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will do well to give us a selling it, when you can sell few shipments send your Strathcona. We pay ex- will loan you cans while you are always glad to meet any

SA CLEARING HOUS".

Sept. 23—Everything in readiness for the narrow of Regina's clearing with the following banks in view, associated themselves for the purpose of carrying of Montreal, Union Bank, Imperial Bank of Canada, Bank of Commerce, Bank of Northern Crown Bank, Dominion Bank of Nova Scotia.

ULLETIN WANT ADS.

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CAPT. SCOTT'S SOUTH
POLE EXPEDITION

Will Start From England at the End of August Next Year—L. Shackleton Will Not Take Part—Two Bases Are to be Used—Former Attempts.

London, Sept. 23.—The announcement that Captain Robert F. Scott, whose former attempt to reach the South pole is still fresh in the public mind, will organize and lead another British expedition to the Antarctic, starting about the beginning of August next year, takes second place in public interest only to the budget and Cook-Pearry controversy. Capt. Scott's expedition will, it is understood, not include Lieutenant Shackleton, but is receiving the support of the Royal Geographical Society, of which he is a Fellow.

The forthcoming expedition will have two bases, according to the tentative scheme already arranged. One base will be in MacMurdo Sound and the other in King Edward VII. Land, at that point be reached. The expedition will endeavor not only to reach the South pole, but also to accomplish valuable geographical work in King Edward VII. Land, which is now quite an unexplored region.

On his previous expedition Captain Scott used a very strong wooden ship, the Discovery, specially built for his voyage at Dundee. Her dimensions were: Length 178 feet, width 34 feet, depth 29 feet, displacement 1,570 tons, and she was equipped with auxiliary engines of 450 horse power, and had a coal capacity of 240 tons. The Discovery carried out days of loading purposes, and was carefully provisioned for three years. The outfit for the winter station and the supply of scientific instruments were such that could be desired. The crew consisted chiefly of bluejackets, with several Dundee whalers, the total complement, including the civilian scientific staff, being about 48 men, most of whom were under 30 years of age.

It is understood that Captain Scott will take several colleagues with him. In the opinion of Sir C. Mackenzie, Captain Scott's last expedition was the best found and most completely arranged vessel that had ever left these shores on a voyage of discovery. Improvements will be made in the forthcoming expedition, and there is every reason to believe that Captain Scott will on this occasion pass Lieutenant Shackleton's "latitude."

Though perhaps quite as important from the geographical and scientific point of view as the North pole, the Antarctic region has, comparatively neglected. Whilst the northern portion of this planet has been practically overrun by explorers and expeditions during the past 900 years, the south is today still a terra incognita, or almost so. So far as is known, the Southern ocean was first traversed by Magellan during the first quarter of the sixteenth century. Circumnavigating the earth in 1492, Captain Cook discovered the existence of a circumpolar ocean, and concluded that there was a great mass of land there. The most striking information was the discovery of the isolation of the mythical Antarctic continent, and that the strongest evidence of the presence of land pointed to about 110 degrees W. longitude, and 71 degrees S. latitude.

More definite knowledge, however, was hidden from human ken until the Australian whaler, the *Macleod*, made its way into these unknown waters. It seems that the extent of land dimly indicated as investigation progressed, whalers discovered land close to the Antarctic circle a hundred years ago, and in 1839 began a systematic and international attack upon the south. English, French, Russian, American expeditions had already been despatched, each returning with its quota of useful results.

The original discoverer of the continent was Captain John Biscoe (1831). An expedition was proposed by the Australian colonies in 1857; it obtained the co-operation of the British Society and the Swedish government, but ultimately fell through.

Mr. Borchgrevink, the Norwegian explorer, led an expedition in 1894-5, and another in 1895-6. The latter was equipped by Sir George Newnes, and was absent nearly two years. Mr. Borchgrevink penetrated to the furthest point south that had ever been reached, and fixed the magnetic position of the South pole at about latitude 73 degrees 30 minutes S., and longitude 141 E. A Belgian expedition set out in 1897, and returned, with good results, in 1899.

On July 31, 1901, Captain Scott, as related to above, sailed from the Thames in the *Discovery*, to carry out an enterprise which had been initiated ten years before, and has occupied two years in preparation. The *Discovery* returned to Portsmouth in September, 1904, after a two years' sojourn in Antarctic waters. The magnificent results of Captain Scott's expedition are set forth in his work, "The Voyage of the *Discovery*."

The latest Antarctic expedition, in the *Nimrod*, commanded by Lieutenant Shackleton, sailed from Torquay on August 7, 1907, for New Zealand. From this point the expedition proceeded to the base in King Edward VII. Land, where the exploring party commenced to carry out the program which had been carefully arranged and led to a most successful result. It was late in the autumn when Lieutenant Shackleton, with three companions, started on their dash for the pole, reaching within about 110 miles from the coveted spot.

Sir Charles's reached as far as 75 degrees 15 minutes; Mr. Borchgrevink got about 50 miles further in 1900. Captain Scott added 200 miles to that record, and Lieutenant Shackleton passed it with an extra 400. There is every probability that Capt. Scott's will not be the only expedition in the south next year. Dr. Charles A. Elliott, 40, formerly of London, Ontario, died today as the result of injuries received in a runaway.

TO SUPERCEDE MCGILL RUSH
Push Ball Contest to Take Place of Hill-Rolling.

Montreal, Sept. 23.—It is highly probable that harmless push ball will supersede the dodgy rush at Old McGill, and it seems likely that the Freshmen classes in Science and Arts will be introduced to college life by less strenuous methods than those of the hill-rolling route and the rope ring.

Last year Dr. Barnes unfolded to the Science men the mysteries of the rope ring, and while that method was declared to be an improvement over the old system of laboriously clambering up the slope in front of the Physics Building to be rewarded by an ungrateful push from a sophisticated Sophomore, it was asserted that it was not any too successful.

It is whispered along the campus walks that the worthy professor of physics has imported a large billiard table, the newcomers may pit their strength and skill against the second year men with the sphere as the medium.

If the push ball game proves successful with the Science men, it is probable that the Arts will adopt this method. Furthermore, it is thought Medicine would like to have a rush at its game. Medicine has been quite tame of recent years. Last year, for instance, the Freshmen Class acted as hosts in a sort of picnic at the Union with the Sophs, as guests and under the eye of the Dean. The study element in Medicine objects to such harmless diversions, and is quite probable that Dr. Barnes will be asked to lend the ball so that the boys will have an approved rush.

CANADIAN NORTHERN
MAY GO TO BOSTON

Plan For an All-year Port Terminal Set Forth by Financial News—Preliminary Survey of Montreal-Boston Line at 46 Miles Shorter Than Any Other.

Boston, Mass., Sept. 23.—The Financial News publishes a circumstantial story to the effect that Mackenzie & Mann are contemplating establishing an Atlantic terminus of their road at East Boston.

Says the Financial News: "From present indications there is a strong probability that Boston is to become the terminus of what is to be one of the greatest trans-continental railroads in North America—the Canadian Northern."

"This road has been built and controlled by Mackenzie & Mann, the well-known Canadian financiers. William Mackenzie is called the Harbinger of Canada, for he has built more miles of railroad in Canada with government aid than any other interests in that country. He is fast pushing the Canadian Northern to the Atlantic coast and it is planned to reach Boston by the winter port of export.

"Although the above plans have not been definitely decided upon, several preliminary surveys of a route between Montreal and Boston which is forty-six miles shorter than any other route. As the traffic over this line will be absolutely netted, the line will in no way interfere with the Boston & Mann system."

"All Canadian roads have heretofore inclined to use Canadian parts, or terminal even in winter, but with new traffic of the Canadian Northern could not be handled either at Halifax or St. John, N.B., and provided the facilities can be had, it must necessarily come to Boston.

"Railroad men are unanimous in the opinion, especially when the water entrance to Boston for such a line except through East Boston, where large areas of land may be secured for terminal stations, railroad yards, elevators and deep water, while the passenger connections with the Boston Elevated Railway system gives easy access to all parts of Boston and suburbs."

"Mackenzie & Mann do most of their willings in London, where their credit is practically unlimited. Yet there is no doubt that the road from Montreal to Boston will be expected to be financed in part at least by New England capital."

"It is to be hoped that such an opportunity to connect Boston with the train fields of the West will not be neglected when the time comes to interest New England capital."

Already New England has lost several opportunities in not maintaining its ownership in several western lines originally projected by Boston capital. For instance the Boston & Albany, Erie, Fitchburg connections, Ogdensburg routes, the West Shore and Central Vermont, which latter was taken in by the Grand Trunk.

"In connection with the advent of the Canadian Northern into East Boston there are rumors that there is to be a big central freight terminal located in East Boston which will embody all the roads now running and to come into this city. The Boston & Albany is now completing extensive piers at Jeffrey Point and it is said that this company will build more piers than are now under construction. The details of the central terminal have not as yet been completed."

Rumors have been current for some time that the Canadian Northern was arranging for a Boston outlet, but have been regularly denied by the heads and officials of the road both here and in Boston. It is pointed out that this company will build more piers than are now under construction. The details of the central terminal have not as yet been completed."

A QUARTETTE OF CITIES
WITH IMMENSE FUTURES

Lord Northcliffe Impressed With Ft. William, Calgary, Edmonton and Vancouver—Draws Attention to Argentine Republic as Canadian Rival—Takes Drive at Remittance Man.

Montreal, Sept. 23.—Lord Northcliffe and his party passed through the city this morning en route to Newfoundland. Referring to his Western trip he said in part: "As to the West, Fort William, Calgary, Edmonton and Vancouver impressed me as having immense futures before them. There is a possibility of home building in these Western cities, particularly pleasing to me as a Briton. Winnipeg's private houses compare most favorably with those of American cities five times the size."

"I came to inquire into the possibilities in Canada for British capital investment and immigration from Scotland, England, Ireland, of which we have not always had a large share. It is in the interest of the business of Great Britain and Greater Britain. Limited, that the people from the Old Country should fill up Canada rather than scatter themselves as they are doing over the Argentine Republic. The United States and Canada are one of your chief business rivals. I look from us at home over nine hundred millions dollars capital last year. It has wheat land to spare, producing as much as thirty bushels to the acre. It has superb railways, and most of its industrial plants are largely managed by Englishmen who would not come to Canada because the idea has been largely prevalent in Great Britain that 'No Englishman apply.'"

"I am glad to say that the general Canadian attitude to English positions is better than formerly, doubtless owing to the disappearance of our old friend of the eye-glasses and riding breeches—the remittance man. I kept careful lookout for him in my trip west and saw only three specimens, the finest of them being at Victoria, where I encountered one who might have walked out of an American vaudeville skit, 'The Deaf Boys from Old London.'"

JUSTICE CURRAN DEAD.

Montreal, Que., Oct. 1.—J. J. Curran, justice of the superior court of Quebec, died this morning after a long illness. He was 65 years of age and was formerly a member of Sir John A. Macdonald's cabinet.

A HUNDRED MILLION
IS VALUE OF CROP

The Manager of the Bank of Montreal Estimates that the Grain Yield of the West This Season Will be Turned Into The Much Cash.

Montreal, Sept. 23.—A hundred million dollars worth of grain is expected to be raised in the West this year. The value of the grain (Canadian West) will have to market from this year's crop. That is, a conservative computation. The wheat yield is almost sure to exceed the 105,000,000 bushels which he anticipated in 1906. Earlier in the season some grain statisticians of repute accepted the forecast of 120,000,000 as one likely to be realized. The wheat crop will be a large one, and the more returns from it are certain to be much greater than those of former years. Canada is a country of barley, too, the production of which is considerable. A hundred million dollars seems a low valuation of the marketable surplus of the grain crop.

Much Retained for Seed. In venturing the opinion that the money proceeds will be much in excess of what is sent back to Etah after the fact that the proportion of the crop retained by growers for their own use as food and seed must be much less than that of former years. Every good crop is an impulse to expansion on the part of farmers. Having done well one year, they are inclined to expand. The grain next for which purpose, if necessary, they will acquire more land. Every year, too, number of young fellows who have returned to Etah in the last decade will become growers of their own account. Hence, the reserve of grain for seed and for stock will be absolutely larger.

In consequence of the shortage of seed produced in the spring of 1908 farmers are likely to keep more grain in their hands for some time. That shortage, it is true, was due to over-selling in the autumn of 1907, but to the severe damage wrought by frost in that season. However, farmers who have the experience of seed shortage, and of government assistance to make such shortage good, will be careful to see that the supplies held back for their own needs are not scant. After being sold in the spring of 1908, the grain will be put into the savings banks. It would be very unfortunate for the country if it were. That some of it will be deposited in the savings banks of the Western farmers are in easy circumstances and can go on adding large amounts to their savings banks. The grain will be put into the savings banks. It would be very unfortunate for the country if it were. That some of it will be deposited in the savings banks of the Western farmers are in easy circumstances and can go on adding large amounts to their savings banks.

Money Won't Go To Savings Bank. But after every deduction on savings bank account and for the liquidation of debt, there will be three or four score million dollars of this year's crop money to spend.

Most of this money will go to the producers and distributors and carriers of merchandise, the larger part of it finding its way into the hands of wage-earners. It is earnestly hoped that the wage-earners will, with little exception as possible, be those of our own country. But to secure it for Canadian wage-earners the manufacturers and distributors of Canadian goods must be alert.

They will have keener competition than ever from their rivals in the United States. To deplore that the tariff affords too little protection is nothing to the purpose. The state of the tariff is one of the facts in the reckoning, as is the aggressiveness of United States competitors. If Canadian manufacturers had as good a chance of \$50,000,000 of such goods as they have to sell, they could be trusted not to let their competitors in the United States get the lion's share of the trade.

Reigns From Governor's Staff. Ottawa, Sept. 23.—Captain Doe Newton has resigned from the Governor-General's staff and will now pursue a view to taking up work in Canada. Captain Newton was recently in the United States since Lord Grey became Governor-General five years ago. Prior to that he was for two years A.D.C. to Lord Dunsford in Ottawa.

PROVED TO BE BANK ROBBERS.

With Companions Held Up Several Banks and Shot a Watchman.

Pittsburg, Oct. 1.—Beating his way on a freight train, Waadyslaw Szymanski, a Polisher, was arrested and sentenced for four months as a vagrant at Ebanburg, Penn., sixty miles from here. An hour later Szymanski was trailed by Pinkerton detectives and charged with being concerned with two companions with slitting up Cashier Templeton, of the Bank of Nova Scotia at Ebanburg, New Ontario, last July, when they secured \$1,000 of the bank's coin.

Put through a terrific third degree, Szymanski confessed that in company with Andrew Slander and Warklow Winkler, who were the gun men he committed this and other crimes. Szymanski said they lost the proceeds of their crime in a Winnipeg gambling house. He also confessed that the trio then held up two Michigan banks, securing \$15,000, one Northern Minnesota bank where they obtained three hundred dollars and later Szymanski was arrested at St. Paul, being frustrated by the vigilance of the police.

Persons withheld the names of the banks. Szymanski stated that he did not know the whereabouts of his companions, but that he had seen them at Manitowish where it is believed with the aid of the Canadian police he will locate the other two.

DR. COOK UNCONCERNED
AS TO PEARY CHARGES

Brooklyn Explorer is More Interested in Business—Harvey Whitney Issues Statement Favorable to Cook, and Crew of Relief Ship Jeanie Also Uphold Him.

New York, Oct. 1.—Dr. Frederick A. Cook returned to New York from Philadelphia yesterday at noon and spent the remainder of the day making arrangements to start on the lecture tour which will take him as far west as St. Louis. He left for Boston today and after making an engagement here to lecture in Brooklyn, Saturday, will go to Washington on Sunday, whence he will proceed westward.

Dr. Cook admits that he is more interested in business matters now than in the controversy with his rival, Commander Peary. Even the announcement that the explorer's club had abandoned the banquet at which he was to be the guest of honor and had passed a resolution to investigate the Mount McKinley claim was not enough to discourage him. He said he had no objection to the explorer's club being investigated by the Mount McKinley claimants, but that he had no objection to the explorer's club being investigated by the Mount McKinley claimants.

As to Burrill's Story. Dr. Cook then answered a number of questions concerning the man Burrill, who was his guide at the time he claims to have climbed Mount McKinley. He said he had no objection to Burrill being investigated by the explorer's club as to just what was accomplished on that expedition. He said he had no objection to Burrill being investigated by the explorer's club as to just what was accomplished on that expedition.

Whitney Issues Statement. New York, Oct. 1.—This dispatch was received tonight from Harvey Whitney, who has been hunting for returned to St. John's Nfld., Tuesday, by the schooner Jeanie, from Greenland, and is on his way home.

So many questions are being asked of me by different papers that I desire to make the following statement: My return to the North, was not a success. I did not see the pole. I was depending partly on sails which later we had to do entirely.

"There was no reason why the Jeanie could not have gone back, but with no money Dr. Cook's things left, not knowing the value of the things which he had since turned out to be I did not return. In addition, I had promised the Eskimoes who were with me after muskoxen in Ellesmere Land certain things which I expected on the ship coming for me, but they were not aboard the Jeanie and I was unable to return to Etah with the men. Another reason was that I wanted to prolong my hunting trip, which I was able to do by not going back but by cutting across Smith Sound from North Star Bay, and following the edge of the ice south."

"I do not believe that either Dr. Cook or Commander Peary, if placed in my position, would have done any differently than I did, nor would they, when started south for civilization, have turned back."

Pledged Not to Reveal Fact. "I have never seen Dr. Cook until I met him in the Arctic. He told me he had been to the North Pole, and I was pledged not to reveal this fact to Commander Peary, but I could say that he had gone further north than Commander Peary in 1906."

"The fact that Peary to my knowledge knew absolutely nothing about what had been left by me by Dr. Cook, except that I mentioned instruments, clothes and also a marshmallow horn. Dr. Cook's belongings left in my charge were placed in boxes which were nailed up. When I saw the Eskimoes cover them with rocks."

"No one could have been kinder to me or shown me more consideration than Commander Peary did while I was on the Roosevelt, and he said he would be very glad to have me remain aboard and return with him, instead of joining the Jeanie."

Cook Upheld by Jeanie's Crew. "The crew of the schooner Jeanie, on which Harry Whitney arrived here from Indian Harbor, said today that when Dr. Cook was arrested in Labrador of the polar controversy and of the important bearing Dr. Cook's instruments have on this subject, but his manner gave the impression that the statement is correct. According to the Jeanie's crew, while Commander Peary scoffed at the idea that the sledge which Dr. Cook gave as a souvenir to Mr. Whitney ever covered a long distance, Mr. Whitney confessed that the sledge showed actual proofs of what it had endured and that the rear sections had been cut off to make arrows for killing game, as Dr. Cook described."

The Jeanie met the Canadian ship Arctic, in command of Captain Bernier, at Clyde river, Baffin Land, on September 6. Captain Bernier told Captain Bartlett of the Jeanie that he had received a letter from Dr. Cook by a Dundee whaler thanking him for landing stores for Dr. Cook at Etah the previous year, and pointing that he (Cook) had found the pole."

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Peterboro, Oct. 1.—Proceedings of the petition of J. J. Turner, of Peterboro, N.B., against A. Kingscott, presenting no evidence. The alderman was charged with taking contracts from the city while a member of the council.

SEMI-WEEKLY BULLETIN
CLASSIFIED ADS.

LOST.—ABOUT 7TH OF MAY, 1909, from my farm N.W. 23-34-6 W. 5 Mer, a bay stallion, a year old last year, no brand, white face and white feet. J. A. Lunell, Macleod, P.O., Alta., 6 miles east of Entwistle on Pembina River.

WANTED. REACHED WANTED—FOR SANDY Lake S.D. 645, Strathcona P.O., one that can speak German preferred, second class certificate. Duties to commence on October 1st. Chairman W. Henschel, Secretary C. Zillet.

\$10 REWARD
LOST

1 Roan Gelding, brand on hip 133
1 Roan Mare, brand J— (on left hip)
1 Light Bay Mare, brand J-C, wire cut on front and hind foot.
1 Bay Mare, hip down, brand C
1 Bay Mare, white face, spot on side.
1 Brown Mare, white marks around neck, long tail
1 Brown Mare, brand J-C.
Liberal reward will be paid for the recovery of any one of the above animals, or \$25 for return of the lot.

WALTER ELLIOTT,
Fort Saskatchewan

POLICE RESORT TO
ARMS IN GLACE BAY

Three Men Struck by Bullets—None is Seriously Injured—Frenchie Arose Over Several Strikers Taking Coal From a Valueless Seam on Company's Property.

Glace Bay, October 1.—Three men were struck by bullets yesterday afternoon, fired from revolvers in the hands of the Coal Company police. None of the men are seriously hurt, two of them being struck in the leg and the other man having a portion of one of his ears shot off. The row started over some men, who were stealing coal from one of the little piles which have been opened up by the strikers since the labor troubles.

A little to the eastward of No. 2 mine is the seashore and along the cliffs facing the sea appear small seams of coal. These are of little economic value and they have never been worked. The land is included in the Dominion Coal Company's leases and the officials of the company have forbidden the rigging of coal from these seams.

This afternoon it was discovered that two boys were taking coal from the cliff, and through Norman McKenzie, accompanied by Mat McAdam and three other policemen of the Coal Company, each armed with a revolver, proceeded to the cliff to arrest the amateur miners.

Crowd Jeered the Police. While in the act of arresting, a crowd gathered and commenced jeering the police. They ordered the crowd to disperse, but the orders were not promptly obeyed. The police drew their revolvers and fired first in the air and then into the crowd. The wounded men were arrested and placed in jail on a charge of "unlawful assembly" and warrants have been issued for the arrest of the men who used their revolvers.

The policemen say that the crowd threw stones before they used their revolvers, and that a stone was thrown until the revolver shots were fired.

TO FOSTER GAELIC TONGUE
Glenarrigans to Perpetuate Customs of Scottish People.

Cornwall, Sept. 29.—Year after year the population of the county of Glenarrig, which fifty years ago was almost exclusively Highland Scotch, is becoming more and more French-Canadian. The sons of the Scottish farmers of a couple of generations ago are scattered from Halifax to Vancouver.

With such a marked change in the population the Gaelic tongue, which at one time prevailed, is falling into disuse, and the Glenarrig Scots are organizing a Highland society for the purpose of fostering the Gaelic language, Gaelic literature and the customs and traditions of the Scottish people, and further to induce sons of Glenarrigans to remain on the homes their ancestors heaved out of the wilderness.

A meeting with this object in view was held at Alexandria the other day when Dr. D. D. MacDonald, John F. McGregor, A. A. McDonald, and John Kennedy were appointed a committee to draft a constitution and by-laws to be submitted at a meeting to be held on October 13.

OFFICES AT
KINGSTON, TORONTO, WINNIPEG, FORT WILLIAM AND CALGARY.
Jas. Richardson & Sons
GRAIN MERCHANTS
Experience counts. Let us handle your grain and get full value. Consignments handled strictly on commission or net trade offers made at all times on any grain of any quality. Liberal advances and prompt settlements.
Write for information to branch office.
Room 2, Alexander Corner, Calgary, Alta.

Farm Stock Auction Sales

The well-known firm of Farm Stock Auctioneers Crawford & Weeks, Strathcona, have opened an office in Edmonton.

34 JASPER EAST.
(nearly opposite Ross Bros. Hardware) For the convenience of Farmers living on the north side of the river. Be sure and see them about that Auction Sale. Phone 3662 or 2421.

AUCTION SALE OF SCHOOL LANDS.

PUBLIC NOTICE is hereby given that auction sales of School Lands in the Province of Alberta will be held as follows:
1. Lacombe, 20th October at 10 o'clock a.m.
2. Stettler, 22nd October at 10 o'clock a.m.
3. Edmonton, 26th October at 10 o'clock a.m.
The sales will be subject to the following terms and conditions:
Where any of these lands are under lease the sale will be subject to such lease until its termination on the date mentioned in the list, and the lessee will have the privilege of removing, within a reasonable time after the termination of the lease, any fence or other improvements he may have on the land.
The Department reserves the right to withdraw any of the lands from the sale or to include any other lands therein.
Where any parcel offered is crossed by a public highway, the sale of such parcel shall be subject to the reservation of the land covered by such highway, or that may be required for the right of way or other purposes of the railway. The sales will only convey the surface rights, and will be subject to the usual reservations in favor of the Crown.
If any parcel sold has timber thereon, the purchaser must take out a permit therefor, subject to the payment of the usual dues and fee before cutting the timber for sale, and should any timber be cut, except for the purchaser's own use, without first obtaining such permit, the purchaser shall forfeit his right to the land and all moneys paid thereon. The dues paid under the permit will be applied on the purchase of the land.

TERMS OF PAYMENT.

One-third in cash at time of sale and balance in the equal annual instalments with interest at the rate of five per cent. per annum on the balance of the purchase money from the time remaining unpaid except in cases where the area of the land sold does not exceed forty acres, in which case the terms of payment shall be subject to the balance in four equal annual instalments with interest at the rate of five per cent. per annum.
Upon a parcel of land being knocked down the purchaser shall immediately deposit the sum of five dollars with the Clerk of Sale, otherwise the parcel will at once be put up again. For this purpose intending purchasers should provide themselves with marked cheques on chartered banks of Canada payable at the point of sale, or with notes of sale of large denomination as possible. The balance of the cash instalment must be paid before the close of the sale, failing which the deposit of One Hundred Dollars will be forfeited and the land withdrawn from sale.

Lists may be had on application to the Secretary, Department of the Interior, Ottawa; to W. M. Ingram, Inspector of School Lands, Winnipeg, or to the Agents of Dominion Lands at Edmonton, Red Deer, Calgary, or Lethbridge.

By Order,
P. G. KEYES,
Secretary.

Tenders for Coal

"Tenders for the supply of furnace coal to our station required by us from October 1st, 1909, until May 1st, 1910, will be received by the undersigned until noon on September 30th, next."

ROSS BROS., LIMITED.

Oshawa
Galvanized
Steel
Shingles.

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