Sod Plow.

"Garden

Moline, Ill., U. S. A.

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Selling Agents,
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Preserve its Goodness.
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Western Items

Saskatoon city debentures have been sold at 97.6 or $122,013 for 125,000 (debentures).

Mr. F. R. Oliver, president of the board of trade, Saskatoon, has accepted the position as manager of the Perrin Foundry Co., Smith's Falls, Ont.

The Winnipeg Free Press says that Canada will produce enough wheat this year to meet all the demands of Canada until 1910.

Building permits in Regina last month were $158,870. Edmonton $217,186.

The C.P.R. Telegraph Co., have had great difficulty in maintaining wire connection between Saskatoon and Winnipeg lately due to high winds.

Regina teachers have formed a city association of which Hector Lang is president and Miss I Bethune, secretary-treasurer.

A beaver colony have constructed a dam six miles east of Carstairs on the Rosebud river.

Miss Stevenson has been appointed teacher of music and singing in the Moose Jaw public school.

Stettler is to have a new skating rink to cost $3,500.

Master Virgil Biggs of Innisfail fell 40 feet down an elevator shaft and sustained severe injuries.

Mr. Harry Anderson, of Markerville, Alta., lost his hand by the discharge of a gun in his wagon returning from breaking fire guards.

High River Times: An order has been passed establishing new regulations with a view to eradicating mange in cattle in the infected districts of Alberta and Saskatchewan. These provide that all cattle from that district consigned to Winnipeg or points east must be accompanied by an official certificate of health and be inspected at Winnipeg. The same must accompany cattle bound west or south, unless shipped for immediate slaughter.

A despatch from Vermilion says: Col. Sam Hughes of Lindsay, Ont., is making arrangements to set a gang of men to work on his land just west of town. Col. Hughes has reserved 640 acres of land in this district and has a steam plowing outfit ready to start work at once. His outfit consists of a ten furrow Cockshutt gang plow, followed by two seven-foot disc harrows and drawn by a 32 horse-power Reeves' Traction engine.

FARM NEWS.

A recent bulletin issued by the Dominion Department of Agriculture, contains some very practical and useful information on cooking feed for swine. It says:

The advisability of cooking or steaming food for swine was for many years the subject of much controversy; many of the most successful feeders in both Canada and the United States, held widely divergent opinions, and differed quite as widely in their practice. During the past decade ,however, the process, except in the case of potatoes, has been pretty conclusively proven that, unless under exceptional circumstances, better results are obtained from a given amount of grain or roots given raw than from a similar amount after it has been cooked.

It was formerly believed, and still is by many feeders, that the process of cooking increases the digestibility of the food; but it has been shown that as a rule the contrary is true, especially in the case of food rich in protein. Extensive experiments conducted both in Germany and in America have been remarkably uniform in their results, and unite to show that protein is less digestible after exposure to high temperature. The digestibility of starch is to some extent increased by cooking and for this reason potatoes should always be cooked for hog feeding. It must be conceded that some food-stuffs, such as turnips and pumpkins, are made much more acceptable to pigs by cooking and will therefore on some cases give better results cooked than raw; there is also some advantage in giving feed warm during the cold weather, but both German and American investigators are practically unanimous in condemning the practice of cooking feeds other than potatoes, that are palatable in their raw state; because it reduces the digestibility of the protein, does not alter the absence of any, increased palatability, it offers no compensating advantages. It is now generally conceded by those who have given the feeding of potatoes a fair study that these tubers fed raw have very little value, but when cooked they are worth about one quarter as much as mixed grains.

At the Kansas station Prof. Shelton fed two lots of pigs on cooked corn and uncooked corn respectfully for 90 days. The lot on cooked corn made an average gain per hog of 105 lbbs. during that period, while the lot on raw corn made an average gain of 151 lbs; the lot fed on cooked corn consumed 750 lbs. of grain per 100 lbs. of gain, while the lot receiving uncooked grain consumed only 630 lbs. of grain per 100lbs. of increase. These figures show a loss of nearly twenty per cent by cooking. These were very heavy pigs at the commencement of the experiment, which accounts for the unusually large amounts of grain consumed in both cases per 100 lbs. of gain.

The Iowa station compared dry corn meal with cooked corn meal for a period of four months, with the following results: The lot on dry corn meal made an average gain of 202 lbs. while the average gain on cooked meal was only 142 lbs. The food consumed per 100 lbs. of gain was 417 lbs.of dry meal, as compared with 592 lbs. of 40 per cent by cooking.

Raw and cooked peas were compared at the Ontario Agricultural College in two experiments. Averaging the two experiments, 100 lbs. of gain was obtained from 422 lbs. of raw peas, and from 497 lbs. of cooked peas.

WINNIPEG MARKETS
(Commercial)

Vegetables—Potatoes 45c. a bushel; cucumbers 40 cents a dozen; carrots 60c a dozen; red cabbages 90c per dozen; beets 50c per bushel.

Cheese—Ontario, 15c and 15 1-2c; Manitoba, 15c.

Butter—Prices are rising. Creamery, choice, 27c. a lb.; bulk 25c and 26c a lb.; dairy, select 19c; pastry 15c. a lb.

Eggs—Fresh at 20c.

Poultry—Dressed poultry will soon be plentiful in the market, and prices lower; fowl 8c live weight; chicken 12c, turkeys, 14c. ducks 8c, geese, 10 and 11 cents, f.o.b. country points.

Hides—Green country hides at 8 3-4c and 9 3-4c; sheepskins and shearlings, 30c to 40c.

Wool—Manitoba 12c to 13c for coarse, fine and medium, 18c. and 16c.

Live Stock.

Cattle—We quote: best bbutchers' cattle, 3 1-4c.; lower grades 3c; good export cattle are quoted at 3 1-4c and 3 1-2c; cows, 3c; weighed off cars, Winnipeg, bbuyers here assuming freight charges.

Sheep—Choice mutton sheep are worth 6 cents per lb.; and lower grades 5c; lambs 7 1-2c.

Hogs—Live hogs weighing from 150 to 250 pounds are bringing 7 1-2c; and 250 to 300 pound hogs, 6 1-2c off cars Winnipeg.

Grain and Feed.

There is little or no change in the grain and feed situation. Oats are a shade firmer and flaxseed has advanced. Other lines remain steady.

Quotations

Millfeed—Bran, $16.50 per ton in bulk, delivered to the trade; shorts $18.50. delivered to the trade, barley chop, $20

Ground Feed—Oat chop, $25 per ton, mixed barley and oats, $24; oil cake, $27 per ton.

Oats—No. 1 oats, 34c; No. 2 oats, 33 1-2c. per bushel, carlots on track here.

Barley—No. 3, 36 cents per bushel; No. 4, 34 cents per bushel; car lots on track.

Flaxseed—$1.08 per bushel for No. 1.

Hay—Fresh baled in carlots on track $9 and $10; loose hay, farmer's loads, $10 to $12; timothy, new $12 and $14.

FIVE INCHES OF SNOW.

Toronto, Oct. 11—Snow covered the ground in many places throughout Ontario this morning. In the Niagara district great damage was caused by the storm, fruit growers estimating the loss at thousands of dollars. Telephone and telegraph wires are down east and west. At Niagara Falls five inches of snow fell.

MANUFACTURERS AMAZED AT AT THE PROGRESS SEEN
Surprised to Find Eleven Chartered Banks Doing Business in Edmonton.

The correspondent of the Toronto Globe contributed to his paper an article on the entertainment of the manufacturers in Strathcona and Edmonton, from which the following paragraphs are taken:

"Here we are, however, at Strathcona, with one or two automobiles and a score of busses and carriages waiting to drive the C.M.A. excursionists about the little city, and particularly to the fine, new Duggan street school house, where had been hastily arranged an exhibition of the resources of the district, and where consequently we saw barrels of beer and barons of beef, giant vegetables, plump, hard grain, and substantial specimens of the fine coal that underlies practically the whole of the two cities, and seams the banks of the Saskatchewan for miles. On the street we saw from time to time waggons teaming the coal to the consumer, but a local paper informs us that there is danger of a coal famine in Edmonton in spite of all. Coal dealers are quite unable to catch up with their orders. There are not teams enough to make delivery, and the situation will not be relieved until the teams come in from railway grading and farm work some weeks from now. The trouble is, however, but a temporary one, and is in itself an indication of the abundant prosperity.

The Edmonton Reception.

Edmonton lay waiting for us over the river. There was a public reception awaiting us in the evening in the spacious Thistle Rink, which we were warned was to be democratic in character, evening wear unnecessary, if not tabooed. There was some conjecturing as to whether Edmontonians had noticed the paragraph in a Winipeg paper stating pleasantly that since the departure of the C.M.A. excursion it has not been possible to obtain a dress suit for hire in Montreal or Toronto. During the afternoon our time was our own to wander over the attractive city or to drive around its wide-extending suburbs. Many members of the excursion party confessed frankly that no city inspected during the tour had impressed them so favorably. Business men who thought themselves fairly well acquainted with the west were amazed to find no less than eleven chartered banks represented here, but their surprise elicited only the further surprise that four other banks are waiting a chance of getting into the city.

Glimpse of the Fur Trade.

The great fur establishment of the city was equally a marvel and revelation to the majority. The branch of a famous French house, it seemed to bring the little capital of Alberta into close touch with the brilliant French metropolis. Visitors who looked in were shown bales of new furs that had just come down from remote trading posts, individual black fox furs costing each from $1,000 to $1,500, a single room packed with furs to the value of half a million dollars, and other things scarcely to have been expected. These costly furs, it need hardly be remarked, are not for the local market, but go to Paris to be dressed and to adorn some fair Parisian. A long letter might be written on the industries and prosperity of Edmonton and vicinity, but these have been discussed in articles but lately published in The Globe. The tents that were here in the summer have not disappeared. Over a thousand people, I am told, are yet living in them. The house builders have not yet caught up, and, despite the charming weather of the moment, which enables the visitors to ramble over the city in summer garb, we know the blasts of winter cannot be long delayed. Let us hope the tent people will have found shelter in the meantime.

Dancing and Talking.

The evening function passed off very happily. The centre of the rink had been roped off for dancing, and some dozens of couples whirled away a few of the evening hours. First, however, there was a little talking. Mayor May and ex-Mayor Short did the honors of Edmonton, the city set upon a hill, as they proudly and properly described it, and most cordially welcomed the visitors and told them how much to their advantage it would be to start branch factories there. President Cockshutt, of the C.M.A., plainly told his fellow manufacturers that he thought they were a slow lot not to have long since perceived the splendid opportunities Edmonton offered for factory sites. It had coal, and water power, and timber; and an ocean of fertile land around them that would sustain a great population in dairying, ranching and grain growing. Really, if he were a young man—and unattached, said the still youthful-looking president, he would feel like settling in Edmonton himself. Mr. R. J. Younge, the former secretary of the association, delivered an excellent little speech, and the oratory closed with a few words from Mr. Richard Grigg, a representative of the British Board of Trade, who had joined the party at Red Deer. Mr. Grigg briefly explained his mission, which was to report to the British Board of Trade on commercial matters as he found them in Canada, and to appoint agents in Canada at various points who would keep the British office continually informed on this subject. In this way it was hoped to enlarge the commercial intercourse between Canada and the mother country to the profit and satisfaction of both. He congratulated the gathering on the magnificent country in which they lived and the splendid optimism they possessed, the combination of which could not, he said, fail in producing a great nation.

DID MR. BORDEN QUIT SOON ENOUGH.
(Toronto Star.)

The proceedings of the insurance commission during the last few days would seem to cast some light upon the reason for the cheap acquisition of C.P.R. lands by Fowler, M.P., et al. There has come from Mr. Borden a denial that he ever put one cent into the syndicate. He says that the discussion of the matter on his trip west was merely casual, but he does not specify that it was not such as would give his travelling companions the right to use his name as a lever with Sir Thomas Shaughnessy, whom they afterwards interviewed. In fact, Mr. Borden says definitely that it was not until November 7, 1902, that he wired, in reply to a telegram from Mr. Pope, that he would not take any interest.

In view of these circumstances it is interesting to note the sworn testimony of A. A. Lefurgey, who said that the matter was discussed on the trip west in September, 1902, and added:

"I believe that he (Mr. Borden) indicated a willingness possibly to join us. He said he would very likely join us on that occasion that we interviewed him. I don't know whether it was on that occasion, but during the trip he indicated that he would possibly come in with us."

The next day the same witness was again question by Mr. Shepley as follows:

Q.—You had in some way or other an intimation that he might come in?

A.—Yes.

Q.—Then was there anything more definite done during this political trip?

A.—There was nothing more definite, except that it was understood that when we got back east we would see what lands could be had for from the C.P.R.

While Mr. Borden states that he did not absolutely decline to become a partner until November, it is instructive to note two extracts from Mr. Lefurgey's evidence. Mr. Lefurgey told Mr. Shepley that shortly after he had returned to his home from the western tour he received a letter from Mr. Fowler commencing: "We have succeeded beyond our wildest hopes," and stating that they had met D. M., who had taken them to his office.

Q.—What do the letters D. M. stand for?

A.—I understood them to mean Dan Mann.

Q.—Had you heard of him in the deal before?

A.—No.

Mr. Shepley continued reading the letter, which went on to say that D. M. had shown them the route.

Q.—What route was that?

A.—The route of the Canadian Northern, I suppose.

The letter went on to say that the information was for the private use of "Bennett, Borden and yourself."

Q.—You would naturally understand from this that Borden had come in?

A.—I naturally presumed so.

Q.—That would mean five persons you knew of—Fowler, Pope, Bennett, Borden and yourself?

A.—Yes.

Again, on October 4th, Mr. Fowler wrote to "Dear Lefurgey" from Montreal room adjacent to where the conferreal, saying that "on arriving here we interviewed Sir Thomas Shaughnessy, and have every reason to expect most generous treatment as to terms and prices. He said," continues the letter, "we should get the best that was going. We want to arrange for a meeting when the party returns to Montreal. Tell Messrs. Borden and Bennett about the meeting."

When Mr. Borden says that he "never had the slightest interest in, or connection with, the purchase of these lands," he says nothing to contradict the supposition that he talked the matter over with the syndicate in such a way that his name was successfully used to prompt the generosity of the C.P.R. and "D. M." towards the Fowler group of investors.

THE PREMIERS IN CONFERENCE.

Ottawa, October 8.—The provincial conference is sitting with closed doors in the railway committee room of the senate. When the conference assembled there were present, besides the provincial premiers, Sir Wilfrid Laurier, Hon. Mr. Fielding, Hon. Mr. Aylesworth, and Hon. Mr. Lemieux. It is understood that Sir Wilfrid asked the premiers to confer as to the scope of the conference, and then retired along with his colleagues, and to enable them to do so Sir Wilfrid and other Dominion ministers have once is sitting. Hon. Mr. Gouin was appointed chairman on motion of Mr. Whitney.

It was suggested that the resolutions adopted at the Quebec conference in 1902 be adopted. The representatives of the new provinces of Saskatchewan and Alberta did not know how these resolutions would affect them, and therefore the conference adjourned to permit them to consider this.

The conference will meet at 3.15 and get the views of Premiers Scott and Rutherford on the Quebec resolutions. Tomorrow the provincial premiers will agai meet the Dominion ministers.

The provincial conference spent the afternoon in discussing the Quebec financial resolutions. When the conference resumed at 3.15 the premiers of Alberta and Saskatchewan did not offer any objections to their adoption. As one of them said to your correspondent, there was nothing adverse in the resoiutions, and there were some things which would be to their advantage if they were adopted. No time was lost in this regard, but there were some of the other provinces that wanted some slight changes. For instance, Premier Whitney, of Ontario, was in a rather awkward position. He was in favor of the principle of the resolutions, which had been agreed to by his predecessor, Hon. G. W. Ross, but had taken the position then that the position of Ontario was not sufficiently pressed forward by the late government. In other words, he moved a resolution in the legislature on these lines, and therefore wanted some slight change to permit him to support them, and at the same time not to be accused of inconsistency.

"I took no part in the conference of 1902," said Mr. Whitney, on being interviewed, "and consequently had not much light upon the business of the present meeting." "I have an open mind," affirmed Mr. Whitney. "You ask about the boundary question with Manitoba, well, I do not know anything about that. There is no dispute so far as I know. There was a communication between the prime minister and me, in which I said that if the Dominion government undertakes to apportion the land north, Ontario wants to be heard. He said we would be heard. If that question comes up at the conference we will discuss it, of course." Premier Whitney alluded to the resolutions of 1902 as the basis of this present conference.

"With regard to those," he said, "my attitude was shown in the legislature. I moved an amendment during the debate to the effect that Mr. Ross did not go far enough. I mentioned the large amounts Ontario paid in customs, and in respect of railways which entitled them to a larger subsidy."

"Will Ontario urge for a larger subsidy?"

"Oh, the conference will be the place to discuss that," the premier answered with a laugh.

The province of Prince Edward Island wants their subsidy upon the population as shown at the time they entered confederation. All the other provinces want the subsidies to be calculated upon the basis of the last preceding census. In addition to the grant of 80 cents a head of population, to be calculated as already mentioned, the Quebec resolution proposed also a special grant of 20 cents a head toward the administration of criminal justice, together with largely increased allowance for legislation in the several provincial parliaments.

Premier Roblin did not see the necessity of so much talk about the resolutions. He said that they had been previously adopted and presented to the government, and what he understood that they came to Ottawa for was to get an answer to these resolutions. But all the provinces were not of this view, as is already seen.

Premiers Tweedie and Murray are strongly of the opinion that the Dominion should contribute larger subsidies to the provinces. Mr. Murray voiced the opinions of both when he said that the conditions resulting from the extraordinary development of Canada since the old provinces entered confederation had become so different that the fathers of confederation could not have foreseen how the rigid restriction of the subvention to a specified amount would operate. The conditions today were entirely different.

After fully discussing the afternoon, a committee was appointed to frame resolutions that all could support. This committee met after the conference adjourned. The committee comprised Premiers Gouin, McBride, Murray and Attorney Generals Foy, Pugsley, Campbell and Mr. Weir. It is understood that the changes are not material, and that it may be said that the resolutions as now framed are practically those of the conference of 1902.

News of the District

THE HUDSON BAY ROUTE.

Prince Albert Advocate: The board of trade at a meeting held last night, decided to initiate a movement in which it will seek the co-operation of every board of trade in Manitoba, Alberta and Saskatchewaan in urging upon the provincial and federal governments immediate action to prepare the Hudson's Bay route for navigation. Prince Albert, being the most northerly railroad point in Saskatchewan and a very old Hudson's Bay Co. post is probably more in touch with the north than any other city, and Hudson's Bay captains who are frequently here always declare that the Bay is navigable from midsummer until the end of December and sometimes longer. The dangerous month, they state, is July, when floating ice from the Arctic regions comes swirling through the straits, but when this has disappeared there is nothing to prevent ocean steamers running from Fort Churchill to Europe up to Christmas.

TOFIELD.
(Correspondence)

Tofield, Oct. 10.—The arduous task of opening up the town line west of Tofield is proceeding rapidly under the supervision of Mr. J. W. Cookson.

W. Story is building a new store on the townsite east of Tofield.

The Logan school has reopened with a new school, new equipment and a new teacher.

Mr. P. Ingram is doing a rushing trade at his coal mine. He has a full force of men, and even then the supply cannot meet the demand at all times.

What with building and re-modelling the town presents a busy appearance as well as a more substantial one.

Mr. Alfred Snoitz has bought Mr. James Ingram's quarter section.

Threshing is once more a memory of other days. Although a good comfortable harvest, the yield does not come up to the standard of the preceding two years.

Judging from old piano cases lying around, our little town will be quite a musical centre.

VERMILION NOTES.
(Correspondence)

Vermilion, Oct. 11.—Capt. Strickland, R. N. W. M. P., paid a flying visit to town yesterday.

A large number of people went to Mannville last evening to attend the celebration of the wedding of Mr. and Mrs. John Baker Burch. They all report having a first class time although some of the party missed the train back and did not arrive in town until nearly noon today.

We regret to report that Mr. Frank Bowtell is under the weather.

The English church people are giving a concert on October 16, the second day of the fair. They have got together a good program and should be well supported.

OLIVER SCHOOL REPORT.
(Correspondence)

Following is the September report from Oliver school district.

Pupils enrolled—Twenty-two.

Number of teaching days—Nineteen.

Aggregate days attendance—310.5.

Average attendance—16.34.

Percentage of attendance—74.27.

Honor Roll—The names are arranged in order of regularity of attendance. The first number after each name shows the number of days the pupil was in attendance, the second the number of days tardy.

Martha Schattschneider 19, 6; Cecilia Girard 18, 2; Otto Schieve 18, 2; Hector Girard, 18, 2; Harkin Govenlock, 17, 0; Emma Gabbert, 17, 0; Earl Walker, 17, 1; George Walker, 17, 1; Austin Toane, 17, 2; Albert Girard 17, 2; Grace Gabbert, 16, 0; Hulda Scheive, 16 ,0; Richard Moravec, 15, 2; Nina Werner, 15, 2; Mary Girard, 14, 2; Otto Werner, 14, 2; Dorothy Moravic, 12, 2; Stanley Hall, 10, 1; Ben Seaman ,8 1-2, 2; Frank Moravec, 7, 3; Herbert Hall, 7, 2; Alcide Girard, 1, 0.

Standard IV.—Percentages obtained on work in all subjects done during the month.

Martha Schattschneider 93; Harkin Goverlock, 88; Emma Gabbert 78; Grace Gabbert 67; Stanley Hall, 67.

JEANIE E. FERGUSON,
Teacher.

ABOUT PEOPLE.

Canadian Life and Resources, a journal published in Montreal, and devoted largely to western topics, has the following short biography of Alberta's premier:.

Shortly after Alberta and Saskatchewan became provinces on September 1 of last year, the Hon. G. H. V. Bulyea, Lieutenant-Governor of the former, called upon Mr. Alexander Cameron Rutherford, barrister of Strathcona, to become the first prime minister of his province. Mr. Rutherford accepted the position and without delay formed a government which was heartily sustained when the elections came on in the early part of the following November. That government is still in office administering the affairs of the rapidly growing province. In the Autonomy Act creating the province of Alberta passed by the federal parliament during the long session of 1905, the population was taken to be 150,000, but the quinquennial census of the three prairie provinces now being completed shows that Alberta has a population of 185,000; not large, it is true, when considered in connection with its area of 253,500 square miles, which is capable of sustaining as many Canadians as now live west of Lake Superior, who are estimated to number at least one million souls.

At the time of his appointment Mr. Rutherford was practically unknown outside of the western country, and yet, like the Hon. Walter Scott, Prime Minister of the sister province of Saskatchewan, and so many other western leaders, Mr. Rutharford is an easterner by birth and education—one of Ontario's sons who years ago saw the possibilities of a career offered by the western country and proceed to turn these possibilities to good account.

Mr. Rutherford was born of Scottish parents on February 2, 1858, at Osgoode, Carleton county, Ontario, one of the staunchest Conservative constituencies in Canada, which is today represented in the House of Commons by Mr. R. L. Borden, leader of the Opposition. In a good Ontario public school was laid the foundation of his education, which was completed at Woodstock College, and at McGill University, Montreal, where he graduated with the degree of Bachelor of Civil Law.

He soon entered the legal profession and began practicing in what was then always spoken of as the Northwest Territories. Entering public life through the municipal offices in the town of Strathcona, of which for a time he was the secretary-treasurer, he in due course reached the Territorial Legislative Assembly, which, under different organizations, but always with less than than provincial powers, passed local laws for all that extensive country lying between Manitoba and the Rocky Mountains. In that Assembly he held the position of Deputy Speaker.

When the territories were erected into two provinces a wider field was ready opened to their public men and weightier responsibilities had to be assumed, for with one important exception the provinces were given autonomous powers similar to those exercised by the Company in 1869 had been vested in the older members of the Canadian Confederation, that exception relating to the public domain which from the time of its acquisition from the Hudson's Bay Federal Government. That Federal ownership and administration were retained on the ground that they were necessary in order to ensure uniform homestead regulations and a continuous and vigorous immigration policy directed by a central authority.

Mr. Rutherford's government has now been in office for a little more than a year, and it appears to have devoted itself assiduously to the discharge of those high duties entrusted to it by the people of Alberta.

FORESTRY EXPERT IN GREAT NORTH COUNTRY.

Winnipeg Free Press: — E. Stewart, superintendent of forestry for the Dominion government arrived in Winnipeg on Saturday, on his return to Ottawa from Vancouver, where he presided at the recent forestry convention held there. Previous to that time Mr. Stewart had just completed one of the most interesting trips in Canada. In the pursuance of this duties he had travelled over the whole of that portion of Western Canada which is accessible by the Hudson's Bay packets between Edmonton and the mouth of the Mackenzie river. From there he crossed the Rockies to Alaska and the Yukon returning to British Columbia by steamship.

It was in June last that Mr. Stewart left civilization on his trip through the wilds of the "frozen north," covering some 5,000 miles by boat and canoe in less than four months. It is a trip which has heretofore been taken only by the employees of the Hudson's Bay Co., or by a special detachment of the mounted police.

"The trip was one of unending interest," said Mr. Stewart to a Free Press reporter. "For some years past I have wanted to know something more of that great country, reports of which have come out from time to time, many of them more or less garbled. As I said before, we left Edmonton in June for Athabasca Landing. From there to Fort McPherson our whole trip was by way of Hudson's Bay transports, and I wish to say that I was surprised and pleased with the accommodation provided. Before leaving Winnipeg, C. C. Chipman, commissioner for the company, had given me a letter to their various agents along the route and I was treated with every consideration.

"But to continue with some of the details of the trip the whole story of which would make a large volume. The first section from the Landing to Grand Rapids was made by steamer, and is over a route which is travelled to a considerable extent. The interest in the oil fields of the "tar belt" is taking a great many people that way, and in addition there are a number of prospectors and others looking for land, who take the route to the Peace River country ,which is very much in the public eye at present. With regard to this Peace River country, I would like to correct a false impression which seems to have gone abroad with regard to that country. There seems to be an idea that the whole of that district is one great broad, flat expanse of open prairie, just waiting for the plow. Such is not the case. It is a prairie, but a great portion of it is wooded or semi-wooded and will have to be cleared before it can be cropped. There are stretches, however, which are open, and these are unquestionably very rich, and under crop will prove to be most profitable. While not wishing to usurp the province of the geological survey department, now at work in that country, I am of the impression that it will always prove to be very valuable from its mineral bearing deposits. Coal, gold, copper and many other minerals have been found in that country and there are undoubtedly many other deposits which will be revealed upon more careful prospecting.

"But to continue with our trip. Fort McMurray and the vicinity I found most interesting. It is in this vicinity that the tar or asphalt deposits are found and here there are several parties prospecting for oil. I am glad to hear that some of them have been successful in their search. I brought back specimens from that district showing the appearance of the deposits as it is found on the surface. The trip from Grand Rapids to Fort McMurray was made in scows, the river being so full of rapids that it was impossible to take the steamer down.

"From Fort McMurray the trip was an easy one, the steamer Graham taking us down the river to Lake Athabasca and from there to Smith's Landing on the Slave River. At that point we were compelled to make a portage of sixteen miles past the series of Rapids to Fort Smith, where we caught the steamer Wrigley, that famous little vessel which makes the trip of 1,300 miles to Fort McPherson, carrying supplies and mail to the far northern posts of the Hudson's Bay Company, once each year.

"That trip is one which gives the traveler an idea of the extent of this unknown land. The scenery is beyond description. The steamer works its way through all kinds of country. Plains and prairie, timber and mountains; here the river winds through a low, flat country, and there rushes through a mountainous gorge ,where the scenery will compare with anything in the world. It was all intensely interesting. Al large portion of the country is more or less timbered. Spruce poplar and birch being most in evidence ,with spruce predominating. We cut our wood supplies for the steamer at points along the river bank.

"At Fort McPherson we also visited the Delta of the Mackenzie river, and saw Point Separation, where Franklin and Richards divided their party at the time of the ill-fated expedition from which the former never returned. At that point I saw several parties of Eskimos who were camping along the river. They had been down to trade at the Hudson's Bay post. One of the features which struck me most forcibly in this part of the country was the intensely religious character of most of the Indians. Daily services are held and they never seem to sit down to meals without first saying grace.

"At Fort McPherson there were two courses open for me. Either to return in canoes the same way I had came, making a long slow trip against the current or to cross the height of land and return by way of the Yukon. I finally decided upon the latter. Through the kind assistance of the Hudson's Bay Company I got together an outfit and a party of Indians as guides and packers. Leaving the fort we made a portage of 82 miles due west across the divide, finally reaching the headwaters of the Bell river a tributary of the Porcupine. It was a long, hard journey, covering four days ,but we made it in safety and again embarked in canoes traveling down the Bell to the Porcupine and from there to Rampart House on the Alaskan boundary line. From there we took rowboats down the Porcupine to its junction with the Yukon, at Old Fort Yukon. There our troubles were over for a steamer took us to cut over the regularly travelled route to Dawson City from whence we came by way of Whitehorse, Skagway and finally reached Vancouver.

ARCHBISHOP BOND'S FUNERAL.
(Bulletin Special.)

Montreal, Oct. 12—The funeral services of the late Archbishop Bond took place at 2.30 in Christ Church Cathedral. The service was in charge of Ven. Archdeacon Norton, the rector of Montreal under the direction of the Bishop Coadjutor. The Bishop of Ottawa acted as chaplain.

Sault Ste. Marie, Ont., Oct. 12—The Lake Superior Corporation will build an addition of 100 feet to its ore dock at the steel plant dock, which is now 900 feet in length, and is not large enough to accommodate the business at the ore docks. An additional blast furnace is also being considered by the directors, the furnace now in operation being unable to supply enough pig iron for the plant.

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