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Bulletin

R.B. CHADWICK IS SUPERINTENDENT

Of Provincial Reformatory. Appointment Announced Today. To Investigate Other Systems.

At the last session of the legislature an appropriation was made in the estimates for the establishment of a reformatory in Alberta. The government has not yet decided where this institution will be located but this appointment was made this morning that R. B. Chadwick, secretary of the Edmonton Y. M. C. A., had been chosen as superintendent and would immediately proceed to investigate the several systems in vogue in Canada and the United States and will later

recommend the one he considers best adapted for this province. Mr. Chadwick will be given a full opportunity to acquaint himself with the most modern reformatory methods.

Mr. Chadwick is a peculiarly fitted for this work and the government could not have made a better appointment. For a number of years he has been associated with work among young men and his experience is an exceptionally good qualification for reformatory work as there he will have to deal with young men and boys.

Mr. Chadwick was born in Hamilton, Ontario, and attended the public and high schools there and later was an honor graduate of the Hamilton Art school with special certificates in building construction and machine drawing. He then prepared himself for the work of the Young Men's Christian association and passed the final examination in boys' work at Silver Bay, N.Y., in 1903, and also attended the Toronto Training school in the same year. He was given full charge of the boys' work in the Toronto association and went to Belleville in 1905, as general secretary there. In April, 1906, he came to Edmonton in a similar position and has since been known to everybody. He has given a great deal of time to the study of reformatory work and few persons have a wider knowledge on that subject than Mr. Chadwick. His appointment is entirely non-political. He has been chosen on account of his exceptional fitness for the position.

Contract With Railways.

To Bring Out Japanese—Employment Agencies do This.

Vancouver, B.C., Nov. 1.—A witness named Ishikawa, before Government Commissioner King, who is settling the recent riot damages today, declared that four Japanese immigration companies operated in Vancouver. These companies have prepared to bring a large number of Japanese to Japan and have made big contracts with the railways to supply laborers. The system is that the agents of the companies in Japan receive a stated amount for supplying men for one, two, three years or longer, ten per cent off every Orient was being collected by the employment agencies. This applies to domestic servants as well as mill hands and railway workmen. A boarding house keepers' union on the Vancouver Island controls the situation.

An Old Time Telegrapher.

Lloydminster, Nov. 2.—Mr. H. McClellan, who came west as a government telegraph operator at the time of the Riel rebellion, and who has since been stationed at Duck Lake, Battleford, and for the past few years has been at Onion Lake, was this week transferred to the Lloydminster office. Mr. McClellan is one of the "old timers" who saw service under Gen. Middleton. He has lived to see the passing of the buffalo and Indian camp on the open prairie, to the opening up of the great west by the vast tide of immigration and coming of the telephone, telegraph and railway.

Lesar, Tebbeloh, the apparent victor in the balloon race from St. Louis, announced his determination to challenge immediately for the Latham cup to make another flight before his return to Germany, and if possible to take back with him not only the International trophy and Latham cup, but also a new world's record for the distance.

No More Lumber Shipments.

Bellingham, Washington, November 1.—No more lumber shipments will be received by the Northern Pacific in the Northwest until further notice. This move is expected to be followed by the railroads affected by the injunction issued by the federal court at Seattle making it compulsory for the railroads to charge old rates, 40 cents on lumber shipments from terminal points on the Pacific coast.

MUTINY ON THREE VESSELS.

Crews on Russian Destroyers Attack Officers on Republics.

Vladivostok, Nov. 1.—The crew of the torpedo destroyer Skory, were not alone in yesterday's mutiny. The Skory, Trovashny and Sordity hoisted the red flag simultaneously. On the Skory the commander was slain and the other officers overpowered. The entire crew of fifty were included in the uprising and there was but a brief fight. There were loyal sailors, however, on the Trovashny and Sordity, who rushed to the officers' assistance. The fight was desperate for a time but the loyalists were victorious.

The damage to the city from the Skory's fire is greater than the authorities have permitted to be known. The loss of life is concealed by the commandant, but a large number of soldiers and civilians are known to be killed or wounded. Through the preceding days the mutiny sappers caused uneasiness among the army officers, but the extent of the outbreak on the three destroyers caught the loyalists completely unprepared.

General Strike on British Roads.

London, Nov. 2.—The decision of the railroad servants to call a general strike was reached today after five hours' deliberations by the executive committee of the Amalgamated Society of Railway Servants, with the advisory committee appointed by three conferences of the society last June at Birmingham, Glasgow and Dublin.

Action was taken today and leaves little hope for a favorable outcome. It is understood that 70,000 to 80,000 men engaged in a general strike and that at least 100,000 men belonging to the Amalgamated Society of Railway Servants will stop work. Lloyd George, president of the board of trade, has been unsuccessful in his efforts to induce officials of the railway companies to agree to a compromise to avert a general strike. He met the principal directors at several conferences today, but an adjournment has been made until November 6th.

The railroad companies on their side contend that the Amalgamated Society of Railway Servants is not a trade union, but a political party, and they claim that they have a very satisfactory response to a circular issued by the directors asking for information as to men who can be counted upon to remain loyal to the companies in the event of a declaration of a general strike.

Mean What They Say.

Richard Bell, M.P., general secretary of the Amalgamated Society of Railway Servants and leader of the strike movement, said as to the effect of the resolution:

"It means all that it says. Not only members of the society, but every man engaged in the railway service in the United Kingdom will get notice. We took the opinion of our members and they are unanimous in their support. The strike will be a general one. The railway employees and the companies have been at loggerheads about the recognition of the Amalgamated Society and a new scale of wages, and it was finally decided by the employees to reach a decision by a ballot. It means that the railway employees will strike."

Will Have Terrible Results.

Richard Bell, in a recent address to a body of railway men at Cardiff said that the strike would be a terrible calamity, and the society intended to exhaust every means to reach a peaceful solution of the trouble. The seriousness of the railway strike in the United Kingdom is difficult to estimate. The British railway system is the backbone of the country and its paralysis would be a disaster to the nation. The strike would affect the lives of millions of people and the economy of the country. The railway companies are determined to resist the strike and the government is expected to support them. The strike would be a test of the strength of the railway workers and the government. The strike would be a disaster to the nation and the railway companies are determined to resist it. The strike would be a test of the strength of the railway workers and the government is expected to support them. The strike would be a disaster to the nation and the railway companies are determined to resist it.

First Auto to Land.

Bulletin Special.

Athabasca Landing, Nov. 1.—The first automobile to come into the Landing reached here yesterday, driven by Mr. Percy Hardisty, of Edmonton. Mr. Hardisty was accompanied by his wife, his mother, little Miss Rhea Hardisty and a dog. They came by the Hudson Bay Company. The party, which left Edmonton Wednesday afternoon, stayed overnight at the Hardisty ranch on the Sturgeon, leaving there at 8:30 yesterday morning for the Landing. They arrived at the Landing in time for dinner in the evening, covering a distance of 75 miles in excellent time, considering the fact that the trail is not an ideal route for motoring.

The Ladies of the English Church gave a large Thanksgiving dinner yesterday in aid of the church. It was a huge success, and a satisfactory amount was realized.

The laying of the cornerstone of the new church will take place on November 10.

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Anti-Pool Law Ruins Association.

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The Franco-Canadian Treaty.

Ottawa, November 1.—Sir Wilfrid Laurier has received a cable from the French government stating that a treaty will be presented to the French parliament on November 28, the day on which the Canadian parliament meets. This will permit of the treaty being made public in the Canadian and the French parliament at the same time. Before it takes effect it will require to be ratified by both legislatures. The treaty calls for certain tariff changes, which parliament will have to sanction.

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Purchased road \$35,000,000.

St. Paul, Minn., Nov. 1.—Great Northern is now owner of the St. Paul, Minneapolis and Manitoba Railway Company, and all properties and rights. The Great Northern has been operating the road since 1890 under a 99 year lease, but on October 11 the property was purchased outright for \$35,000,000. Evidence of sale was filed yesterday with the secretary of state. It is in the form of a resolution adopted on that date by which an agreement of sale was approved by the officers of the company. The properties of the Manitoba line will be taken over by the Great Northern subject to incumbrances which, according to the agreement, represent an indebtedness of \$24,921,000.

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CANNIBALISM DOES NOT EXIST

For Frances Editor Says Stories Published in American Papers Greatly Exaggerated.

The following article, contributed by the editor of the Fort Frances Times, throws considerable light on the articles appearing in several American dailies, concerning alleged wholesale murders and cannibalism. From the contribution it is apparent that the reports were greatly exaggerated, and some wholly misleading.

Our attention has been called to a story which is going the rounds of the American press in regard to alleged wholesale murders and cannibalism in the James Bay country recently visited by the news correspondents. The story, which was originated and telegraphed from Winnipeg, is another of those malicious statements and gross exaggerations which correspondents of yellow journals seize upon to keep up the sensational news end of their respective papers.

In order to set the public right, we wish to say that the articles or stories which have apparently lost nothing in the telling, are so grossly misrepresented as to be almost wholly untrue. In the first place the editor of the Times has not been to the country referred to, and has not been interviewed or even spoken to by a Winnipeg newspaper representative. While in Port Arthur both the News and Chronicle editors had a short interview in which the Chronicle had mentioned the alleged cannibalism in the James Bay country several years ago and which was only partially correct. The News editor did not mention it so that any story said to emanate from the Times editor is a misstatement or at the least, a distortion of the facts.

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