, to an anthracite with as much as ninety per cent. mixed carbon. This variety of coals makes of each industry to be suited to a nicety according to its requirements, and coals of superior quality may be found for steam-raising, black-smithing, coke manufacture and domestic use.

One of the features of the coal industry of Alberta in 1906 has been the inauguration of new methods of mining in the Edmonton region. Heretofore the coal for the use of the district was mined by means of tunnels driven on the coal seams which outcrops on the steep and high banks of the Saskatchewan; this coal was then hauled by means of scows. But with the growth of the region these means were thought inadequate, and within the last three months shafts have been sunk, the deepest to two hundred feet, which will greatly facilitate the extraction and the coal production is now ready to keep pace with the growth of the region expected by the most sanguine Edmontonians. The shafts of the mines of this district is a lignite coal well adapted to domestic uses.

At Bankhead, near Banff, the Pacific Coal Company is mining anthracite. The preparation of this coal for the market is attended with the production of a large portion of coal dust. After a long series of experiments as to the best means of utilizing this dust, the coal company has been erecting a very complete and up-to-date briquetting plant, and it is expected that within a few weeks an excellent fuel, new to Canada will be placed on the market in the form of anthracite coal dust briquettes.

On the mainland of British Columbia the coal industry has not been less active. It is true that in 1906 the only production of coal besides the Vancouver Island collieries was the Crow's Nest Coal Company, but preparations were being made for the Crow's Nest field, in its northern extension and along the line of the Canadian Pacific Railway for the establishment of new and important mines.

At present the largest individual colliery in the S. N. W. P. is the Crow's Nest Coal Company, which is now producing a thousand tons of coal in a day of ten hours. Over and above all the producing fields, there are yet in these provinces vast tracts, underlaid by incalculable quantities of coal, which are waiting the advent of the railroad to be developed and to become important producers; and Mr. Dennis believes that judging from all appearances, they will not have to wait very long.

NEW CHILD OVERBOARD.

New York, Nov. 20.—An arrival here today of the S. S. Nieuw Amsterdam, Holland-American line from Amsterdam and Bonaire, it was reported that while the vessel was in mid-ocean on Thursday, Rosa Nagel, a Swiss governess, in a fit of temporary insanity, grasped a baby from a crowd of children at play on the deck, and threw it overboard. Only prompt action prevented the other passengers led by the mother of the child from inflicting serious injury upon the crazed governess. The steamer was stopped and an unsuccessful search was made for the infant's body. Miss Nagel was locked up in the ship's hospital. The mother of the child, Mrs. Guvowski, who, with her three children, was on the way from Russia to join her husband in Fargo, N. D., was promoted.

INCAPABLE.

Havana, Nov. 20.—Sentiment in Cuban industrial and financial circles is in favor of the establishment of a strong American protectorate over the island. This is considered the only means of preserving Cuba for Cubans as they are unable to govern themselves unaided.

CHARGED WITH MANSLAUGHTER.

Winnipeg, Nov. 20.—The whole of yesterday's sitting of the assizes was taken up with the manslaughter case in which Thos. Powers and Alex. Say are charged with causing the death of Humphrey on the Stock Exchange hotel on the night of Oct. 6th. The court continued the case

and the defence was started.

KANSAS TRAINS BLOCKED.

Topeka, Kansas, Nov. 20.—As a result of last night's snow storm four overland trains on the Rock Island-EI Paso division were stalled today in the cuts between Bucklin and Liberal, Kansas. No attempt was made today to run freight trains on that division. The Santa Fe reported their main line across Kansas open, but several trains on that road are snow-bound on the Pan Handle division, where the snow is from four to five feet deep in cuts. The weather is moderating.

MACRIA TO HANG.

Winnipeg, Man., Nov. 19.—Fred Henry was convicted of manslaughter for killing his fellow-countryman in this city and sentenced to fifteen years.

RAN ONTO A SHOAL.

Owen Sound, Nov. 18.—Word was received here today that the fine new steel steamer Winona, which cleared from this port Friday evening, had run on Lenny shoal off Duck Island on the south shore of Manitoulin Island early Saturday morning.

ANOTHER WRECK FEARED.

Port Arthur, Ont., Nov. 19.—It is feared that another wreck has occurred near Thunder Bay. The tug bowman, scouring the Bay and neighborhood waters yesterday, encountered a quantity of wreckage on the outer shores of Pelee Island. There was no means of identifying whence the wreckage came from, but as much of it is painted green, it is feared that the Simla, which cleared for the east on Friday night has met with disaster.

THE POPE THREATENED.

Rome, Nov. 19.—The Pope has received personal letters containing threats that he will be assassinated in the apostolic palace as a protest against the present organization of society. The pope's reply is, it is added, ready to employ every means to destroy all institutions supported by religion or by military force.

RESUMING TRAFFIC.

Winnipeg, Nov. 20.—Railroad travel throughout the west is being gradually resumed. The C. P. R. train from the east got through safely today, and a couple of the delayed trains from the west have arrived. The thermometers registers four below, with clear weather. Freight movement will soon be on a par with the line.

CAPTAIN EXONERATED.

Vancouver, B.C., Nov. 19.—Captain Gaudin, J. Moore and J. Graham Cox, acting as special commissioners to investigate the accident to the C. P. R. steamer Princess Victoria on October 16, completed their inquiry today, exonerating Captain Hickey. The Princess Victoria was run on Lewis reef, sustaining damage approximately \$50,000. She is still repairing.

TOWN WIPED OUT.

Gadsden, Ala., Nov. 20.—A tornado struck the little town of Gadsden, Ala., Sunday morning, at day. Light and not a building is left standing. The coal company and houses were reduced to splinters. Heninger, twelve miles from the nearest railroad station. No fatalities are reported.

TROUBLE ENDED.

Minneapolis, Minn., Nov. 19.—President Mitchell, of the United Mine Workers said today that whatever the difficulties existing between the operators and miners in the Crow's Nest coal fields of British Columbia are all over. The Crow's Nest coal fields, in its northern extension and along the line of the Canadian Pacific Railway for the establishment of new and important mines.

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vote, the convention today adopted a resolution which calls upon the judiciary committee of the House of Representatives to report to the house the joint resolution No. 85, which provides for submitting to the legislatures an amendment to the constitution of the United States allowing women to vote. The American Federation of Labor is pleased by the resolution it adopted today to use its efforts for women's suffrage.

CAUGHT BY A CAVE-IN.

Terre Haute, Ind., Nov. 17.—Eighteen men were killed and three injured in a cave-in, in a deep well on the plant of the Indiana Milling Co. on the Wabash river today. When the cave-in occurred the men were at work in the bottom of the well. They were covered by the drop of earth. One of the men will probably die. Several others were crushed and badly cut.

CABINET MET.

Ottawa, Nov. 19.—The cabinet met today and had the tariff under consideration. The meeting lasted until one o'clock. The bill will be ready for presentation to the House as soon as the speech from the throne has been disposed of.

Ottawa, Nov. 19.—Senator Valda died today. This leaves five vacancies in the Senate. The Winnipeg Telegrams of the G. T. R. from west and the Transcontinental from the east were finally settled today with the Canadian Northern. Messrs. McKenna and Mann were here representing the Canadian Northern, and with the Transcontinental Commissioners, had a long conference with the Premier and Minister of Railways in connection with the matter. The sale is owned or leased by the Canadian Northern. A value of \$2,500,000 has been placed on the property, and when the C. N. improvements are made it will bring the value up about a million dollars. The interest upon this will make a yearly rental of about \$55,000 to the Grand Trunk Pacific and the Transcontinental for the use of the terminals along with the Canadian Northern.

The bill will be prepared and put through the House on Monday. The agreement between the parties concerned and setting apart the property for the purpose mentioned.

RUSSIA GETS A BIG CRUISER.

Barrow on Furens, Nov. 18.—The Russian cruiser Furus was launched here yesterday. She is the most powerful cruiser afloat.

MASSACRES IN GREECE.

Athens, Greece, Nov. 18.—It is reported here that a number of men, women and children have been massacred by brigands at Komotini. The bodies of a band killed fifteen Greeks in the neighborhood of Nicaea, and carried the mutilated bodies into that town.

CABLEMAN KILLED.

Port Arthur, Ont., Nov. 19.—A man named Pyramine, a cableman on the C. P. R. line, was killed by a cable car in the neighborhood of the C. P. R. line. The cable car was running on a track and the man was struck by it.

SHUPE DISMISSED.

Red Deer, Nov. 18.—The Shupe case was up before a justice of the peace here today. The Shupe was charged with assisting in the abduction of Aileen MacKenzie, daughter of A. D. MacKenzie.

CANADIANS IN TROUBLE IN SOUTH AMERICA.

Ottawa, Nov. 18.—Another dispute has arisen with Uruguay. Canadian fishermen are involved in the dispute. The Canadian government has been appealed to.

ANOTHER COMMANDER ASSASSINATED.

St. Petersburg, Nov. 18.—General Porfirio, commander at Poltava, was assassinated today.

ADVISED TO GO SLOW.

Toronto, Nov. 19.—In an address before the Toronto Club, J. M. Courtney, C.M.G., ex-deputy minister of finance, said that Canada was spending money to handle the war. It was all right in the long run, but it was a waste of money. It was all right in the long run, but it was a waste of money.

PREFERENCE FOR BRITISH.

Montreal, Nov. 19.—At a meeting in St. Anne's division tonight Postmaster General Lemieux made an important announcement. He declared that the Canadian Government intend taking steps at the next session to protect Canada from the yellow press of the United States and also to give a preference to British newspapers and periodicals.

KILLED BY A SNOW BLOW.

Minot, N.D., Nov. 18.—The first victims of snow-blow accidents of the season were killed here today when Frank Laughton and Vincenzo Rausu were run over by a train. The men were travelling south. The men were travelling south. The men were travelling south.

MUST ANSWER SERIOUS CHARGE.

Detroit, Nov. 18.—Prosecuting Attorney Brown, in the County Court, in which Grand Rapids is situated, said last night that Harry Lewis, the Duke is held on a charge of manslaughter for the murder of Mike Ward's child, which was charged with murder. Ward was killed in a prize fight last week.

RAILROADS PINCHED THE COAL.

St. Paul, Minn., Nov. 20.—The coal famine in the Dakotas is rapidly assuming serious proportions. Inquiry today brought to light the fact that little or no coal is being hauled to the Dakotas from the Twin Cities and that coal assigned for Dakota

destinations has been utilized by railroad companies for their own needs.

TOWN DESTROYED.

Salisbury, M.D., Nov. 20.—The town of Stockton, Worcester county, Maryland, was visited by a fire last night which destroyed every business house except the Stockton bank. Clarence Parson, clerk, was burned to death. He was asleep in the store in which the fire originated. Sixteen buildings were burned.

HAD WEATHER AT MAPLE CREEK.

Maple Creek, Sask., Nov. 20.—A wild storm raged here yesterday, but the temperature was not cold. Today the weather is very mild and the snow is melting. There has been no loss by the storm so far. It was 15 below zero on Sunday night.

NORTHERN FACILITIES.

Victoria, B.C., Nov. 20.—News of several fatalities in the north reached here today through the arrival of the Stamps Princess Beatrice and Venture. Ad. Sutor, a Canadian, was killed by a cable car on the C. P. R. line. The cable car was running on a track and the man was struck by it.

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EXPLOSION IN A HOTEL.

Winnipeg, Nov. 19.—Last night the Leland hotel here was wrecked by a severe explosion. About 10:30 in the evening two of the employees went to the rear of the building to attend the acetylene gas machine. It is supposed that one of the men was carrying a lamp and that the machine had been leaking. A few minutes later a terrific explosion occurred. The partition between the kitchen and dining room was blown down and a number of the windows were blown out. The west wall is bulged out two feet. The concussion of the air raised the roof in the east sample room but it fell back into place as soon as the pressure was relieved. Every one except Ed. Straube, who received burns on his face and hands, escaped without injury. The damage to the building will probably be between \$2,000 and \$3,000. The work of repairing was commenced early this morning and the hotel will be ready for occupation within a short time.

C. P. R. MAY GET PERE MARQUETTE.

St. Thomas, Ont., Nov. 20.—Pere Marquette officials here look for the Canadian Pacific to take over the Pere Marquette lines in Canada in a very short time. Those in a position to know are inclined to believe that the C. P. R. will be the successful bidder. The C. P. R. is seeking entrance to Sarnia and the Erie and Huron branch. The C. P. R. would also be able to get a good route into Buffalo by means of the M. C. R., over which the Pere Marquette have running rights as by the Pere Marquette's unshared charter for a line between St. Thomas and Buffalo.

BRANDON FAIR.

Brandon, Nov. 20.—The annual fair opens July 22.

YET ANOTHER MAN MISSING.

Regina, Nov. 20.—Another victim at least it is now believed must be added to the list of those who perished in the Windsor hotel fire here yesterday. W. N. Robinson, of Lajord, on the Arcola branch, it is stated was a guest in the hotel at the time of the outbreak and has not since been heard of and there is felt to be only too little doubt as to his fate. A large number of men are at work searching the hotel ruins for traces of the victims. At an early hour this evening bones were discovered which are believed to be those of a human being. Should this turn out to be the fact, an inquest will be started the first thing tomorrow morning. The coroner, Dr. Thompson, is in communication with the provincial government and is acting more or less under their instructions. The city council and the city fire brigade have already engaged counsel to represent them at the inquest at which it is believed the government will also be represented.

PROSPECTORS WERE KILLED.

Victoria, B.C., Nov. 20.—Incessant rains on the northern mainland coast of British Columbia and the western seaboard of Vancouver Island are causing heavy property loss, inundating low lands, driving the settlers in terror from their humble homes and in several cases carrying them, overboard. The loss of life is not less than a mad whirl of debris-choked yellow flood. Near the head of Knight's Inlet, last week the incessant down-pour was responsible for such a loss of the almost precipitous hills that an avalanche was relieved which

weeping bare the mountain side with a sudden rain damped up the gorges of Knight's river, giving birth within an hour to a lake many acres in extent, which in turn carried away the dam caused the original slide. This new avalanche of water, mud and trees hurled itself onward with almost incredible rapidity overwhelming a cabin on the river bank and burying the occupants alive. They were C. P. Culpett and Joseph Adams, two prospectors. Timothy Evans, a third victim, was drowned and the fate of several other residents of the valley is in doubt.

WASHINGTON TOWNS FLOODED BY SWOLLEN RIVERS.

Seattle, Wash., Nov. 18.—Although chaos still reigns in the flooded districts of this place, conditions today are greatly improved. The waters are rapidly receding and all danger of further damage is about past. Town communications have been restored. A few spur tracks but no transcontinentals will be running into or out of Seattle for a week. In the low Dummish valley the water is still high and there is fear of further damage. The floods are receding to the southward beyond the Black river and the water is being resumed at Auburn, Kent, Orilla, O'Brien and in the White and Green river valleys.

Seattle, Wash., Nov. 17.—Ashmun Brown, private secretary to Governor Mead, and State Attorney E. Q. Freed are in Seattle to see what can be done by the civil authorities of the state to relieve the distress of the flood sufferers. If need arises they will turn over to the people of the flooded districts army tents, blankets and other necessary equipment.

Stanwood, Wash., Nov. 18.—The water was in the streets of this town yesterday afternoon and the inhabitants are taking to the hills. Skiffs are being used to get about on the streets. Communications by railroad is cut off.

Mount Vernon, Wash., Nov. 18.—The Skagit river is twenty three feet above low water mark at this point, which is one foot higher than during the late freshet. Eighteen inches more will carry it over the dykes and into the town. The river is still rising.

CHARGED WITH MURDER.

Minot, N.D., Nov. 18.—A report has reached this city of the arrest of Martin Hagen, a farmer, living two miles from Martin on the sensational charge of murdering his own brother and shipping the dead body in a box with household articles. The sheriff of Ramsey county is in Stanley on Thursday and made the arrest. This sheriff of Ramsey county formerly lived at Devils Lake, mortgaged the place to Stanley about a week ago. His brother disappeared about the same time and the authorities began an investigation. They now say that they have strong evidence against Hagen.

SEALING CREW ARRESTED.

Ottawa, Nov. 18.—The Dominion Government is asked to intervene on behalf of four of the crew of the sailing schooner "The Atlantic," who have been arrested and put in prison by the Uruguayan government at Montevideo for seal fishing off the coast of Uruguay.

C.N.R. LINE FOR CALGARY.

Ottawa, Nov. 18.—The C.N.R. will apply for legislative permission to issue bonds to construct numerous branches in the west, including one from Strathcona to Calgary, also a branch from St. John and Irberville to Calgary. The work on the C.N.R. main line, but the branches are blocked. During the storm a special silk train collided with a switch engine in the yards at Elkhorst and the engineer and fireman of the switch engine were injured. Several cars were derailed. A passenger car was derailed by a broken rail and six cars stacked in the ditch, no person injured. Trouble seems to have been centered at Melbourn where the yard is full of dead engines. The storm is giving in violence in several sections in southwestern Manitoba and moving eastward. C. N. R. trains are all blocked, though the main line west is somewhat out of the path of the thick of it. The redeeming feature is that the temperature is not severe.

ATLANTIC SHIPPING.

St. John's, Nfld., Nov. 18.—With two of her crew severely injured, her engine disabled and her hull seriously damaged, the steamer Dundee arrived here today, after a terrible voyage. The Dundee, a small steamer, was captured by a German submarine while trying to make this port last night. The Dundee sailed from the city whose name she bears twelve days ago and was captured by a German submarine. The Dundee was a constant battle with the wind and sea. It became necessary to put in here to make repairs and to send the injured men to the hospital. The men hurt are a seaman and the third engineer. The sailor back to broken leg and the engineer was severely crushed in the Dundee's machinery.

FORTY DROWNED IN PUGET SOUND.

Seattle, Wash., Nov. 19.—The passenger steamer Dix, with passengers and crew numbering 50 persons, was rammed and sunk by the ore steamer Jeannie in Puget Sound last night. Forty-one people, including women and children, were drowned. Captain Plummer, master of the Dix, told the following story of the disaster.

"I don't know how it happened, Charles Denison, mate of the boat, was at the wheel. We were just about two miles due north of Alki point and running at the usual speed. It was a fine clear night and the water was like a mill pond. I had seen the lights of a steamer, on our starboard quarter some time before, but had not paid any attention to them. I went below to collect fares. The boat was crowded. There were seventy passengers and it was quite a task to get all the fares. I had been on that

run for thirteen years and knew everybody aboard. When I was in the ladies' cabin I heard the bell signal to stop. I knew something must be wrong and hurried forward. Just as I got on deck I saw the bow of a vessel loom up on the starboard side and almost instantly she struck us. The jibboom crashed through the Dix just aft of amidships and keeled her over like a top. She lay there for a minute or two with water rushing in all over. I was thrown against the deckhouse. For an instant the breath was knocked out of me and I was almost paralyzed. The steamer lay on her port beam for what seemed like two minutes. Another rush of water was mingled with cries and screams of men, women and children. From below came awful sounds. Many of the passengers were panned there and could not possibly escape. The Dix's bow began to lift and her stern went slowly down, until the bow was standing straight half out of the water. I rushed on a few spur tracks but no railing and the sight filled me with horror. The lights were still burning and I could see people inside the cabin. The expressions on their faces were of indescribable despair. They fought desperately to gain the deck and their shouts and cries were awful. People started out of the water shrieking and desperately clutching at the water or at the Jeannie, which still loomed only a few yards away. Some of the passengers who had been on the deck at the time of the collision jumped to the rigging of the Jeannie's bowsprit, and in this way clambered up to safety. When the Dix began to go down, I leaped into the water and managed to keep myself afloat. All around me were floating heads and we watched the Jeannie as she slowly came to rest. I saw the Jeannie's bowsprit moved here and there, picking up men in every direction. Finally a boat came to me. I had been in the water about ten minutes. When we were taken on board the Jeannie I found and crew, had been saved. The rest were drowned. There was no sign of my little steamer. She was gone completely, and before we left there was not even a ripple on the surface to mark the place where the tragedy had occurred.

W. A. GRIESEBACH.

Advocate, Notary, Etc. Solicitor for National Trust Co. Ltd. Offices: National Trust Building, P. O. Drawer 12. Telephone No.

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JAY OR, SOYLE & GARIEPY, Notaries, Etc.

Notaries, Etc. Solicitors for the City of Edmonton, Imperial Bank of Canada, Bank of Montreal, Hudson's Bay Co., Canada Permanent Mortgage Corporation, Canada Life Assurance Company, B. C. Permanent Loan and Savings Co., the Reliance Loan and Savings Co., the Dominion Permanent Loan Co., the Colonial Investment and Loan Co., Credit Foncier Franco Canadian. Office: McDougall street, near new Imperial Bank building.

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Money to Loan On Improved Farm Property at Current Rates of Interest.

N O D E L A.

Mortgages and School Debentures Purchased. W. S. ROBERTSON, Sheriff's Office, Edmonton.

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AGENTS: HUDSON'S BAY LAND COMPANY. THREE MEN KILLED. Bulletin Special. New York, Nov. 11.—Three men were struck by a train and instantly killed today at Park Avenue and Fifty-ninth Street. They were making electrical connections on the third rail when the train bore down upon them. They did not have time to escape. Their bodies were found scattered along the track some time after the accident.

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glass show windows, fitted, 2 good beds,