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THE MORNING ALBERTAN

THE CIRCULATION
WEDNESDAY—6663.

TWENTY-FIVE CENTS A MONTH. CALGARY, THURSDAY, MAY 19, 1910 NINTH YEAR—No. 69

THE PREMIER IS SO VERY SHIFTY

He Will Not Face Straight Question and Answer It

HIS MEMORY ALSO IS VERY TREACHEROUS

He Was All Day Upon Witness Stand—Will Continue Today

Edmonton, Alta., May 18.—Premier Rutherford was on the stand all this afternoon as well as this morning, and will probably be in the hands of Mr. R. B. Bennett, the insurgents' counsel, for some time tomorrow. His testimony has produced nothing very new or startling. It has been an apology rather than a defense, a pitiable revelation of how the government of Alberta province was duped and outwitted by a few shrewd promoters from across the line, and then bound hand and foot.

The premier's friends had hoped that he might be able to say something that would place the government in somewhat better light, but he failed utterly. When adjournment was taken this afternoon the government was more shaky than ever. Premier Rutherford did not try as hard as he might to answer pertinent questions directly. His sidestepping was so obvious at times that even the commissioners smiled indulgently. When counsel wanted information damaging to the government, the premier's memory seemed vague and misty, but when the information sought was of the opposition kind, the answers were generally prompt and clear.

Premier Rutherford asserted flatly that within an hour and a half after Hon. W. Cushing, former minister of public works, had sent a letter to him strongly condemning the proposed specifications for the A. & G. W. railroad, he voted with the cabinet in favor of them without a word of protest. Pressed by Bennett for an explanation of this seemingly remarkable behavior of Cushing, he said:

"It is not for me to account for Cushing's mind."

"Oh, no, you have enough troubles of your own," replied Bennett. "Mr. Cushing will probably make a vigorous denial of this statement when he takes the stand.

The Spy of the Government

During the examination Mr. Bennett declared that Mr. Trowbridge, Cushing's former secretary, who had brought to the cabinet the letter referred to, had spied on Cushing, going to Calgary and getting a copy of a speech made there by Cushing for use by Attorney General Cross in his speech to the house. Trowbridge's friends declare he was a perfect tight to do what he did, and that the stenographic report he furnished was accurate.

Example of Sidestepping

The premier gave what was perhaps the best exhibition of replying in a round about manner when Mr. Johnstone at the opening of the session this afternoon questioned him regarding his taking over of the department of railroads in November, and the announcement of his railroad policy.

"When did the matter come up in the cabinet?" asked Mr. Johnstone.

"It was at a rather informal meeting when we were talking about the railway policy, and I was planning to go east to learn what lines were coming into the province."

"Who suggested the change?"

"It was myself. I thought the premier ought to announce the railway policy."

"But why was the change made?" asked Justice Harvey.

"Well, the treasurer had certain things to do anyhow, and I thought I might as well take over the railroads, too. Of course, I contemplated having a competent engineer under me. I felt the public works department had enough work to do without the roads, and I did not have much to do."

"Did you consult Mr. Cushing about it?" asked Mr. Johnstone.

"I announced to Cushing I was to take charge of railroad policies," answered the premier, failing to explain the point Johnstone wished to have elucidated.

"Did you give Mr. Cushing to understand at a cabinet meeting that you were to make a change?"

"He should have so understood at the meeting, though I did not tell him so in so many words."

"Then Mr. Cushing's first direct knowledge of it came when you publicly announced your railway policy?"

"Yes."

"But there is a difference," remarked Justice Harvey, "between a policy on railroads and the taking charge of the direct administration."

"Of course, I did not have much to do and I understood Colburn was to do the same thing in Saskatchewan," answered the witness.

Announcement of Policy

But he finally got around to the point, and declared that his assumption of the supervision of railroads came as a matter of course after the announcement of his railway policy. He said he thought it was due the cabinet. He went on to explain that his announcement of policy first appeared in the form of an interview in the newspapers, which had been typewritten and sent to them. He thought all the members of the cabinet were also given a copy.

"Was there any discussion of it after it was submitted to the cabinet?" asked Justice Beck.

"No."

"You relied on the newspapers to advise the other cabinet officers?"

"Practically so."

"You left the change to the cabinet to be inferred?"

"Yes."

Contradicts Mr. Cornwall

The witness told of how when he went east shortly after he met Cornwall in Winnipeg, and asked him if he had seen his announcement of his railroad policy. That was about December 11.

Mr. Johnstone read the letter from Minty to Clarke already produced in evidence, in which it was practically said Cornwall was to act as the medium of communication between Rutherford and Clarke.

"Was Mr. Cornwall justified in saying in that letter that you had told him you were anxious to see that things were progressing satisfactorily?"

"I can't imagine why I should say such a thing. There was nothing to be anxious over. The legislature had not met. I did not discuss the A. & G. W. project with any men except those in the cabinet."

"How about the expression of Minty's that Cornwall had said you had taken Clarke on trust?"

"Well, Mr. Johnstone, I can't interpret other people's letters."

"Did you take Clarke on trust?"

"Not at all."

"Minty says in this letter that Cornwall feels himself in a position of responsibility."

"Well, I don't know what he means. He had no position with the government."

Another letter of the same tone was read, but the premier could not explain the expressions to the effect that he was taking a sort of paternal interest in the A. & G. W. He said the first time he knew Cornwall had any connections with Clarke was when he read about it in the newspapers after the investigation had begun.

The Details of Agreement

The question of the mileage provided in the specifications was then gone into.

The premier said the matter of sidings came up as a matter of detail, and former Deputy Attorney General Woods looked after it.

"You left all these details to Woods?"

"Yes, but he made reports to the cabinet."

"Did Clarke tell you of his trip to England and his efforts to float the bonds?"

"Yes, on his return he told me the market was not brisk, not having fully recovered from the late stringency. He mentioned 97 as a price for them. I told him plainly that was too low, and I believed in a short time he could do better."

"Did you tell him you had sold the provincial telephone bonds on better terms?"

"I don't think so. I don't think the sale of the telephone bonds was settled until the following March."

"Did he tell you about his promise of a sale if certain changes were made in the agreement?"

"No."

"Do you remember that the changes were made?"

"I have no recollection."

"When did you go east?"

"In the spring and also August, 1909."

Interviewing the Dominion

"What did you do in Ottawa?"

"Clarke happened to be there when I was. He wanted an introduction to Mr. Oliver and Mr. Graham, as the Dominion government was in the habit of lending assistance to railroads."

"Did you help him any?"

"Only to give him the introductions and talk over a little. I think Mr. Cross was in Ottawa at the same time. The three of us visited the Dominion house. I saw Sir Wilfrid Laurier myself to see if his government would give any cash subsidies to railroads in our province. I found out he would not. Mr. Clarke was with me."

"Did you make any suggestions as regards a subsidy to the premier yourself?"

"Well, my going there showed I desired it, but I let Mr. Clarke do most of the talking, and when I learned there was no use, I did not press the matter."

Minty's Loving Care

"Have you any knowledge why Minty should have laid down a plan of campaign for you?"

"No, I remember Mr. Woods said he had a letter from Mr. Minty, which said he wanted the matter closed as soon as possible."

"How about the specifications?"

"The cabinet decided on October 7th that all agreements should be signed."

"Had there been any previous dealings as to the form?"

"Yes, it was intended that Mr. Woods should get the officers of the public works department and Dr. Waddell together and agree, but I was not at those discussions myself."

"Dr. Waddell says the specifications are a compromise between Stocks, which he said were too rigid and Clarke's. What do you know about that?"

"I took no part in the discussion."

Selling Bonds at Par

The premier said that when Clarke came back he said the best way to sell was at par, so the full amount would be paid in to the Bank of Canada, and that early in October he informed the cabinet of it. He said he told a meeting of the cabinet, at which Cushing was present, that the bonds had been sold at par, which was equivalent to 103.

"Did you understand they were sold through a broker?" asked Mr. Johnstone.

"No, I remember I asked Mr. Woods to get some evidence from Clarke as to the sale, and that Woods soon afterward showed me an extract of the agreement with J. S. Morgan."

"Didn't you understand there was a commission?"

"No."

"Then what did the three per cent represent?"

"Simply a reasonable commission if sold the same as the telephone bonds."

"Were your relations with Clarke ever intimate?"

"I could not say so."

"Did you ever hear of him associating with any political party?"

"No."

No Party Contributions

"Did you ever know of any political contribution?"

"No."

"Did you ever know of any political fund?"

"I never have."

(Continued on page 5.)

OFFICERS OF CALGARY TYPOGRAPHICAL UNION

Considerable Interest and Excitement in the Election.

The annual election of the Calgary Typographical union was held yesterday afternoon and was attended by more than usual excitement. The following officers were elected:

President—R. J. Brown.

Vice-president—O. Horsfall.

Sergt. at arms—W. M. Joiner.

Delegate to International Typographical Union Convention—R. J. Brown.

Delegate to the Dominion Trades Congress—J. Wolfe.

Executive committee—Messrs. Burnand, Gibson, Horsfall.

Sick and relief—Messrs. Bowser, Matheson, Toothe.

NO SETTLEMENT IN THE PAINTERS' STRIKE

The Employers Make Suggestion Which Men Will Not Accept

AGREEMENT ARRIVED AT ON QUESTION OF WAGES

But There Are Some Direct Differences in Matters of Detail

The settlement of the painters' strike did not materialize last night, as was expected, and the painters will continue their holiday for a day or so at least.

A meeting of the Master Painters' association was held in Ramsay's office early in the evening and the following terms drafted up as the final offer of the association and taken to the meeting of the union held in the Labor hall for them to deal with.

The terms are as follows:

The Master Painters' association of Calgary agree to make the rate of wages 45 cents per hour upon the following conditions:

1. That all union men working day work shall be given until Monday, May 23, to finish up their work, and after that date to turn in the proceeds of such work unfinished to their former employer, and he to pay them at the regular scale of wages for the same.

2. Union men working for wages will not be allowed to contract. Any member of the union wishing to contract will have to take a permit for six months, and while carrying a permit will not be allowed to work for wages. Each and every six months' permit to commence at expiration of last permit from Union 581 in order to retain membership.

Signed H. W. Wolton, Sec.
S. B. Ramsay, Pres.

Union Could Not Agree.

The union was in session until midnight discussing the terms, but could not agree on all of them. They agreed to the minimum of 45 cents an hour as the wage, and to a nine hour day with an open shop, but there they stopped.

They claim the association are giving them nothing when they agree to the half holiday on Saturdays, as the employers add the clause that the men may work if they desire on Saturday afternoons. This the union claims is just the same as no holiday at all.

In regard to the union men on strike giving up the proceeds of their work after May 23 to the employers, and he to pay them for the same at 45 cents an hour, they claim is not fair and is beyond all reason, as some of the men working for contractors are getting as much as 60 cents during the present trouble. This clause was struck out.

The clause that union men shall not be allowed to contract and shall have to take out a six months' permit from the union to contract, they claim is directly opposed to their constitution, and that they cannot consider it.

The above replies will be handed to the association this morning and the next move will come from them.

The First Postage Stamps

London, May 18.—The King has approved of the design for the first postage stamps of his reign. These will include a half cent stamp for Quebec and a five cent for New Foundland.

THE GERMAN EMPEROR IN ENGLAND TODAY

Now Waiting on the Shores—Attending Funeral of Late King

HONOR MEMORY OF DEPARTED SOVEREIGN

Miles of People Pass Four Deep Before the Body

London, May 18.—Thousands of people, marching in double file on either side of the catafalque on which rests the coffin of Edward VII., passed through Westminster hall today, and when the doors were closed at 10 o'clock tonight there were seemingly miles of people still in line.

Throughout the afternoon Victoria station was the scene of a constant stream of foreign representatives arriving at the funeral. King Albert of Belgium and King Manuel of Portugal, were met by King George and his eldest son, the Duke of Cornwall. Other arrivals included the Duke of Aosta, representing King Victor Emmanuel; M. Pichon, the French Minister of Foreign affairs, representing President Fallieres; King Ferdinand of Bulgaria, the Crown Prince of Roumania, the Crown Prince of Servia, Prince Henry of the Netherlands, Prince Charles of Sweden, two Chinese missions, headed by Tsae Tao, brother of the Prince Regent, and representatives of various German principalities.

Most of these visitors went to Westminster hall, after ten o'clock, when the hall was closed to the public, to witness the lying in state, Queen Mary accompanying the guests.

The German Imperial yacht Hohenzollern arrived at Sheerness this evening, but at the emperor's request, no salutes were fired. The emperor will land tomorrow and proceed to London.

The official program of Friday's ceremonial, which was issued tonight, is a lengthy document, occupying five or six columns in the newspapers.

Royal Edward Arrives

Quebec, May 18.—The Royal Edward arrived here at 1:45 this morning with all on board in good shape. She will proceed at seven a. m. to Montreal after discharging her third-class passengers.

May be no War at all

Lima, Peru, May 18.—It is reported that the cabinet at a meeting has decided to accept a proposal from Argentina, Brazil, and the United States for joint mediation in the boundary dispute between Peru and Ecuador, which has brought the two Republics to the verge of war.

CHIEF JUSTICE ARTHUR L. SIFTON—Whose name is frequently mentioned in connection with the Premiership of Alberta.

HUNDRED MEN KILLED IN CUBAN EXPLOSION

Three Thousand Tons of Dynamite Caused Much Trouble

MOST OF THE DEAD MEN WERE RURAL GUARDS

About as Many More Were Very Severely Wounded

Havana, May 18.—Two almost simultaneous explosions of dynamite, supposed to consist of 3,000 pounds, completely demolished the rural guard barracks in the city of Pinar del Rio today. Fully a hundred persons were killed and nearly as many were wounded.

Most of the dead were rural guards, but the entire families of several of the officers of the guard, it is reported, were also killed, as well as several employees of the public works department and residents on whom fell a deluge of masonry from the blow-up of the building. It is not known yet whether the explosion was the result of an accident or was due to an act of conspirators, but the former hypothesis is considered the more probable. Several relief trains are carrying surgeons and men of the rural guards this afternoon from Havana to the scene of the catastrophe, which is 108 miles distant. The names of the dead have not yet been reported with the exception of Captain Alfredo Ravena and Captain Gaspar Belancourt of the garrison, and their families, who are reported to be buried in the ruins of the officers' quarters adjoining the barracks.

The barracks was a massive building of Spanish construction and occupied an eminence on the outskirts of the city to the north. During the late intervention it was the headquarters of Colonel Parker's regiment, the 11th Cavalry. Adjacent to the barracks was a long row of officers' quarters. Recently the building was occupied by the public works department and four troops of the rural cavalry. On account of the alarm caused by recent rumors of disturbances, the government ordered all deposits of dynamite in the city in the possession of contractors for road construction and other public works to be removed to the barracks for safe keeping.

Loading the Dynamite.

This afternoon the workmen removing the dynamite from the barracks for shipment to the government magazines in Havana was begun by employees of the public works department, assisted by rural guards. They were engaged in loading cases of dynamite on wagons when a terrific explosion occurred, instantly followed by another, strewing the central court in which the work was going on with dead and wounded.

The whole massive barracks building was destroyed, the adjacent room of officers' quarters was demolished, and the whole northern section of the city was deluged with a torrent of fragments of masonry. The explosions occurred at 5 o'clock, a few seconds before the men would have quit work, and it is generally believed that the first resulted from the accidental fall of a box of dynamite, which was being lifted on a wagon. It is impossible, however, to absolutely determine the cause, for the reason that the immediate vicinity was blown to fragments. It is believed that the majority of the wounded are residents of the town.

HORSE SHOW BUILDING LIKE WINNIPEG STRUCTURE

Mr. Richardson Reports at Meeting of Committee Last Night.

The joint committee in charge of the proposed new horse show building met last night to hear Manager Richardson report on the trip he had taken to study the horse show buildings at Vancouver and Winnipeg.

Mr. Richardson greatly favored the plans of the Winnipeg structure, as being most suitable for Calgary, and after he had given some details of the building the committee agreed with him.

After going into the proposition thoroughly a committee consisting of Messrs. E. L. Richardson, Dr. Sisley, Colonel Walker and others was appointed to go into the plans and specifications of the Winnipeg buildings. Manager Richardson has wired to Winnipeg for these, and as soon as they arrive they will be discussed and the sub-committee will report at the next meeting of the joint committee.

Passing Through Comet's Tail.

The earth passed into the tail of the comet at 6.30 Calgary time last night. The sky was overcast, with heavy clouds, which made no observations possible. As there are no delicate astronomical instruments in this city, there were practically no observations, and life encircled by the tail of the comet differed in no respect from life any other way. We emerged again, according to outside information, at 10.30, and no person knew by any outside observation when we went in or when we came out. There was comparatively little interest in the adventure, and but few enquiries were received at the Albertan about the passing of the heavenly visitor. Some believed that the delightful shower in the afternoon was caused by the dust of the comet. If so, there are many who would like to have it call around again tonight.

Chile Will Also Intervene

Washington, D. C., May 18.—Official assurances from Chile promising to lend influence to the mediation of the United States, Argentine and Brazil, have been received by the state department, which now feels that the mode of mediation suggested to both Ecuador and Peru provides an honorable method of avoiding a needless and destructive war.

CANADIAN PORTS WILL GET ALL THE TRAFFIC

Important Statement Made by Premier Laurier at Quebec

QUEBEC TERMINALS HAVE BEEN DECIDED

Canada Big Enough for Dry Docks in Two Ports

Quebec, May 18.—The ratification of the agreement between the government and the City of Quebec and the Transcontinental commission and the Grand Trunk Pacific was formally announced at a dinner given to Sir Wilfrid Laurier and his four colleagues this evening at the Garrison club. It was announced as a non-political demonstration.

The participants represented practically all that was representative of the commercial life of Quebec city and they naturally applauded every passage in each speech which could be regarded in favoring Quebec.

Sir Wilfrid used the occasion to state that it was necessary to bring the Transcontinental to deep water in the summer time, and that Quebec was the natural terminus of that railway. He confirmed the report as to the selection of the Champlain market for at least a temporary depot and said that it would be a question of future years to decide what might be its development. He hoped that Quebec city would agree upon a union depot.

An important passage in the premier's speech was his reference to graving docks in which he said that there was rivalry between St. John and Quebec, but the country was big enough for twos. He proceeded to say that there was no other place except Quebec for dry docks of the big vessels coming up the St. Lawrence, but he emphasized the fact that if Quebec wanted to take advantage of opportunities it must organize as St. John had already organized. It was the determination of the government to keep the whole trade of the Transcontinental within Canadian ports.

As to ship building he said hopes had been expressed that ships of the Canadian navy might yet be constructed in Quebec. His answer was "Why not."

Hon. G. H. Paraign talked about the Quebec bridge which he said, when completed within a few years, would rival anything in the world.

Hon. Wm. Pugsley, with his usual facility of public utterance, said he hoped to live to see the time come when St. John would be a winter suburb of Quebec, and Quebec a summer suburb of St. John.

VETERANS WILL JOIN IN THE PROCESSION

Attend Service at the Pro-Cathedral in a Body—Meet at Drill Hall at 10 a. m. Tomorrow.

A largely attended meeting of veterans, who have seen service under the British flag, was held last evening at the office of W. A. Lowry, president of the local association. Arrangements were made to have all men who have seen service to meet at the drill hall tomorrow morning at ten o'clock sharp to fall in parade with the Fifteenth Light Horse, the Rifle band and the Sons of England, and march to the pro-cathedral, where seats have been reserved for those attending. All service men having presentable uniforms are requested to wear same, otherwise in dark civilian clothes with all medals and decorations. A regulation crepe band will be worn on the left arm. Arrangements were made to have all wishing to attend the parade call at the office of W. A. Lowry, First street east, opposite the post office, to receive the mourning badge.

CANADIAN MILLIONAIRE KILLED IN CALIFORNIA

Joseph Griffin Met Death in an Elevator Accident

San Francisco, May 18.—Stepping from the elevator in his hotel while the cage was in motion, Jos. Griffin, a millionaire of St. Thomas, Ont., was crushed to death today. Griffin was 70 years of age. He was a brother of J. Y. Griffin of the Meat Packing company of that name of Vancouver, B.C., who was also interested in companies in Alberta.

BUILDERS FAVOR CITY HALL BYLAW

Exchange Wants to See the Building Completed—Important Meeting Held Last Night.

At a meeting of the Builders' Exchange held last night a deputation was appointed to wait on the city commissioners with a view to having the bylaw regarding the connecting of sewers altered to the advantage of both the ratepayers and the city exchequer.

The builders are not opposing the bylaw, but have a suggestion in connection with it that may help matters. This is that the connections which the ratepayers shall pay for in advance shall be made right up to the property instead of running to the property line only.

They also passed a resolution endorsing the action of the city council in the campaign to complete the city hall.

The subject of the carpenters' troubles were discussed briefly, but passed over to the carpenters' section of the exchange.

CALGARY IS DAILY GAINING FRIENDS

Ald. Reilly Tells of the Great Interest Taken in This City in Eastern Canada.

"I never heard Calgary so much nor so favorably spoken of in the east as I did on this trip" said Alderman Clifford B. Reilly, yesterday to the Albertan. Mr. Reilly returned on Monday morning from a two-weeks business visit to eastern cities, including Winnipeg, Chicago, Toronto and Montreal. The people of the east are coming to recognize that Calgary really has the population and the amount of business that is claimed for this city. They also realize that it is by far the best place in Western Canada in which to invest and that business property is not any higher in price than the growth of the city and its future prospects warrant.

"Wherever I went" said Mr. Reilly, "people of all classes that I met were eager for further information in regard to Calgary, and this city enjoys an enviable reputation, among leading financial and other business men in the east."

Conditions all through Eastern Canada especially in Ontario,, Mr. Reilly said were very favorable. There has been more rain this spring than usual and everything looked at its very best and gave promise of a good harvest. All through Ontario the fruit trees were in full bloom and this contrasted with the rich green of the meadows and early grain fields added to the charm of the country through which he passed.

The large cities appeared to be growing very fast and the smaller cities and towns are also making good progress. All eyes however are directed to the wonderful development going on in the west.

LETHBRIDGE WILL HAVE A BRANCH NOW

Hon. C. W. Cushing Establishing a Sash and Door Factory in Southern Town.

Lethbridge, May 15.—Hon. W. H. Cushing, former minister of public works, and president of Cushing Bros. & Co., Ltd., owners of large sash and door factories at Calgary, Edmonton and Regina, arrived in the city yesterday afternoon and announced that his firm will erect a large factory in this city. He reserved a tract of five acres in the new proposed industrial site block, offered to the city by the A. R. & I. Co., and will proceed to erect the factory, when the ratepayers have voted to purchase the industrial block.

He wrote to the city council last night, asking it to reserve him a site. The following is his letter:

"I respectfully petition that a reservation of not less than five acres be made for me in the south west corner of your industrial site. Will close deal and agree to occupy the site fully, so soon as your plans of subdivision are made and rules governing these sites. Yours very truly,

"Cushing Bros. Co., Ltd.,
W. H. CUSHING,
President."

The secretary-treasurer was instructed to answer Mr. Cushing in a cordial manner, and promising to let him know directly the deal with the A. R. & I. Co. is closed.

THROUGH TAIL OF HALLEY'S COMET

World Passed Through It and is Neither Better Nor Worse

IT DOES NOT SEEM TO BE MUCH WISER

The Proceedings Began at Six O'clock and Ended at 10.30

Ottawa, May 18.—Although the night was too cloudy for observations the astronomers at the Dominion observatory tonight were able to distinguish the time at which the earth entered the comet's tail, and the time the passage was completed. Starting at 8:30 tonight the earth entered the tail of the comet, completing the journey through at 12:30 this (Thursday) morning. All during the period of four hours disturbances were evidenced on the delicate magnetic instruments. As the earth entered the comets tail the disturbances, which were more or less of an electrical nature, were very slight, but gradually increasing in volume and again diminished as the two bodies separated. Nothing of a phenomenal nature occurred to mark the meeting of the earth and comet's tail. Dr. Klotz, assistant Dominion astronomer, and Observer R. M. Motherwell were on duty at the observatory. Dr. Klotz stated to your correspondent that the instruments seemed at times to become electrified and quite plainly registered the time of the passing.

Some Good Observations

Yerkes Observatory, Williams Bay, May 18.—As the world passed through the tail of Halley's comet, astronomers at the Yerkes observatory tonight obtained photographs and accurate records of meteoric phenomena and various heavenly illuminations under atmospheric conditions nearly perfect for work with a camera and telescope. The pictures and data may develop scientific information and theories of unexpected importance.

Prof. Edward E. Barnard, an authority on comets, was much pleased with the results of his observations, which extended over forty-eight hours almost without interruption.

"The passing of the comet," he said, "will greatly enrich science. I consider the negative phenomena observed tonight of as great value to science as positive phenomena. According to first computation from observations made here the earth entered the million mile breadth of combined speed of earth and tail of slightly more than 48 miles a second. At this rate the assembled scientists agreed that the passage would occupy a little more than five hours."

Sixteen cameras espied the tail for photographs, and fourteen telescopes were trained upon the point of the passage of the comet.

Enormous Sun Spots

Vallejo, Cal., May 18.—Prof. T. J. J. See of the United States naval observatory at Mare Island, tonight reported the following observation on sun spots: "Great sun spots were noted at 4 p. m. today. The largest spot was slightly northeast of the sun centre, and was made up of three parts roughly joined together by bridging, such as characterizes complicated spots.

"This seems to indicate the the disturbance is designed to last several days. It appears to be increasing in magnitude or to be of the vortex or whirlpool type, which often gives rise to disturbance of the earth's magnetism. The sun spots will reach the sun's central meridian in another day or two, and if any disturbance of the earth's magnetism is to occur from this cause it is likely to come about Friday.

"The spots now seen are not believed to have any connection with the comet, and if any aurora or electric effects occur, we probably should ascribe them to the comet rather than to the spots on the sun.

"The largest spot observed at Mare Island was estimated to be 60,000 miles long and 30,000 miles wide."

San Juan Taking No Chances

San Juan, Porto Rico, May 18.—Fearing disastrous consequences from the comet, hundreds of Porto Ricans last night paraded the streets of San Juan and other towns in Porto Rico carrying candles and chanting prayers. Many of them also spent considerable time in the confessionals. A large number of workmen failed to report today at the tobacco factories and plantations, and the pineapple shipments have been curtailed because the laborers have refused to work.

Observing Sun Spots

St. Louis, Mo., May 18.—Solar eruptions were observed this afternoon by Father Martin S. Brennan, professor of astronomy at the Kendrick Seminary. He saw three distinct spots on the sun, one of them he estimated at 150,000 miles in diameter.

Portland, Ore., May 18.—Observers who examined the sun through powerful telescopes today report two spots on the sun.

STAKING OUT NEW ROAD IN S. ALBERTA

Surveyors For C. P. R. Now at Work On Line From Aldersyde to Medicine Hat.

The next railway to be constructed by the C.P.R. in Southern Alberta is one running to the south of the present line and heading towards Medicine Hat.

The C. P. R. at the present time has a surveying party looking over the district and taking out a line between Aldersyde on the south line and making for Medicine Hat. This line will probably pass through the Southern Alberta Irrigation company's area.

The Irrigation company has been making some arrangements for a road over the same district. When the proposition was placed before the government a couple of years ago the company intimated that it was anxious for a road because the district needed it and would be willing to step out if any other company decided to build. It is not known whether or not that is the present attitude of the company.