BASE RUNNING WINS GAME FOR EDMONTON

Deacon's Players Outclassed Home Team Who However, Braced up Towards End and Notched Up Four in One Innings.

(Wednesday's Daily.)

Regina, July 26—Edmonton had the locals apparently outclassed in this evening's game but Regina braced towards the last and four runs in the eighth, on clean hitting, made the score look much more respectable.

The ability of the Eskimos to run bases at will on McIntosh helped them to many of their scores.

Edmonton.

	AB	R	H	PO	A	E
Mills, lf	4	2	1	0	1	0
Baxter, 1b	5		2	7	1	0
Morse, ss	5	1	3	1	3	0
Lussi, cf	4	1	0	0	0	1
Cox, rf	5	1	2	0	0	0
Spencer, c	5	0	1	11	5	0
Brennan, 3b	4	1	3	3	2	1
White, 2b	4	0	0	4	0	0
Dellar, p	4		0	1	4	0
Totals	40	7	12	27	16	2

Regina.

	AB	R	H	PO	A	E
Gurney, 3b	5	1	1	1	1	0
Donovan, rf	3	2	3	0	0	1
Letcher, cf	3	1	2	6	0	0
Colline, lf	3	0	1	3	0	0
Hoffman, 2b	2	1	0	0	3	0
McIntosh, c	4	0	0	8	0	0
Dashbach, ss	4	0	1	0	1	1
Bues, 1b	4	0	1	9	0	0
Hueston, p	4	0	0	0	3	0
Totals	32	5	9	27	7	2

Score by innings.

Edmonton	001 051 000—7
Regina	000 010 040—5

Summary—Stolen bases, Mills 3, Baxter, Morse, Cox, Brennan, Donovan and Bues; two-base hits, Brennan, Gurney, Letcher, Dashbach; double play, Spencer to Baxter to Brennan; bases on balls, off Dellar 8, Hueston 2; struck out, by Dellar 8, Hueston 2; left on bases, Edmonton 8, Regina 5. Time 1.40. Umpire, Houston.

SASKATOON WINS GAME.

Saskatoon, July 26—Saskatoon put it over the Winnipeg Maroons in the second game of the series here by the tune of 8 to 3 this evening. The game was an easy win for the local aggregation and not at any stage did it look as though the visitors had a chance to win.

Gordon struck out seven men and Wilson who slugged out a three-bagger last night, smashed out another three-bagger tonight and could have scored had it not been for the interference of the coachers.

Winnipeg tried out their pitchers but this only made matters worse for when Collins went in the box in the seventh innings, Saskatoon scored four runs.

The following is the detailed score:

Saskatoon.

	AB	R	H	PO	A	E
Bennett, cf	4	0	0	1	0	0
Dunn, rf	4	2	1	1	0	0
Wilson, lf		2	3	1	0	0
Schaeffer, 1b	4	1	10	1	0	
Davidson, c	4	1	9	0	1	
Harper, ss	4	1	1	1	3	1
Rodosey, 2b	4	1	2	2	2	0
Costello, 3b	3	0	1	1	3	0
Gordon, p	4		1	1	3	0
Total	36	8	11	27	12	2

Winnipeg.

	AB	R	H	PO	A	E
Krueger, ss	4	0	1	0	1	1
Edmonds, rf	4	0	0	0	0	2
Isbell, lf	4	0	1	2	0	0
Vandine, 3b and p	4	1	2	1	2	2
Beatty, 1b	3	1	0	14	0	0
Moore, cf	3	0	1	1	0	0
McCarter, 2b	3	1	1	3	4	0
Anderson, c	4	0	0	3	1	0
Smith, p	2	0	0	0	4	0
Collins, p and 3b	1	0	0	0	2	0
Totals	32	3	6	24	14	5

Collins replaced Smith in the sixth and Vandine in the eight went to the mound, while Collins went to third sack.

Score by innings:

Saskatoon	000012041x—8 11 2
Winnipeg	010200000—3 6 6

BRANDON WINS FROM MINERS.

Brandon, July 26—Lezie's weak spasm in the ninth gave Brandon tonight's game. Up to that session the Lethbridge twirler had pitched good ball. With the score standing 5-4 and Lethbridge on the heavy end. Lezie lost control and passed a couple with the bases full forcing home the Angels for the winning run:

Lethbridge.

	AB	R	H	PO	A	E
Olsen, cf	5	2	1	0	0	0
Mackin, 2b	3	0	0	2	4	0
Chick, ss		0	2	0	1	1
Zimmerman, 1l	3	0	0	2	0	1
Ward, c	4	0	0	11	2	0
Dudley, rf	4	1	1	1	0	0
O'Hayer, 1b	4	1	1	9	0	2
Griet, 3b	4	0	0	1	3	1
Lezie, p	3	1	1	0	1	0
Totals	35	5	6	26	11	5

Brandon.

	AB	R	H	PO	A	E
Triplett, 2b	4	0	0	3	3	1
O'Brien, ss	3	0	0	4	3	0
Holmes, 3b	4	0	1	0	0	1
Schultz, cf	4	1	1	1	0	0
Thompson, 1b	4	0	1	12	0	1
Cooper, c	4	2	0	5	2	0
McDonnell, rf		1	1	1	0	0
Sullivan, lf	3	1	1	1	0	0
Borofeski, p	3	1	1	0	8	2
*Morrow	0	0	0	0	0	0
Totals	36	6	6	27	16	5

Score by innings:

Lethbridge	001000 400—5
Brandon	000 021 012—6

Brockville, Ont., July 24.—Troops have been called out here owing to the violence of the Grand Trunk strikers. A report from Montreal has it that the back of the strike has been broken.

When the stomach fails to perform its functions, the bowels become deranged, the liver and the kidneys congested, causing numerous diseases. The stomach and liver must be restored to a healthy condition and Chamberlain's Stomach and Liver Tablets can be depended upon to do it. Easy to take and most effective. Sold by all dealers.

CANOEISTS DROWNED.

Tried to Run Rapids in English River and Were Never Seen Again.

Port Arthur, July 25—Chas. H. Browne, Hudson Bay company factor at Long lake, 100 miles north of Jackfish, arrived in the city tonight. He reports that six weeks ago a young man named Church, who said his father was the senior member of the firm manufacturing the cow brand baking soda, in Jersey City and a multi-millionaire, accompanied by a white guide named Morrison, arrived at his post on a trip to James' Bay by way of English river. At a point where there are a series of falls ranging to a height of eight feet, Church and the guide, instead of portaging, tried running the rapids, a feat which the Indians had never attempted. The Indians saw them start on the trip about a mile away, but they were never seen to land and though a search was made the bodies were never found.

Ex-Constable Arrested.

Winnipeg, July 25—Ex-Constable Saunders, who served for five years on the Royal Northwest Mounted police, was arrested here last night and was charged with the theft of several bicycles. Saunders claims that the whole affair is a mistake and has retained P. E. Hagel to defend him. He served on the force at Regina and was at Maple Creek when he completed his service.

CALGARY WREATHED IN PALL OF SMOKE

Cinders From Forest Fires Fifty Miles Away Rained on the City—Valuable Timber Limit Being Consumed.

Calgary, July 25—All day yesterday the sky to the southwest and west had a lurid appearance and the air was heavily charged with smoke, indicating the presence of fierce forest and prairie fires in that vicinity. A heavy wind blew all afternoon and charred cinders fell in the city. The fact that they fell in Calgary, although the nearest forest fire is over fifty miles distant, shows the fierceness of the fires and the strength of the wind.

The clouds of smoke that hovered over the country to the south led many people to believe that there were prairie fires at no great distance from the city and a number went out in automobiles to investigate. On their return they reported that there were no fires within twenty miles at least of the city.

A despatch from Morley stated that the timber on the Eau Claire and Bow River Lumber companies limit on host river is still burning fiercely and that unless the rain comes soon most of the valuable timber will be destroyed. So intense is the heat, and clouds of smoke are so thick, that the fire rangers and other fire-fighters are almost powerless to do anything to check the destruction now going on.

Foothill Country Ablaze.

A telephone message last night from High River stated that it is reported that the timber limits of the Lineham Lumber company on Sheep creek were on fire.

Sergt. Thomas and a party of men went out from High River yesterday to the foothills to assist in fighting the fires. The message further stated that the wind was so high yesterday and the air so charged with smoke and dust that it was difficult to tell just exactly where the fire is the worst. There is no doubt, however, that the whole foothills country is ablaze and that much valuable timber, grass and other property is being destroyed. The fires this season are the worst and most destructive in the history of that section of the province.

SEE BIG BLAZE.

Officers on Steamer Tell of Immense Fire They Saw.

Seattle, July 24.—Comparing it in violence and extent to a volcanic eruption, officers of the steamship Dolphin, which arrived yesterday from Skagway, told of a tremendous forest fire, a hundred square miles in extent, which they judged to be twenty-five miles inshore from the Strait of Georgia, north of Howe Sound.

"This was the biggest forest fire I ever saw," said First Officer Deen. "We were nearest to it on Wednesday afternoon. The air was perfectly still and tremendous clouds of smoke rose in the form of a cauliflower, narrow at the base and gradually spreading over all the heaven. Along the horizon was a broad streak of flames. Then above that there seemed to be a little space clear of smoke and flames. I judged the flames to be several hundred feet high.

"When the ship was in latitude 49 degrees 15 minutes north and longitude 123 degrees 50 minutes west the bearing of the fire was north three-quarters west, and apparently forty to fifty miles from the ship. This would place the fire north of Howe Sound."

According to Deen's bearings, the nearest town is Squamish, at the head of Howe Sound. This section of the country is heavily wooded with fine timber.

TAX RATE LOWERS.

Lethbridge, July 23.—Mayor Adams who has put in most of the week on the estimates for the year says that the tax rate this year will probably be 13 mills on the dollar and perhaps 12½. The public school board have not yet fixed the amount they will require this year but will hold a meeting on Monday night for the purpose of fixing it. The school rate is expected to be less than 5 mills. The municipal rate will be 5 1-3 mills and the debenture rate will be 2 2-3 mills. Thirteen mills will be a lower rate than the city has had for a number of years.

SECOND C.N.R. LINE TO THE PACIFIC

Portland Canal Short Line May Be First Section of Road Through Peace River to Edmonton

Vancouver, July 24—Does the construction of the Portland canal short line mark the beginning of a new C. N. R. road through the mountains from the Pacific to Edmonton, traversing the Peace River and Grand Prairie districts en route?

That may appear a sweeping conclusion to be drawn from a little sixteen-mile railway built to carry ore from the mines up the valley of Bear river and its branches to tidewater at Stewart, but it is far from overestimating the potentialities of the Portland canal short line railroad, now under construction, and to be practically completed this season. For by the time "Dan Mann's road," as most people call it, is ready to haul ore there will be four, five, possibly twice that many, mines with ore on the dump ready to load into cars. There is tonnage in sight already to keep the short line busy if it were double-tracked and that sixteen miles will be double-tracked sooner than any other sixteen miles of track on the Canadian coast.

Not Likely a Local Enterprise.

While the common acceptance is that this is one of Mr. Mann's private enterprises, projected and being built largely to furnish transportation for ore taken out of mines that gentleman has in Portland canal camp, there are a number of other considerations which tend to qualify that view. First of these, it can scarcely be thought that Mr. Mann would project and start work on the new line solely for his own mines, which are all in the prospect and development stage, and some of them only bonded propositions as yet. Certainly the other mining properties well-advanced to shipping stage would be sufficient inducement to a railway enterprise, but if it were to be merely an ore railway to bring ore down for shipment by sea to the smelter, it would become a local enterprise, one in which the mine companies would have to co-operate to construct.

A second consideration, and one more mighty than the first, is the very closely knit relations between Mr. Mann and his partner, Mr. Wm. Mackenzie, in all their undertakings, and especially those of railway construction nature. It is not possible to consider for a moment one of that firm in a railway enterprise the other has no interest in. For a generation, almost, the Canadian west has seen these railway builders, tireless in their enterprise of building up a great Canadian system of their own, and those who know the men realize how much of their success is built upon the fact that the one partner is the complement of the other. Mr. Mackenzie, the shrewd and wizard-like financier, and "Dan" Mann, the "big Ogemaw" of them all when it comes to his specialty, the organization of a great construction force—not for a moment overlooking the fact that Mr. Mann can figure modestly as some financier himself.

Surveyors at Work.

Thirdly, the invariable method of the Canadian Northern, as the Mackenzie-Mann railway system is now known, has been to begin an enterprise in a detached, out of the way location, and then link up with some other portion. This has been the history of their railway enterprise from the first line they built, away back on the prairies to Edmonton, and from Prince Albert to Regina. By adding here a little, there a little, and connecting up the sections, the Canadian Northern has long since achieved a place well to the front in the transcontinental class. And the Portland Canal Short line is not going to be an exception. Right now the survey parties of the Canadian Northern are driving their lines up Bear river and American creek, seeking the best grade over the divide into the upper valley of Naas river, and thence eastwardly across the next divide into the upper Skeena river valley, from whence it is but a Sabbath day's journey across the Peace River valley to Edmonton, or to some convenient point to connect up with the Canadian Northern's trans-mountain line now under construction from Edmonton to Vancouver.

SUMMER MONTHS FATAL TO SMALL CHILDREN.

Every mother must know how fatal the summer months are to small children. Cholera Infantum, diarrhoea, dysentry and stomach troubles are all common at this time and many a precious life is snuffed out after only a few hours illness. As a safeguard mothers should keep Baby's Own Tablets in the house. An occasional dose of the Tablets will prevent stomach and bowel troubles, or if the trouble comes on suddenly, will bring the little one through safely. Mrs. R. E. Sanford, Inverary, Ont., writes:—"My baby was sickly for over a week with stomach and bowel troubles and cried night and day. Nothing helped her till I began giving her Baby's Own Tablets, but they helped her right away and now she is a big healthy child with fine rosy cheeks. The Tablets are certainly a wonderful medicine and I recommend them to all my friends who have little children." Sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams Medicine Co., Brockville, Ont.

New Coast Terminus.

Nothing is surer under the blue than that the head of Portland canal is to be the northern coast terminus of the Canadian Northern railway system. And it is not to be overlooked that the strategic importance of the port is immense. The northernmost point of Canadian coast line on the Pacific, an unrivalled harbor—and 200 miles nearer the prairie than any other line across the mountains, built or projected—and D. D. Mann is a controlling factor of the location of this new seaport railway terminus.

It took Mackenzie and Mann a long time to get round to any mountain work. They had a hand in their early days of railway experience, as contractors on a portion of the C. P. R.'s mountain mileage, and they knew—none better—just what an expensive proposition it was to build a line through the Rockies. But events show that all the time they were busy grabbing the biggest section right out of the middle of the Canadian wheat belt, and grid-ironing it with their transportation service they had away in the back of their busy brain a coast outlet as an ultimate goal, rounding out their transcontinental enterprise. Now that they have entered the field, it looks as if they had found room enough for even the ambitions of William Mackenzie and Donald D. Mann.

Construction Work.

About the middle of June the contractors for the grading of the Portland Canal Short line landed the first of their outfit at Stewart and set to work building camps up Bear river valley. The Westholme Lumber & Construction Co. have the contract, and under the capable mamagement of of Mr. Saul Cameron, are making rapid progress, though handicapped somewhat by a shortage of men. Three camps have been put in. One is about two miles out of Stewart, another at Bitter creek, and a third up near American creek along Bear river. Another will be put in at the Pass, seven miles cut from Stewart, is at this point some rock work will have to be done. There is another point, about two miles north of Bitter creek, where a ticklish bit of rockwork has also to be undertaken. There is a canyon on Bear river at this point and the walls are sheer, in some places actually overhanging, and 110 feet high. Right through this canyon is the only ready way to put the line, and here it has to be made. Work will be started on this at once, so that it will be ready by the time the grading reaches that point.

Clearing of the right of way and grading were begun the last week in June, a force of about 150 men being put on. This number has been added to from time to time, but Mr. Cameron would be glad to have 500 at work, as the season may be short, and the desire of the company is to have the line completed at least to American creek, 14 miles from Stewart, this fall. Given sufficient force that should easily be done, as there are no difficulties other than the two bits of rock work referred to. The rest is an amazingly easy grade, nowhere exceeding one per cent., and in most places but seven-tenths.

The surprising thing, in such a rough country is that this line is laid out on a perfectly level grade and nothing to hinder grade being made all the way from surface material on the line. The bed of the valley is a gravel top soil easily shovelled and making ideal material for a grade. A comparatively light bridge is to be built across Bear river close to the town of Stewart, and another across Bitter creek, but these will be in by the time grading is done. The engineer in charge, Mr. D. O. Lewis, a veteran of mountain railway work, in speaking of the line, said that there was one tangent of 4 1-2 miles in length on a grade of less than one per cent. Such a simple problem of construction work rivals prairie railway work.

From the reports of prospectors and others who have been up to the glacier at the head of Bear river, and some who have been over the divide and down into the Naas valley, there are no difficulties in the way of running a railway line. Bear River canyon, which is three miles or so above American Creek, will require some heavy work to get through, but it can be done. From there on to the Glacier, another ten or twelve miles, the grade will be on a gradual ascent not much heavier than from tide water up. The distance from the summit, down the pass to Naas river, is not more than 50 miles, and that river is reached at a point approximately 150 miles above the large Indian village of Aiyansh, which is 75 miles up from the mouth of the Naas. A glance at the map will quickly indicate that a route almost east, up the valley of the Naas to the Kitwancool, a branch on the east side, and thence up that river to a low divide is the easy and natural route across into the Skeena valley, whence it is easy to continue east and connect up, either across the Peace river country, or directly with the main line of the Canadian Northern built from Edmonton to Vancouver.

The plans of Construction for the Portland Canal Short line include branches up Glacier and American creeks, neither of them any great length. There is also under way a line from Stewart round the coast, a mile or two, and across Alaskan territory into the Salmon river valley, thence up that stream to the mines being opened up by the Mann interests. Surveys are in progress for this line, but it is not yet stated if any construction will begin this season. As the work opening up the different Salmon river mining properties is just getting under way there is no immediate hurry for the line. The charter for that portion which would be in United States territory is being arranged for, if not already secured.

Cattle Shipped From Stettler.

Stettler, July 27—Gordon and Ironsides shipped four hundred head of prime cattle from Stettler today, the stock being consigned to various market centers.

DELAY IS DANGEROUS TO FRUIT GROWERS

Market Commissioners Advise Prompt Attention to the Prairie Buyers—Small Fruit Reaches Edmonton in Good Condition on July 15th Last.

Victoria, July 24.—According to the latest report of Mr. J. C. Metcalfe, British Columbia's market commissioner to the prairie provinces, dated at Edmonton July 18, without exception the opinion throughout the prairie provinces as to the manner in which British Columbia's fruits are being packed this year, is highly commendatory, the same opinion being expressed as to the condition in which these fruits arrive at all market centres.

Dealing with fruit varieties, it appears that there have been very heavy receipts of British Columbia raspberries, their prices being generally well maintained at $2.50 per case to the retailer. Cherries have been doing very well, although in some cases a much larger supply than sent forward could easily have been disposed of, more especially in Alberta centres. Strawberries also were in strong demand, the supply falling far short of the demand.

The commissioner's report would indicate that Alberta fruit dealers look forward to the handling of British Columbia prunes, peaches, apricots, pears, autumn and winter apples, and that they expect obtaining large supplies of these fruits.

At Edmonton on July 15 small fruits were arriving in good condition, principaly from British Columbia.

The commissioner urgently requests that British Columbia shippers should get their quotations into the hands of jobbers as quickly as possible, for the purpose of preventing the jobbers buying and loading retailers with American fruits. This applies more particularly to peaches, and it is evident that certain firms on the prairies are trying cheese-paring tactics and selling very close on cost. It therefore behooves the provincial shippers to give immediate attention to the forwarding of quotations, as otherwise, in the event of any delay it is to be anticipated that many of the jobbers and retailers will close with American shippers for their fruit supplies, as they are endeavoring to fill the prairie markets to a great extent before some of the fruit of this province is ready for shipment. The commissioner concludes his report with this advice:

"Perfect all your arrangements and details in every way possible for handling your fruit crop promptly when ready."

U.S. RAILWAYS INCREASE

Commerce Commission Shows a Remarkable Growth.

Washington, July 25. — Railroad mileage increased 3,215, the number of men working for railroads increased 66,543, gross revenues increased 25 million dollars, on all the railroads of the country in the fiscal year ending June 30, 1909, as compared with the preceding year's figures. The preliminary summary of the twenty-second annual statistical report of the Interstate Commerce Commission, covering the twelve months ending June 30, 1909, contains these figures. They are a year old and therefore of less value than if they were compiled more promptly, but the report contains much interesting information.

The single mile trackage of all the railroads of the United States was 234,868 miles, according to this report. The number of employees was 1,502,823, equal to 638 for each mile.

The par value of railway securities was $17,487,863,935. Of this amount $13,711,867,733 was outstanding in the hends of the public representing a capitalization of $59,259 per miles of line. Of the total capital outstanding there existed as stock $7,686,278,545, of which $6,218,382,485 was common and $1,467,896,060 was preferred, the remaining part representing funded debt.

Of the total capital stock outstanding $2,766,104,427, or 35.99 per cent paid on dividends. The amount of dividends declared during the year (by both operating and lessor companies) was $321,071,626, being equivalent to 6.53 per cent on dividend paying stock. No interest was paid on $718,351,332, or 7.57ñ per cent of the total amount of funded debt outstanding.

The number of passengers carried during the year was 891,472,425; previous year, 890,009,574.

The number of tons of freight carried was 1,556,559,541.

DIED ON EVE OF SCANDAL.

Rawn, Chicago, Implicated in One of Worst Railway Deals.

Chicago, Ill., July 23.—Whether Ira G. Rawn, president of the Monon railway, was killed by a burglar in his home at Winnetka last Wednesday, or whether, as stated by Chicago police, he committed suicide, his death took place on the eve of one of the greatest scandals in railway history.

The questions to be asked Rawn at a hearing July 7, in the Illinois Central car repair cases, all were planned it is said, by the attorney, with the intent to incriminate Rawn, as responsible for losses to the road.

Rawn, it is asserted, knew of the purpose of the counsel for the road and tried by every legal means to delay the progress of the examination, but the latter was to have been continued next Tuesday.

Coroner Hoffman announced today that he had received information which led him to believe that Ira G. Rawn was murdered for revenge. He immediately went into conference with Herman Schuettler, acting chief of police.

BRANDON FAIR OPENS.

Attendance This Year Bigger Than Ever Before.

Brandon, July 25—Brandon's big exhibition opened at ten o'clock this morning without any formal ceremony. While thousands of exhibitors and visitors are at the fair grounds, most of the day will be taken up with getting things in order and there will be no judging until Tuesday morning.

The great extent of the fair which is now opened is well illustrated in the fact that the C.P.R. alone has brought over two hundred cars of exhibits. The majority of the departments are filled to overflowing and there is hardly a class in th prize list in which there are not some exhibitions.

Considering the rather unfavorable seeson the exhibitions xceeds all expectations as there is absolutely no indication that the short crop has interfered in any way whatever. Managr Smale has advices from all districts to the effect that the crowds that are coming on excursions will greatly exceed those of other years and in some towns that doub'e the number of last year's excursionists will attend the exhibition.

To Avoid Accidents.

In view of the danger of accidents and with the desire to avoid as far as possible anything of that kind the fair board has arranged that autos will take the Tenth stret route to and from the fair grounds during the week, leaving all the other thoroughfares clear for farmers' and citizens' carriages and other traffic.

Supt. Murray of the Experimental Farm in discussing the weather conditions today, said the weather which followed the heavy rain of Friday night has been ideal. The conditions now could not be better and th splendid weather is helping everything along.

Wheat Cutting Monday.

Immense wheat cutting will commence at the farm Monday afternoon. The first field to be ready for the binder is a field of Marquis wheat, the new variety of spring wheat which has been successfully grown by the Dominion Experimental Farm th's last few years. This variety matures fully ten days earlier than the Red Fife. Considering the weather this crop is splendid. This what has ripened quick as a result of the very hot weather but is fairly well headed and ther are all indications that it will be a satisfactory yield.

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LAST GREAT METROPOLIS OF NORTH AMERICA.

FORT GEORGE—Now starting on main line of Grand Trunk Pacific Ry., and on lines of six other railroads projected and building.

FORT GEORGE is geographical and strategic Commercial Center of British Columbia and metropolis of an Inland Empire larger than the States of Minnesota and Iowa.

Fort George is at junction of one thousand miles of navigable waterways. Millions of acres of farming lands, besides unlimited timber, mineral and coal resources, are tributary.

One hundred million dollars will be spent in the next three years in railroad building alone. By the summer of 1911 twenty-five thousand men with pay roll of one hundred thousand dollars per day, will be employed in the vicinity of Fort George.

We are joint owners and sole agents for Fort George Townsite. The government insures and guarantees title to lots and owns one-quarter of them.

Write us quick for maps, plans and full information about fortune-making opportunities at Fort George, also about our upper Fraser Valley farms.

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Farmers coming to the Griffin Packing Plant will find it to thei radvantage to call at the above Store for their Groceries, Hardware, Men's Furnishings, etc. A trial will convince them that they can buy here cheaper than anywhere else. First time that you are delivering stock to the packing-house, give me a trial. You will come again.

Tennis champion Moves.

Montreal, July 25—Capt. J. F. Foulkes, who won the tennis championship of Quebec and the Montreal cup at last week's tournament here, has been appointed district paymaster for the British Columbia military district and will leave for Victoria to take up his new duties on August 25th.

NORTH EDMONTON CHOPPING MILL.

Special notice to farmers northeast of city. First-class groceries; flour and feed. Custom chopping at lowest rates. Satisfaction guaranteed.—H. Wilson, Branch from Queen's avenue.

BUSINESS CHANCES.

VANCOUVER ISLAND offers sunshiny, mild climate; good profits for ambitious men with small capital in business, professions, fruit growing, poultry, farming, manufacturing, lands timber, mining, railroads, navigation, fisheries; new towns; no thunder storms, no mosquitoes, no malaria.—For authentic information, free booklets, write Vancouver Island Development League, Rcom A, 36 Broughton st. Victoria, B.C.

VEGREVILLE—ST. PAUL DES METIS STAGE, leaves every Tuesdays, Thursday and Saturdays at 8 a.m., arriving at St. Paul des Metis at 6 p.m. on hte same day—Sigler & Richardson, proprietors, Vegreville, Alberta.

DOLLAR WHEAT OR WORTHLESS Willows? Invest in an Imperial Stump Puller. A pony does the work. Hundred feet cable with each capstan. Imperial Foundry Co., Limited, 856 Eighth street, near Peace avenue, Edmonton. Phone 2562.

LOST.

STRAYED OR STOLEN—From Fairview, latter part of June, Small Bay Mare, white face, three feet white, branded B on hip, foal by side, white face and white feet. Reward for information or return to Fairview Store, North Alberta avenue, Edmonton.

LOST—ONE CHESTNUT STALLION, three years old, white faced; branded W. on shoulder, cut on right hip. Send information to O. Caron, Legal, Alta.

FOR SALE.

FOR SALE—Farm, with stock and machinery, west half of Section 22-51-22; three hours' drive from Capitol; will sell on time; make an offer.—Omer Morehouse, Cooking Lake Post Office.

BARGAIN FOR THRESHERS—36-56 Case Separator with Jones Blower, in good shape, cheap for cash. Threshing engines repaired.—Imperial Foundry Co., Ltd., 856 Eighth street, near Peace avenue, Edmonton. Phone 2562.

WANTED.

WANTED—A Teacher for Deep Creek School District, No. 267, term to commence after holidays; state qualifications and salary.—Apply to L. G. Taylor, chairman of board, Bruderheim, Alta.

WANTED—First or Second-class Teacher for Roseridge School District, C.P. No. 45.—Apply B. B. Shultz, secy-treasurer, Namao, Alta.

WANTED—Teacher, female preferred, salary $600; three months; board 3 1-2 miles; start about middle of August.—Apply to E. J. Nicholson, sec. Jubilee School District, Bruce P.O.

TEACHER WANTED—For Bloomington School District, No. 1549; school to begin August 15th, 1910.—Apply to R. C. Townsend, sec.-treas., Mannville, Alta.

FOUND

FOUND—On 27th day of June last an Estray or Extendent Team of Horses came to my place with the buggy harness on both horses; bay, with white faces and white legs.—Apply to Wm. Hawreliak, S.W. quarter 2-58-15-4, P.O. Shandro.

NOTICE

Anyone wishing a new well or old one bored up or air-shaft put down, call on me. I make a specialty of quicksand. Can dig from 10 inch to 40 inch hole. All work done quickly and up-to-date. Money or good notes accepted.

P.O. Box 1507.

Residence, Green Cottage 3 1-2 blocks North of Crown Cash Store, corner of Alberta Ave. and N. Jasper.

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