CANADIAN PACIFIC TO BORE EIGHT MILE TUNNEL THROUGH SELKIRKS FOR ITS DOUBLE TRACK ROAD

Gigantic Engineering Feat Will Eliminate Steep Grade Through Roger's Pass; Surveys Have Been Completed; Expect to Have Project Completed Within Four Years

Vancouver, B. C., Sept. 8.—It is understood in well-informed Canadian Pacific circles that the vast improvements in building the double track of the Canadian Pacific Railway between Calgary and Vancouver, to be carried out during the next four years, will include the driving of a double-track tunnel a little over eight miles long through the summit of the Selkirks, in order to eliminate the steep grades over Rogers pass, the scene of many dangerous snowslides. Surveys for the proposed undertaking have been completed by engineering parties working under the direction of F. F. Busteed, formerly general superintendent of the Pacific division and now engineer in charge of the double-tracking survey, with headquarters at Kamloops.

The proposed tunnel will extend from Bear Creek, east of the summit, to a point west of Glacier station. The cost is estimated at over $1,500,000 a mile. The major portion of the tunnel will have a gradient of 1 per cent., with a central section of a short distance with a gradient of about 2 per cent.

A big bore of the length of this tunnel, engineers have reported, requires to be provided with grades in order to insure better ventilation than could be secured in a tunnel without any air. Trains through the proposed tunnel will be operated by electric locomotives.

It is expected that the driving of the tunnel will be one of the first improvements to be started in connection with the double tracking between Calgary and Vancouver. Working from both portals, the task will occupy at least four years in being carried out. Rogers pass has been the scene of many dangerous avalanches, the last one in March, 1910, when eighty Jap section men engaged in shovelling out a slide, with a work train and its train hands, were suffocated by a tremendous snowslide. Ten years earlier a similar slide swept away a station in Rogers pass and several lives were lost.

Sir Thos. O'Shaughnessy is taking the deepest interest in the proposed double tracking, the surveys for which are expected to be finished at the end of the year. On his approaching visit to British Columbia he will meet Mr. Busted and discuss varied phases of the improvements, which it is expected will be in full swing by next spring.

Surveys for a proposed duplicate of the spiral tunnel on the "Big Hill," at the summit of the Rockies, between Laggan and Field, have also been made. This work is also included in the proposed improvements to provide low grades between the prairie provinces and the coast.

Roosevelt Tells All He Knows About Campaign Contributions of 1904-12

THE charge against Mr. Penrose was a direct charge. This charge was not merely that he took $25,000 from the Standard Oil Company, but that at or about the time of his taking it, while a member of a committee of the senate which was formed to investigate industrial affairs in the United States, he was in constant communication with Mr. Archbold on the subject, and that he submitted to Mr. Archbold, for his approval, in advance, a copy of the report of the commission. If these statements are true, of course Mr. Penrose is unfit to represent the people in the United States senate; and the testimony against him is direct. Apparently, however, the committee is investigating not this charge against Mr. Penrose, which was sustained by direct evidence, but Mr. Penrose's countercharge, which was sustained by no evidence at all, ond only by the repetition of second-hand gossip.

Roosevelt Asked Nothing of Standard Oil

"As regards the statement of Mr. Penrose and Mr. Archbold that with my consent or knowledge Mr. Bliss asked the Standard Oil people for $100,000 or other sum, or received such sum from them, it is an unqualified falsehood.

"If any request for funds was made from the Standard Oil company, or if any funds were received from the Standard Oil Company, by Mr. Bliss or any one else connected with the national committee in 1904, it was not merely done without my knowledge but was done against my express direction and prohibition, and in spite of the fact that I was assured that no such request had been made, and that no such contribution had been or would be received.

Under No Obligations for Contributions

"In my letters to Mr. Cortelyou during the campaign the only allusion that I can find to campaign contributions is in one in which I tell him that I have heard a rumor that Senator Dick of Ohio has been collecting money from office holders, and that if so he must be warned to stop, or he will get into trouble.

"I communicated with Mr. Bliss very infrequently, and never made any allusion to contributions in any letter that I wrote him or any conversation I had with him. From Mr. Bliss, as from Mr. Cortelyou, I received the explicit statement that no promise had been made and no obligation entered into, directly or indirectly, in connection with any contribution that had been received, or would be entered into in connection with any contribution that might be received in the future.

Asked No Contributions for 1904 or 1912

"I have never discussed the question of contributions with Mr. Perkins, save in connection with discussing the accusations brought before your committee. I have never, directly or indirectly, asked him for a contribution, and I did not, so far as I can remember, ask any human being for a contribution, either while I was running for president or for vice-president, or during the recent primary, or since the recent primary.

Wants All Letters Made Public.

"Mr. Hearst has published much interesting and important correspondence of the Standard Oil people, especially Mr. Archbold, with various public men. I have in times past criticised Mr. Hearst, but in this matter he has rendered a public service of high importance; and I hope he will publish all the letters dealing with this matter which he has in his possession. If Mr Hearst or anybody else has any letter from me dealing with Standard Oil affairs I shall be delighted to have it published; and if anyone can suggest any question as to any letter I have ever written or received on the subject, and will give me the approximate date, I will at once try to look it up, and if I can find it will publish it.

Attack on Dead Man

"I wish to emphasize the fact that the testimony of Mr. Archbold and Mr. Penrose in this matter is an attack on Mr. Bliss, who is dead, and is also unwittingly the severest possible reflection on themselves.

"Mr. Bliss never asked me for a favor of any kind, and all his public and private acts, so far as I had knowledge of them, were on the highest plane of just and honorable dealing. Mr. Bliss never even asked me this about the Standard Oil company, and never in any way alluded to the Standard Oil company to me. I never heard Mr. Archbold's name mentioned in connection with Mr. Bliss. But a year or so after the election I heard a report that Mr. Bliss had accepted a contribution from Mr. Rogers, alleging as his justification that this was not money from the Standard Oil Company but from Mr. Rogers personally, Mr. Rogers being an old friend and party associate of his."

MILITANT SUFFRAGETTES ARE COMING

London, Sept. 9.—Premier Borden having expressed a willingness to receive a deputation from the Woman Suffrage organization on his return to Canada will not be given an opportunity to escape the meeting. The Canadian Press was informed today that the Union would send a strong deputation immediately to Canada, headed by Mrs. Pethic Lawrence. She will be accompanied by Mrs. Harold Pethic and a number of women who have recently become famous in the world of militancy. On Friday the official organ of the union will publish following comments on Mr. Borden's reply: We have not had the foolish and ignorant talk of disaster from Mr. Borden such as Mr. Asquith indulges in. The Canadian premier has shown himself superior to Premier Asquith in being willing to listen to reason. If he is prepared to be guided by reason, and respond to argument then militancy will not be needed in Canada. It would however, be a piece of affectation for the deputation not to refer to the consequences which have in this country resulted from the government's unstatesmanlike dealing with the suffrage question and to similar consequences if the government of Canada were to follow the example of Mr. Asquith.

COMMITTEE OF INDUSTRIAL BUREAU WILL MEET

At 4 o'clock P. M. today the industrial committee of the Calgary Industrial Bureau will meet in the assembly rooms of the board of trade to hear and act upon reports touching several new enterprises that seek entry into Calgary.

From the number of inquiries that are coming into the Bureau, industrial conditions evince prospects of continued healthy growth throughout the year

J. Warren Reed Dead.

Muskogee, Okla., Sept. 9.—J. Warren Reed, a picturesque figure of pioneer days in Indian Territory and Arkansas, died in Muskogee hospital tonight after a long illness. For thirty years Reed, a prominent lawyer in border days when Judge Parker reigned at Fort Smith, and later of Muskogee, during his career he was known as the outlaws' friend. Of 134 murder cases where the accused was defended by Reed, only two were hanged, all others being acquitted. Reed's fortune will go to his son, Cecil Reed, a real estate man of Edmonton, Alberta, Canada.

Necessity never made a good bargain, says Poor Richard; then why wait for necessity to drive you? Why not advertise your business today in the Want Ads?

The Capital Detective Agency of Canada

Why not satisfy yourself with the aid of the Capital Detective Agency that you are dealt with honestly. We are now in a position to supply you with any information that you might require.

ROOM 212, ALBERTA LOAN BUILDING.
Day Phone 3105. Night Phone 1963

LOOKS LIKE A STRIKE OF THE C. P. R. TELEGRAPHERS

From Cranbrook to Medicine Hat Vote Was Practically Unanimous

Only One Man Voted to Accept the Award Made by the Arbitrators

Lethbridge, Sept. 9.—If the C.P.R. telegraphers throughout the rest of Canada feel the same toward the report of the board of conciliation which is arbitrating the present differences between the company and the employees as the men employed in the two districts east and west of Lethbridge, of which this is the central point, there seems to be every reason to believe that a strike will be precipitated within the next few weeks. It is stated on good authority that on the vote taken recently to learn whether or not the men were willing to adopt the majority report of the conciliation board, only one office in the two districts voted in favor, the men there being satisfied with the award.

The result of the vote all over the company's lines will not be known until Saturday. It is not a vote to merely find out whether the men are willing to take the advance granted in the majority report. The action in taking this vote is similar to that taken by the U. M. W. of A. of this district on the Gordon award in the coal strike of last year. If the men agree to accept the award they will continue their duties with no further negotiations, but in case they turn down the award, as now seems more than likely, the whole question will be reopened, and negotiations with the company once more resumed.

The reason the men are turning down the award so unanimously is that, while it gives the men what appears to be a ten per cent. increase, in reality they are getting only four or five per cent. The award allows an increase to all but despatchers in scheduled offices. Very few of the offices in smaller towns are scheduled. The increase would have to be divided among the whole, hence it works out to be a very small increase when the whole of the 1,800 employees are considered.

Should there be a strike, it will be several weeks before a strike decision could be arrived at, and there are hopes that the company will reconsider its decision rather than tie up the system by a complete break with the men.

If a strike were to result (local telegraphers state that the fact that a large part of the system is now controlled by telephone despatching would make little difference, as the tie-up would come in those parts controlled by the telegraph, and the whole system would necessarily be involved.

Should the trouble come, and be prolonged before a settlement was reached, it is understood that the commercial offices would be affected, for the commercial operators would likely join the railway men in a sympathetic strike, which would completely demoralize business of every kind for the few days it might last.

DUKE OF CONNAUGHT MAY ABANDON CAMP

Inclement Weather Holds Royal Party Aboard Train Waiting for a Change

Duke Spends Day Riding Over Irrigation Tract and at Luncheon at Gleichen

In all likelihood the camp at Cochrane, prepared for the Duke and Duchess of Connaught and Princess Patricia, will be abandoned and the ducal party spend the time set aside for the hunting and fishing trip by visiting Banff and other points on a prolonged visit.

Inclement weather will decide if His Royal Highness and party gain the coveted seclusion they had hoped for on the trip to Cochrane.

The Duke spent Saturday at Gleichen, where a program that took him over a wide stretch of country was carried out. Accompanying the duke were: Mr. Arthur Grenfell, Sir Ronald Lane, Sir William Garstin, Sir Arthur Lawley, Sir Charles Hunter, Lord Winterton, Lord Stanhope, Lord Hyde, Major Markham Murry, Premier Sifton, Attorney-General C. W. Cross, Hon. C. W. Mitchell, minister of public works for Alberta, and Mr. J. D. McGregor, manager of the Southern Alberta Land Company.

Day at Gleichen.

Arriving at Gleichen the duke was greeted by a pretty arch and preparations for having him see the irrigable area embraced in the Southern Alberta Land company works. He received the school children and shook hands with them, after which he presented a medal to Isaac Allen, the boy who saved the life of Victor Beaupre.

At 10:30 he started by motor for the trip about the country, intending to return by 1.30. It was 4.30 when he reached the handsomely decorated marque tent, where the banquet prepared by Superintendent Kolb of the Southern Pacific dining car service, awaited him.

The Duke thoroughly enjoyed the motor ride, the route having to be changed owing to the wet ground, he being taken by devious routes and trails, remarking on his return about the delights of being "lost on the plains" and considering it a great joke.

Recalls Old Days.

At luncheon the health of the duke was proposed by Sir Ronald Lane, who in a felicitous speech recalled the days long ago when he and His Royal Highness were subalterns together in the rifle brigade stationed at Montreal. He said that in those days anyone who predicted the present development in Western Canada would have been put down as a visionary.

His Royal Highness in reply recalled a time when Mr. Lane and himself were nearly drowned in the Seine, in France. He predicted great development to follow irrigation.

Princess Planned Long Ride.

Among those feeling the disappointment at not being able to go into camp at Cochrane is Princess Patricia, who with the Duke, intended to ride the 17 miles horseback and engage in the outing around camp. The Duchess was to make the journey by automobile.

The site selected is an ideal place for a quiet outing undisturbed by the public. Situated on the Ghost river, there is but one ranch within miles. The location was chosen by Inspector Perry of the R.N.W.M.P., and is in charge of Inspectors Duffus and Newson.

There is a central tent for dining, and on each side of this is the quarters of Princess Patricia and the Duchess communicating with that of the duke.

It was decided that the party remain aboard the train and await the weather. It the latter does not improve the camp will be abandoned.

Onions can make even heirs and widows weep, says Poor Richard, but, he adds, even heirs and widows may be solaced if business investments increase through the Want Ad.

C. N. R. CONSTRUCTION WORK GOES FORWARD

Twenty-Five Hundred Men Are at Work in the Western Divisions

Edmonton, Sept. 9.—Twenty-five hundred graders, bridge-builders and rail-layers and 750 teams are at work on the western divisions of the Canadian Northern Railway, which extends in six directions out of Edmonton. The most important operations are westward at Port Mann, where tidewater will be reached at the mouth of the Fraser river. The contractors expect to complete the grade and steel work in 1914. The line between Edmonton and Athabasca Landing, 96 miles north, was opened on September 2.

The main line extends through the Jasper Pass in the Rockies to the Pacific ocean, by way of Kamloops, B. C., and closely parallels the Grand Trunk Pacific Railway from Entwistle, on the Pembina river, west of Edmonton, to Tete Juan Cache, on the west slope of the Rockies, where the grade diverges abrupty to the southwest, traversing the valley of the North Thompson river to Kamloops. From the last named point the line parallels the Canadian Pacific road to the coast. The grade through th emountains is an easy one. Virgin territory is tapped between Tete Juan Cache and Kamloops.

The grade has been completed to a point near Hinton, 175 miles west of Edmonton. The high level steel bridge across the Pembina river at the last named point will be completed in October. The abutments for the bridge across the Macleod river are finished and ready for steel work, and it is expected that rails will reach there next January. From near Hinton to a point on the Athabasca river opposite Fiddle Creek a distance of 40 miles, two-thirds of the gradin gis done and from that point to the summit, 50 miles, or 250 miles from Edmonton, the line is now being covered by contractors. It is expected the track will reach the summit early next May.

Grading has been completed for 27 miles of the Peace River branch which leaves the main line at Onoway, 40 miles west of Edmonton, and is being carried on to a point beyond the Macleod river, 87 miles from Onoway. It is expected that the track will reach Whitecourt, 72 miles from Edmonton, the coming winter. The right of way is cleared to the crossing of the Athabasca river, the distance from Whitecourt to Grand Prairie is 150 miles by this route.

Rails have been laid to the Athabasca Landing north of Edmonton and authority has been granted by the railway commission for operating the trains. Grading is progressing on the line out of Oliver, 10 miles east of Edmonton, toward St. Paul de Metis. Eleven miles of roadbed has been graded, and work is being continued to a point beyond the Sturgeon river at Battenburg. It is expected that 20 miles will be graded this fall. Ultimately this will give direct connection between Edmonton and Battleford, north of the Saskatchewan river.

The grade on the Edmonton-Camrose line is completed and some steel has been laid. An extension of the Edmonton-Camrose line has been surveyed and approved. It runs southeasterly from Camrose to Alsack, on the Saskatoon-Calgary line of the Canadian Northern road at the provincial boundary.

Graders are now at work on 50 miles of road in the Battle river district. It is expected that this line will ultimately be extended southeasterly to Regina, giving the Canadian Northern a second direct road between Winnipeg and Edmonton. The company also is establishing direct rail connections between Edmonton and Calgary by way of Camrose and the Vegreville-Calgary line. Ten miles of this line is graded from Edmonton south, and track will be laid to the White Star coal mines during the winter.

Another section of this line has been graded between Lacombe and Red Deer, using a portion of the Brazeau line for a part of the distance. The company will have rail connection with Lacombe and Red Deer over this grade this fall by way of the Brazeau line, which leaves the Vegreville-Calgary line at Warden, five miles from Stettler. The Lacombe spur is five miles in length and the Red Deer is seven miles. These will form part of the Edmonton-Calgary direct line.

Steel has been laid on the Vegreville-Calgary line through Camrose, 70 miles east of Edmonton, to a point 51 miles from Calgary. Grading is completed to Calgary and crews are at work bridging the Canadian Pacific irrigation ditches. It is expected that the track will reach the Bow river at Calgary in October, and that train service will begin next winter.

Track has been laid for 115 miles on the Brazeau line to the crossing of the Saskatchewan river at the site of the Hudson's Bay Trading Company's old post, known as Rocky Mountain house. The Canadian Pacific Railway Company is building a parallel line and constructing a bridge across the Saskatchewan river near the same point. Negotiations are in progress with a view to both roads using the bridge.

Beyond that point it is planned to complete 47 miles of grade early next winter. A spur of nine miles will take the track to the Brazeau collieries. It is expected thot the rails will reach the mines early next June. A survey has been made to carry the line northwesterly from a point near the collieries to a point on the main line near the entrance to the Jasper Pass, but no plans have been sanctioned for building beyond the collieries.

Grade work on the Saskatoon-Calgary line has been completed to Berry Creek, 240 miles from Saskatoon, 220 miles of track is laid. It is planned to reach Munson, 11 miles north of Drumheller, where connection is made with the Vegreville-Calgary line, early in October. This will afford a fairly direct line between Winnipeg and Calgary by wa yof Saskatoon. Present plans are to complete 50 miles of grade on the Calgary-Macleod division this fall, also to finish the grade between Macleod and Pincher.

REJECTED LOVER KILLS GIRL WHO WOULD NOT WED

Ottawa, Sept. 9.—After refusing for the second time inside of twelve hours to tell Arthur A. Dupuis that she loved him, Mary Rose Fontaine was shot to death by her rejected lover shortly after eight o'clock this morning, a short distance from St. Joseph d' Orleans, a village eight miles from Ottawa on the Montreal road, in the county of Russell. The murderer, after committing his crime, turned the double-barrelled Winchester rifle upon himself and committed suicide.

TWO KILLED WHEN PASSENGER COLLIDED WITH MILK TRAIN

Bennington, Vermont, Sept. 7.—Two persons were killed, another probably fataly injured and nearly a score less seriously hurt tonight when a Troy, (N.Y.) pound passenger train on the Rutland railroad collided head on with a heavy milk train a mile outside of Bennington station. Both engines were wrecked and two cars of the passenger train were telescoped. The men killed were Archie Gomay, of Rutland, and Dean Densmore, of Troy, engineer and fireman of the passenger train. Charles Waddell, of Rutland, driver of the milk train is suffering from concussion of the brain, a fractured jaw and the doctors fear he will die.

AN EXPERIMENTAL FARM WILL BE STARTED AT FREDERICTON

Ottawa, Sept. 8.—Arrangements have been completed for establishing an experimental farm at Fredericton, N. B. The property selected is about two miles from the city and comprises a considerable acreage. Mr. Hubbard, until now secretary of the department of agriculture of New Brunswick, has been selected as superintendent. He is a graduate of the Ontario agricultural college at Guelph.

DO THE BANK CLERKS GET ENOUGH MONEY?

Vancouver Lad Stole Money to Pay for Operation for Appendicitis

Vancouver, B. C., Sept. 8.—Much interest has been aroused here regarding the adequacy of an average bank clerk's salary in connection with the trial and conviction of Richard Fraser Ogilvie, former teller of the Merchants bank, who on Saturday was sentenced to a year for the theft of $200. Ogilvie, it was shown, had been in the Merchants bank many years and had drawn $75 per month.

He had got into debt trying to pay for an operation for appendicitis and other doctor bills. Counsel for Ogilvie made the following statement before the young man was sentenced.

"Your honor is here to administer the law for the protection of society. I think the protection of society might well begin at the other end. These boys, who come from homes in the East and have not a salary large enough to pay for doctor's attention when they get ill, ought to be protected from these wealthy institutions that are preying upon the youth of the land in order to enable them to roll up the big surpluses they boast of. These boys are the victims of temptations that arise from the nature of their work."

AMERICAN NAVAL FORCES DOMINATE CENTRAL AMERICAN WAR

Revolution in Nicaragua Proceeding Merrily While Uncle Sam Looks On

Washington, D.C., Sept. 9. — There were government successes over the rebels in several engagements in Nicaragua today and a large number of directing heads of the revolution were captured.

The American naval forces in the Central American republic now almost completely dominate the situation.

These are the advices received by the state department. Maj. Butler, commanding the marines expresses the opinion that he will have little trouble protecting the railroad and maintaining communication between Managua and Corinto.

Americans Not in Danger

Reassuring advices were received from Rear Admiral Sutherland regarding the situation of the Americans and other foreigners at Matagalpa. He reports that rumors of their danger have been greatly exaggerated.

The first battalion of marines taken to Corinto on the California, after having been rushed down the coast of the United States from Philadelphia, left Corinto yesterday for Leon, accompanied by a hospital corpa detachment. The second party and a large landing party from the cruiser Colorado is expected to leave for the same destination.

BRITAIN MIGHT FACE GUNPOWDER FAMINE

New York, Sept. 8.—There would be no ammunition for British guns in time of war, should Great Britain's enemy cut off her supply of nitrates from Chile, according to a declaration made today by Dr. Samuel Eyde, of Christiana, Norway, before the eighth international chemical congress at Columbia University. Dr. Eyde, who is regarded in Europe as an eminent authority on atmospheric nitrogen declared that in Norway nitrogen sufficient to generate 20,000 horsepower was now being taken from the air.

BIG FIRE AT HAZELTON

Vancouver, B. C., Sept. 8.—A fire, which did $40,000 damage, occurred on Saturday at Hazelton, B. C.

Curling Iron May Cost Eye

Baltimore, Md., Sept. 8.—Miss Madge Jay, popular in society here, nearly destroyed the sight of her right eye last night when a curling iron slipped from her hands. A large blister immediately formed over the eyeball. Miss Jay is under the care of specialists.

C. P. R. CONSTABLE SHOT DOING HIS DUTY

Tragedy Similar to Calgary Affair Occurred in Ft. William Saturday

Fort William, Ont., Sept. 8.—Frederick Miles, a C.P.R. constable was shot early this morning while patrolling the yards. His assailant is unknown. The bullet pased through his thigh and the injury is slight.

Miles was approaching a row of box cars. He had just lit a match, showing his official ca pand uniform. Immediately there was a report and Miles dropped. When he recovered from the shock he managed to drag himself to a nearby office where aid was called. Hoboes are blamed for the shooting.

He that won't be counseled, can't be helped, and he that scorneth the Want Ad driveth business from his door.

MOTION PICTURE MACHINE IN POLITICS

Delhi, Texas, Sept. 9.—The motion picture camera has become an adjunct to political machinery, according to an episode disclosed through the introduction of an ordinance in the city council.

The ordinance prohibits the display of any motion picture wherein local persons may be shown to disadvantage.

The ordinance was introduced at the behest of Mayor Walker, who claims he was inveigled into executing a clog dance wherein a negro woman danced near by with a view to holding him up to the scorn of the voters.

According to the mayor, he met a friend, and was engaged in conversation when two pickaninnies came along and indulged their favorite pastime. The mayor is some clog dancer himself, so when his friend challenged the statement that he could clog better than any man in town, they retired behind a barn where the mayor made good. As he finished he noticed a damsel of dusky hue cutting a double shuffle and the "pidgeon wing." Incidentally he saw a motion picture machine leaving a nearby barn.

The spectacle of the mayor dancing with a negro woman is what he charges his enemies with securing.

Garrick Gets Cordial Greeting.

Kenora, Ont., Sept. 9.—J. J. Garrick, M.P, was cordially greeted here tonight He dealt briefly with matters that are of peculiar interest to this district, such as water transportation, colonization, roads, and the encouragement of agriculture, and finished with a strong appeal for a Canadian navy, made in Camada and manned by Canadians. On this subject he was loudly applauded.

AEROPLANE GOT LOOSE AND INJURED MANY

Propeller Cut a Swath Through a Big Crowd of Spectators

Gray, Department of Haute Saone, France, Sept. 8.—An aeroplane got out of hand today at an aviation meet here and swept to the ground crushing down a score of spectators, four of whom were killed outright. The propeller blades cut their way through the people as the machine sped over the ground. Many saved themselves by dropping outstretched to the green. One of the victims was an aged woman. Three persons were injured, their legs and arms being badly mutilated.

The pilot of the aeroplane was not hurt. When he climbed out of his machine and saw the disaster which it had caused he fled wildly across the field. No blame, however, is attached to him.

FRENCH CANADIANS NEEDED SOME BACKBONE

Justice Monet Holds Probe Meeting Over College Trouble

St. Johns, Que., Sept. 7.—The second of a series of outbursts of the subject of the Ste. Marie Monnoir college took plact here tonight, the chief speaker being Mr. Justice Monet. He said nothing new, but made additional charges with regard to the manner in which the priests had been dealt with by the episcopal authorities. Judge Monet said that the meeting was for the purpose of instituting some backbone into the French-Canadians. He he had taken this means as a last had resorted to public meetings because straw. The judge gave a lengthy review of the college difficulty which resulted in the excommunication of the priests conducting the college and the appeal to Rome where the decision was confirmed. At the conclusion of the meeting a resolution of the town council was read thanking the Monnoir College priests for the eminent services they had rendered the citizens since they had established the college in the town.

A PROMINENT VANCOUVER SPORTSMAN DROWNED SATURDAY

Vancouver, B. C., Sept. 8.—Walter Steenhuff, recognized as one of the first big game hunters and boat men of British Columbia, was drowned on Saturday at Beavermouth, B. C., in the Columbia river.

Is Your Child Fed To meet the demands of school life?

Study taxes the brain and nerves of the growing youngsters.

Certainly, that's natural and expected; and if fed right, they grow rosy in body and hearty in brain.

If a child droops under school training it is a **Signal Flag.** Something used up each day that is not replaced from the food. Don't neglect the signal!

There is one absolutely dependable food, because it contains the certain parts of wheat and barley that rebuild, not only the body, but the gray matter in Brain and nerve centres.

If you have any question of the scientific truth of this statement, write us for analysis of Brain and nerve centres and analysis of

Grape-Nuts FOOD

There is no guesswork here, but absolute dependable fact that can be made use of by any parent, sufficiently interested in the child's development to investigate.

A regular diet of Grape-Nuts and cream, as part of each meal, will tell its tale of health and (fortunately) the children like it.

"There's a Reason" for Grape-Nuts

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CANADIAN POSTUM CEREAL CO., LTD., PURE FOOD FACTORIES, WINDSOR, ONT.