

CITY AND C.P.R. EFFECT ENTRANCE AGREEMENT

City Secures a Right of Way to the Bridge on Both Sides of the River From the Railway Company.

WILL ASSUME ALL DAMAGES CAUSED BY THE ENTRANCE

F. W. Peters Says That the High Level Bridge Will be Completed This Summer and Finished in 1910.

Both the Council and the C. P. R. Officials Are Satisfied With the Results of the Conference—The Agreement Drawn up This Forenoon and Will be Voted Upon by the Ratepayers This Month—The Terms of the New Contract With the Railway Company.

As foretold in the Bulletin the city council and the C. P. R. officials at their third conference Thursday afternoon reached an agreement with reference to the entrance of the company's railway line into Edmonton. This question has been a vexed one since 1905 and has been considered from time to time during the years, up to the present. It was not till yesterday, however, that a solution was reached, probably more easily than formerly because the C. P. R. now mean business and are desirous of extending their line to this city at the earliest possible time.

A three-hour session was held Thursday and then the conference broke up with all the points of contention satisfactorily arranged.

The Concessions Gained.

By the new agreement the city gains some concessions not provided for by the tentative agreement of 1907. In return for a right of way to the bridge on both sides of the river along the property of the C. P. R. the city foregoes the construction of an overhead bridge on Hardisty avenue though officials offered the city the choice of that thoroughfare will be open for crossing on the level. The company's street south of Jasper where no bridge would be placed in return for the right of way to the bridge, and Hardisty was at length decided upon as it is the one with the least value. The city reserves the right to construct an overhead bridge at any time in the future.

On the north side of the river, where the C. P. R. right of way over the Hudson's Bay property will likely be 200 feet or more wide from Saskatchewan avenue to the bridge, the city will have a right of way to the bridge, and on the south side of the river, where the C. P. R. will permit the use of their right of way, a considerable distance up from the bridge to a convenient point where the car line can switch out on one of the Strathcona streets. The right of way for vehicular and pedestrian traffic on the south side will have to be purchased by the city of Strathcona and the property holders in that section.

The city agree to the closing of Tenth street from the lane north of Jasper to Athabasca avenue, on the right side, and to retain half of the width of the street as a right of way from the above-mentioned lane through to Jasper avenue. The part of Tenth street closed has C. P. R. property on either side, so there will be little inconvenience to other property owners on that score.

The C. P. R. will build four stairways to the bottom of the subway, one at each corner. This was not thought of in 1907.

City Assumes Damages.

Whyte, who has done the negotiations for the C. P. R., is highly pleased with the result of the negotiations. "I am well satisfied with the result of the conference," he said to the Bulletin this forenoon. "We are desirous of getting into Edmonton as soon as possible, and I think the council realized that, in return for the large amount of money that we will spend for our entrance, they should give us a fair deal."

"When will work on the bridge be commenced?" was asked.

"I cannot yet name an exact date when we will start work, but it will be incorporated into the agreement to be submitted to your citizens. We will start work this summer, and the bridge will be completed before the end of 1910."

"I would not like now to name a definite date until I have discussed the matter with our engineer. There will be no delay, however, in getting to work."

"Much of the abatements will be finished during the fall and the piers will be put down through the ice during next winter."

Mr. Peters leaves this afternoon on return to Winnipeg.

Mayor Lee Satisfied.

Mayor Lee is also well pleased with the agreement.

"I think we have reached a good bargain," he said to the Bulletin this morning. "We have secured a big concession in getting the rights of way on both sides of the bridge, and especially on the north side, which would cost us a large amount if we had to purchase the land from the Hudson Bay Company. In return, we forego the overhead bridge on Hardisty, but that is a little-travelled street, and at any rate, there will be

a level crossing. We also reserve the right to build an overhead bridge in the future.

What do you think the 'damages' to be assumed by the city will be?"

"I think they will not be large and they may be reduced to almost nothing by the increased value of the land near to the station. There are not more than twelve lots affected on Jasper, and their present value is more than \$120,000. Damages could not be more than one-third, or \$40,000. This is the biggest possible estimate."

Grades on Subway and Bridges.

The grades on the subway at Jasper avenue and the bridges on Victoria and McKay will not be great. That on Jasper avenue will be 7.5 per cent, and will cover a length of a block and a half from the corner of Ninth street to the middle of the block between Tenth and Eleventh streets.

The C.P.R. will come up across McKay in a cutting 15 feet to 17 feet deep and across Victoria in a cutting from 9 to 11 feet deep. This will give a very small grade in these overhead bridges, the one on McKay Ave. being little above the level.

The New Agreement.

The following is a draft of the new agreement drawn up by Solicitor Bond, of the C.P.R. It is to be submitted to the city this afternoon, and after being signed by the Mayor conventionally to the endorsement of the ratepayers, will be forwarded to Winnipeg, where William Whyte will attach his name.

Memorandum of agreement made this day of May, A.D. 1909.

Between the City of Edmonton hereinafter called "The Corporation" of the first part, and the Calgary & Edmonton Railway Company hereinafter called "The C. P. R. Company," of the second part, and the Canadian Pacific Railway Company hereinafter called "The Pacific Company," of the third part.

Whereas the Pacific Company has, under and by virtue of the right to operate the railway of the C. P. R. Company, which Company proposes to complete the construction of its railway across the Saskatchewan River, plans in respect of which railway were duly authorized and were deposited on the 27th day of May, 1906, and which plans were approved by the City of Edmonton on the 27th day of

The agreement drawn up will be submitted to the city council next Tuesday evening. It will then go to Winnipeg to be signed by Wm. Whyte and in the course of a few weeks will be submitted to the ratepayers of the city to be voted upon by them. Upon its passage the C.P.R. will at once commence their operations on the bridge and entrance.

Benefit to Street Cars.

The arrangements made will be of special benefit to the street railway as it will not necessitate the Strathcona street cars from passing through the Jasper subway. The cars will go down Ninth street, and across the bridge, and then come up on the west side of the river, where the Pacific company, crossing the bridge on the west side.

The Bridge Itself.

The cities of Edmonton and Strathcona have outlined to the C.P.R. what they want in the traffic deck to the bridge, and estimates will be prepared by the C.P.R. an dthen submitted to the local authorities for their approval as to cost.

The bridge described by the cities has single track car line on a bracket on the east side, pedestrian way on the right side with the C.P.R. lines in the centre. Twenty feet below will be the vehicular traffic deck, 20 feet wide, and \$300,000 will be between \$300,000 and \$350,000. The Dominion government will give \$100,000, the local government \$100,000 and Edmonton and Strathcona \$100,000. Mayor Lee has received a telegram from Hon. Frank Oliver saying that the Federal government has voted \$100,000 for the North Alberta Land Registration District.

And whereas the companies operating the subway on the 27th day of May, 1905, Tenth street, north of the lane north of Jasper avenue, and Peace and Athabasca avenues were not surveyed or laid out, or the land thereon in any way dedicated or used for streets or highways, and that the Corporation has no right to lay out, open or use any portion of Athabasca and Peace avenues and Tenth street across the line of railway shown in the said plans; and that such avenues and streets do not exist across the lands required for the said railway and tracks as shown on the said plans; but the Corporation contents otherwise.

And whereas the C. P. R. and Pacific Companies have requested the Corporation to give the right and privilege to lay the track and tracks of the C. P. R. Railway, as herein-after mentioned, along, upon and across the streets and lanes hereinafter mentioned, and the Corporation has agreed to do so and to construct the bridges and subway hereinafter mentioned, the C. P. R. and Pacific Companies, as agents for and on behalf of the Corporation, doing the work hereinafter mentioned, in respect thereof at the expense and cost of the C. P. R. and Pacific Companies, and further agreeing to construct a bridge over such avenues as hereinafter mentioned all on the terms and conditions hereinafter set forth.

Therefore this agreement witnessed that in consideration of the covenants and agreements on the part of the C. P. R. and Pacific Companies hereinafter set forth, the Corporation for itself, its successors and assigns, covenants, promises and agrees with the C. P. R. and Pacific Companies, and each of them, as follows:

1.—That the Corporation gives and grants to the C. P. R. Company the right and privilege to construct and operate in perpetuity, its railway tracks as shown on the plan hereto annexed, upon, along, across, under and over all avenues, streets, lanes and highways, from the intersection of Saskatchewan avenue, to McKensie avenue, at the place and in the man-

ner and way shown and indicated on said plan.

2.—That the Corporation will duly stop and close up, if the same are, in any way avenues, streets, highways or lanes, all those portions or parts of the continuation of Peace and Athabasca avenues lying between Tenth and Eleventh streets and the lane lying between Tenth and Eleventh street from Mackenzie avenue to the lane in the rear of the tier of lots abutting on Jasper avenue and that part of Tenth street from the lane north of Jasper avenue to Athabasca avenue, and will convey the same and the land therein and all the right and claim of the respective owners thereto, to the C. P. R. Company and will duly stop and close up all those portions of Jasper avenue not occupied by the subway hereinafter mentioned and adjoining the subway on the north and south sides and lying between the continuation in a northerly and southerly direction of the east and west ends of the superstructure of the said subway upon which the tracks and railway of the C. P. R. Company are to be constructed, exclusive of the sidewalk attachments. Ad will duly stop up and close all those portions of McKay and Victoria avenues, lying between the continuation northerly and southerly of the east and west ends of the bridges upon the same, hereinafter mentioned, that is to say, the portions of the said street adjoining in the north and south sides of the said respective bridges and not occupied by the same.

3.—That the corporation will carry McKay and Victoria avenues over the said railway and tracks as shown on the said plans by means of overhead bridges to be constructed by the corporation, in the manner and to the plans and specifications hereto annexed, which said bridges are to be highways, substituted at those points for the superstructure of streets at level, and the flooring of the superstructure of which bridges is to be thereafter maintained and kept in good repair by the corporation and the said streets, at the said points where the said bridges are constructed, to be stopped up and closed by the corporation.

4.—That the corporation will carry Jasper avenue at the point where crossed by the said railway, under the railway by means of a subway, which the corporation will construct according to plans and specifications hereto annexed, and which said subway is to be a public highway substituted at that point for the continuation of the street at level, and the said Jasper avenue where crossed by the said railway and track, to be stopped up and closed, except through the said subway, and that the corporation shall maintain and keep in good repair the said subway, and the flooring of the sidewalk on either side of the superstructure.

5.—That the corporation gives to the C. P. R. Company and each of them the right to enter upon Saskatchewan avenue and to construct thereon a bridge of single span according to the plans and specifications hereto attached for the purpose of constructing and operating the railway of the C. P. R. Company over the said avenue.

6.—That the corporation will assume, pay and satisfy all damages and compensation for injury, if any, to or in respect of any property or business of the C. P. R. Company, or of any person or company, caused by or resulting from or by reason of anything done or agreed to be done by or on behalf of the corporation as herein mentioned, or by the closing of any of the said avenues, streets, lanes or highways, or by alteration or changing thereof, of the construction of the said bridges and subway or any of them.

7.—That the corporation will take all steps and pass all resolutions and bylaws, which may be requisite or necessary on the part of the corporation for carrying out and giving effect to the terms and provisions hereof and procure from the Legislature of Alberta the ratification and confirmation of the corporation's promises and agreements hereon contained.

8.—That the C. P. R. Company and the Pacific Company and each of them shall have the right to construct and maintain their railway and tracks over the said subway.

9.—That the C. P. R. and Pacific Companies and each of them shall have the right to fence off the said railway and those portions of Victoria, McKay and Jasper avenues, so closed or agreed to be closed, from the unenclosed portions of the said avenues.

10.—That the corporation will for all time exempt from all general and special taxes to municipal purposes the bridge to be constructed by said company or companies over the North Saskatchewan river and the approaches thereto, and any bridge substituted therefor and the owners thereof in respect of the said bridge and approaches, but this clause shall not be taken to exempt the road bed from the assessment under the provisions of the Railway Assessment Ordinance or any act hereinafter in force in that behalf.

11.—That the corporation will for all time exempt from all general and special taxes to municipal purposes the bridge to be constructed by said company or companies over the North Saskatchewan river and the approaches thereto, and any bridge substituted therefor and the owners thereof in respect of the said bridge and approaches, but this clause shall not be taken to exempt the road bed from the assessment under the provisions of the Railway Assessment Ordinance or any act hereinafter in force in that behalf.

12.—That the C. P. R. and Pacific Companies will, as agents for and on behalf of the corporation, but at the expense of the C. P. R. and Pacific Companies provide the material for and do the work according to the said plans and specifications, for the construction of the said bridges over the said railway and tracks Victoria and McKay avenues, including the earth grade approaches thereto, and will thereafter maintain the same except the flooring thereof, which is to be maintained and kept in good repair by the corporation as hereinbefore mentioned.

13.—That the C. P. R. and Pacific Companies will construct and thereafter maintain a railway bridge across the North Saskatchewan River by means of the said plans and specifications, across the full width of Saskatchewan avenue.

14.—That the C. P. R. and Pacific Companies in the operation of its railway, as far as reasonably practicable, to do all shunting of engines and cars at the northerly end of its yards and north of Jasper avenue.

15.—That the C. P. R. and Pacific Companies in the operation of its railway is to do no unnecessary whistling or ringing of bells south of Jasper avenue.

16.—That the said C. P. R. and Pacific Companies will not nor will either of them claim or hold the corporation liable for any damage occasioned to their or either of their lands which may be damaged or injuriously affected by reason of the closing of the works made or constructed in the carrying out of this agreement.

17.—That the C. P. R. and Pacific Companies will commence work on the construction of their high level bridge across the North Saskatchewan River by the month of some time this summer, the date to be named later.

18.—That the C. P. R. and Pacific Companies and each of them will be bound to accept of the closing of the works made or constructed in the carrying out of this agreement.

19.—That the C. P. R. and Pacific Companies will give the corporation a right of way across their tracks on Hardisty street and those portions of Victoria, McKay and Jasper avenues closed or agreed to be closed under the provisions of this agreement from the unenclosed portions of said avenues and streets, and the railway of the corporation from all damages that may arise by reason of not so fencing or maintaining the same when erected.

ATTEMPTED SUICIDE AT Y.M.C.A. BUILDING

Oscar B. Almgren, a Swedish Home-leader from Lac Ste Anne, Tried to End His Life in Parlor of Y.M.C.A. This Morning—Was Believed in Telephony.

In the parlor of the Y.M.C.A. building at 1000 St. James street, Friday Oscar B. Almgren, a Swedish home-leader from near Lac Ste Anne, attempted to commit suicide by shooting himself. The bullet struck the breast bone and was deflected doing little apparent injury. The police were notified and Dr. Braithwaite summoned. The injured man was removed to the City Hospital where he is reported to be not in any danger of losing his life.

Almgren has been in the city for the past three or four days and has been acting strangely which gives rise to the supposition that he is demented. It appears that he is a firm believer in telephatic communication. He came to the city to join a lady friend, Miss A. Almqvist, whom he claimed was induced by him to attempt suicide this morning. Almgren met her, he was delayed in reaching the city from his home near Lac Ste Anne, and when he arrived he could not find the lady. This made him despondent and in the attempt this morning to end his life.

Believer in Telephony.

Almgren is a Swede about 35 years of age who has lived in America for a number of years. He is apparently well educated and speaks English fluently. He states that he learned English in his home in Sweden when very young, from the son of an English clergyman. When he left Sweden his parents and six brothers and two sisters were living. He has not heard from any of them for nearly five years, however. He resided for a number of years in the state of Iowa where he became acquainted with O'Connor, the railway contractor who had a contract on the G.T.P. grade west of Edmonton last summer. A few months ago Almgren wrote to O'Connor at Council Bluffs, Iowa, asking him for work on the grade here this summer.

According to the unfortunate man's story the lady in the case, Miss Almqvist, was a servant at O'Connor's home. She had recalled to her a friend of her childhood who was none other than the principal actor in the attempted suicide this morning. Almgren states that she then got into communication by means of telephony with Miss Almqvist. He held long conversations with her, but she, by this means and gradually their friendship ripened into love. He finally believed in a dream that he had a "week or so, though whether she stayed in Edmonton or Stony Plain he does not know."

He was prevented from coming to Edmonton to meet her at the specified time, partly through sickness and partly, he thinks, by the intervention of some supernatural power. When he did finally reach the city he could not find her. He believes that she became discouraged and left the country and now he cannot get into telephatic communication with her.

Telephatic Calling.

Almgren decided to try the telephatic method of communication by writing. He was unable to learn the lady's whereabouts, however. He called at the Bulletin office and asked for assistance in locating Miss Almqvist. Accordingly a notice was published in the news columns Thursday's Bulletin asking for information regarding the whereabouts of the lady. Up to the present time no replies have been received.

Believed to be Demented.

Almgren stayed at the Beulah Mission on Peace avenue. He brooded over his real or fancied loss until his mind evidently became unsettled. This morning he walked into the rooming house at the Y.M.C.A., where he had frequently been during the past few days, spoke to H. W. Moffat who was there at the time, and then walked into the parlor. A moment later Mr. Moffat heard a shot and rushing into the parlor he found Almgren lying on the floor with a smoking revolver by his side. Assistance was summoned, the police notified, and Dr. Braithwaite was called. The man was removed to the Public Hospital in the city ambulance.

Dr. Braithwaite states that as far as he has been able to ascertain the self-inflicted injuries are not fatal. The revolver was held close to the body when the shot was fired and this struck the breast bone a little to the left side and lodged in the body. An X-Ray photograph of the wound was taken this morning in an effort to locate the bullet, but up to the time of going to press negative has not been sufficiently developed.

CANADA HAS SOVEREIGN RIGHTS.

To Hecate Straits, Where Halibut Fishing is a Great Industry.

Vancouver, B.C., April 29.—H. H. Watson, who has been in Ottawa on Vancouver halibut affairs, returned today and said: "We were assured that the Dominion government is quite alive respecting the importance of the halibut fisheries in the North Pacific, and that the fisheries protective service to keep poachers outside the three mile limit will be made as effective as possible."

He maintains that the Dominion has sovereign rights in Hecate straits, this is the contention of the Vancouver board of trade and other public bodies and I have so represented it at Ottawa. Thus far the Dominion government has never officially made the claim, but it seems to me well understood that the matter is receiving quiet attention and will be disposed of before long."

THE WHITLA KIDNAPPING CASE.

Men Who Wrote the Threatening Letters Believed to be Captured.

Boston, April 28.—Charged with attempting to extort \$10,000 from James Whitla, of Sharon, Pa., under the threat of kidnapping his son, Willis, who was stolen several weeks ago, and only returning to Mr. Whitla on his payment of \$10,000, two men were brought to police headquarters here today for an examination. They were arrested at the South End post office and gave their names as John Wright, and Ernest M. Martin. The police claim that on April 28, Wright and Martin wrote to Mr. Whitla demanding that he send them \$10,000 under penalty of having Willis kidnapped. From the general tone of the letter, the police believed that a close watch at the south end post office might be profitable.

Two officers were stationed there when Wright and Martin entered and they arrested them. The police say that a search of Martin's pockets resulted in finding a red ink pad, similar to the 'nk used in the letter to Whitla.

Strathcona Horse Veteran Dead.

Vancouver, B. C., April 29.—A Vermont, aged 80 years, a surveyor of Victoria, fell dead today as he was ascending the gang plank of the Steamship Charmer. He was a member of the Strathcona's horses in South Africa.

New England Special Ditched.

Palmox, Mass., April 28.—An east-bound New England special on the Boston and Albany road was ditched by a broken rail near here this morning. It is reported that between thirty and forty were injured. Doctors and nurses were rushed from Springfield and Palmer.

EXPRESS TRAIN RAN INTO OPEN SWITCH

Serious Wreck Near Montreal—Train Smashed Into Round House—Three Men Injured, But Passengers Escaped Miraculously.

Montreal, April 28.—A serious wreck occurred at 6:45 this morning on the Quebec and Montreal Southern at Iberville junction, 21 miles south of Montreal. The Rutland express, New York to Montreal, running at a high speed, ran into an open switch, smashing into the round house, where three locomotives and a box car were standing. The passengers were uninjured and it was miraculous that it was not a great disaster.

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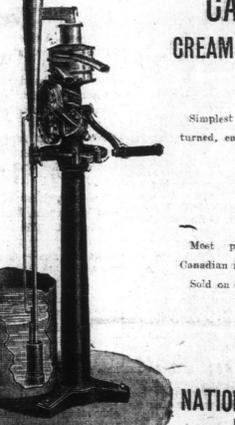
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Troops Relieves

April 30.—With which troops the city had no well-

Rose Lambert, American woman in Had-

with thousands in had without

for missionaries had appeals for help.

Gustaf Zinski, Dana today.

Re-establish order.

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R. MYSERY

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