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SEMI-WEEKLY EDITION

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

VOLUME V. EDMONTON, ALBERTA, CANADA, MONDAY, FEBRUARY 15. 1909 NUMBER 327

C.N.R. WILL HAVE A BUSY SEASON

There Will be Much Railway Construction by This Company Says General Manager McLeod.

"You can depend upon it that there will be a great deal of railway construction by the Canadian Northern in Alberta during the coming year," said General Manager M. H. McLeod, of the Canadian Northern, to the Bulletin, when seen at his private car Neepawa in the C.N. yards Thursday. Mr. McLeod arrived in the city Wednesday from the south in company with Chief Engineer Turnbull, Right of Way Agent Stovel, of Winnipeg, and Malcolm McKenzie, M.P.P., of Macleod. The party have been in the southern part of the province during Monday and Tuesday looking over the country in conection with the probable railway extension to the southern boundary within the next year or two.

Mr. McLeod was very reticent in connection with a definite statement as to what lines his company would start this summer. "It is a little early yet to make an announcement," he said. "I think the government should first announce their policy before we say anything about the lines we will build as a result of the guarantee of the bonds."

"The C. N. R. will soon have a line to Calgary and to Macleod," he stated, "we have practically secured a location for entrance to Macleod and a line from Calgary will be built to that town at the earliest possible date."

The line from Calgary to the south will enter Macleod from the northeast and will likely be extended also to the southern and western boundaries of the province. With the extension of the C. N. R. line to Calgary the company will have a good foothold in the wheat growing country of the south and will be able to command a large amount of the wheat export trade which is now awaiting better transportation facilities.

During the trip to the south Mr. McLeod and his party also met with the board of trade of Claresholm and heard the claims of that city presented. The people of Claresholm claim that their town is the largest wheat shipping point in Wester nCanada.

During his trip throughout the south Mr. McLeod was accompanied by Mr. McKenzie, who has been working hard to secure increased railway facilities for his section of the province.

Disorders Feared in Cuba.

Havena, February 13.—Further disorders are feared in the attempt to impress the rural guards into the permanent army. The rural guards are greatly discontented at the idea of forcing them to become soldiers. A thousand guards are yet to be drafted into the army and turbulence may result. The press and public do not give much importance to the riot at the palace yesterday, except as an indication of the temper of the rural guards.

WOMEN AND GIRLS ATTACKED.

Series of Assaults Committed By Man With An Awl.

Berlin, February 13.—A series of six attacks upon women and girls has thrown the southeastern and eastern districts of Berlin into a state of terror. Three women were attacked Tuesday evening by a man who used a sharp instrument, believed to be a large awl, wounding them seriously in the lower portions of their bodies, one of the victims bleeding to death. Wednesday two similar assaults were made on girls, one of which was severely and the other only slightly injured. Friday, in the vicinity of Lichtenberg, another girl was attacked in the same manner, but she warded off the weapon with her hand, which was severely cut. Her cries brought an excited crowd, but the man escaped.

CLOUDBURST IN CANYON.

Above Pasadena, California—Carries Pavilion Into Ravine—One Fatality

Los Angeles, California, Feb. 12.—Following a cloudburst in Rubio Canyon, above Pasadena, this afternoon, a terrific flood of water came down the canyon, carrying away the foundation of the Rubio Canyon pavilion at the foot of the Mount Lowe Incline Railway, precipitated the building into the ravine, and buried six people in the ruins. Up to a late hour all had been rescued excepting George Drew, a five year old boy, who is probably dead. Part of the building was occupied by Fred Drew, agent of the Pacific Electric Railway, with his wife and four children. They were all carried into the canyon when the building collapsed. Drew was taken out with a badly injured back. Mrs. Drew sustained several broken bones, and three of the children were rescued without having suffered serious injuries.

BRITISH STEAMER WRECKED.

On Rocks Off French Coast—Seven Of Crew Drowned.

Brest, France, Feb. 12.—A British steamer, the name of which is unknown, in a fog today ran on a rock off Quessant and slid off and sank in deep water. Seven persons were drowned, but the remainder of the crew took to the ship's small boats and the latter were picked up by a pilot boat.

Famous Actor Suicides.

New York, Feb. 11.—Charles Warner, the English actor, who won fame in Europe and America through his production of Zola's tragic drama, "Drink," committed suicide at the hotel Symour. In the room was a piece of paper on which the suicide had written, "I am hounded to death by thieves, blackmailers and liars. Fischer Hansen, the criminal lawyer, is the rougue who proffered to save me from ruin. They fooled me out of thousands and thousands; now he is in prison. God bless you all. O dear one, my beloved, good-bye."

Found Dead in Bed.

Prince Albert, Feb. 11—Mrs. McLellan, Winnipeg, who was visiting her daughter, Mrs. J. B. Kernaghan, was found dead in bed this morning.

BIGGEST FIRE OF PAST TWO YEARS

Exchange Mart Total Loss, Great Warehouse Gutted and Smaller Buildings Burned.

For the biggest fire since the Chisholm block at the corner of Jasper and Fourth was partially destroyed two years ago, the three city fire halls were called out by a general alarm at 1.45 a.m. Saturday. The blaze started in the two storey frame Exchange Mart building, the proprietor of which is Travis Barker, at the corner of Queen's avenue and Rice street, opposite the Imperial hotel, and before it had been got under control the adjoining two storey frame implement warehouse of the Great West Saddlery Co., at the corner of Fraser ave. and Rice street, opposite the city hall, and a number of smaller buildings along Queen's avenue were destroyed in part or entirely. The front of the Great West Saddlery company's warehouse, facing on Fraser avenue, is still intact, but the harness shop of McCartney Bros., the feed warehouse of Antea & Markham, the Palace restaurant and the tinshop of J. A. Wester, all small wooden structures on Queen's avenue, are destroyed.

One of City's Worst Fire Traps.

For almost two hours the entire fire fighting brigade of the city, under Chief Davidson, fought desperately to get the flames under control. The battle was waged in the middle of dry, wooden structures, filled with inflammable material, making one of the worst fire traps in the city. The thermometer was 40 degrees below zero, but despite the intense cold the burning structures kept the immediate surroundings at great heat. This morning half burned buildings, goods piled on the streets, farm machinery cutters, carriages and debris lying around on all sides are covered with a thick armor of ice indicating the immense volume of water that was poured through the hose lines in order to get the flames under control.

Excellent Water Pressure.

From the city's standpoint the most gratifying part of the fire fight was the excellent water pressure that was given from the power house. The regular fire pressure is 80 lbs. and despite the fact that nine streams of water were in use most of the time the pressure was maintained at the maximum for a greater part of the time and the lowest point reached was 75 pounds. This gave the firemen all that was needed in the line of pressure. The hydrants were also all in excellent condition despite the fact that the night was one of the coldest of the winter. Some little trouble was experienced by ice getting into the nozzles but this is impossible to avoid at a low temperature.

The Start of the Fire.

The fire is supposed to have started from a stove in the centre of the Exchange Mart store and before it was discovered had made great headway amidst the inflammable material. The blaze was first seen by Constable Charles while he was coming down Fraser avenue. In a few seconds the nearby corps from the Central hall were on the spot and a minute or two later the West and East halls had responded to a general alarm at once rung in by Capt. Lauder. The fierce blaze in the Exchange Mart store had gained uncontrollable headway, however, and in half an hour the building was only a huge roaring bonfire from which the flames were spreading to the north along Fraser avenue and to the east into the Great West warehouse, which was connected with the Exchange Mart by a roofing over the lane. Had this roofing, the removal of which had been ordered some time ago by the city council, not existed, the fire chief is of the opinion that the Great West warehouse might have been kept from the flames.

The Big Fight of the Night.

With the Exchange Mart doomed, the brigade turned their attention to prevent the spread of the fire north and east. One division was detailed to save, if possible, the Great West Warehouse and the St. Elmo hotel. The fight was a fierce one but the fire was stopped half way through the warehouse and after the fate of the St. Elmo hotel had hung in the balance for half an hour it too was preserved from destruction.

On Queen's avenue the task was a more difficult one and the success was not as great. Gradually the fire worked up through the inflammable structures and it was not got under control till it reached the passage way that cut off its progress to the Dominion restaurant.

By three o'clock the flames had been got in full control, though water was poured for some hours longer on the smouldering ruins. The guests at the St. Elmo hotel, many of whom had removed their goods, and the proprietors of the Dominion restaurant carried their belongings back and the occupants of the other nearby buildings who had been in suspense for over an hour breathed a sigh of relief.

Two Occupants' Narrow Escapes.

Two inmates of the Exchange Mart stores had a narrow escape from death. They were Robert Southall, aged 22 years, clerk with Travis Barker, proprietor of the Exchange Mart, and his sister, who occupied rooms in the second story of the building. They were awakened by Constable Seymour of the police force, just in the nick of time and were able to make their escape only in their nightclothes. Miss Southall, formerly Brigadier and in

(Continued on Page Seven.)

67 PEOPLE DROWNED.

Wellington, New Zealand, Feb. 13—The steamer Penguin, owned by the Union Steamship Co., of Wellington, was wrecked last night off Cape Terawhita. Several of the passengers and crew were saved, but sixty-seven persons are missing and are supposed to have perished. The steamer is a total loss. She was an iron vessel of 824 tons and was built in Glasgow in 1864.

A FIVE YEAR LABOR AGREEMENT SIGNED

Bricklayers and Masons' Union of the City Will Receive 60 Cents per Hour with Increase of One Cent per Hour Each Year—Agree Not to Engage in Sympathetic Strikes.

An agreement has been signed by the Bricklayers and Masons International Union in Edmonton and the Master Builders Exchange of this city fixing the rate of wages for the next five years. The bricklayers have also agreed not to take part in any sympathetic strike of any trades unions. By the new agreement, which comes into effect on May 1st, 1909, the bricklayers start on the present schedule of wages and receive an increase of about one cent per hour each year until the expiration of five years.

By the new agreement which was signed this week by authorized representatives of the Builders Exchange and the Bricklayers and Masons International Union, the members of the union are to receive a minimum wage of 60 cents per hour from May 1st, 1909, to May 1st, 1911; 62½ cents per hour from May 1st, 1911, to May 1st, 1913; and 65 cents per hour from May 1st, 1913, to May 1st, 1914.

The hours of work of union bricklayers and masons shall be eight hours, from 8 a.m. until 5 p.m. Pay for time and a half will be allowed for overtime. Foremen shall receive at least 10 cents per hour more than the minimum scale of wages. Union men will not be allowed to contract on work above $75. The union has agreed not to take part in any sympathetic strike. Union men are to receive $1 per day extra for sewer or underground work. On all jobs of $75 or over at least one member of the B. & M. I. U. shall be employed. All disputes over the agreement shall be brought before a joint committee within twenty-four hours and no suspension of work shall take place until the committee have investigated the grievance.

The agreement between the bricklayers and contractors at present in force calls for a minimum wage of 60 cents per hour for an eight hour day. This agreement, which has been in force for two years, expires on May 1st, 1909.

WHOLESALE STUFFING OF LISTS IN MANITOBA

T. C. Norris, Member For Landsdowne, Exposes Rotten Methods—Government Makes No Reply—Committee of Investigation Accepted—Reason For Roblin's Opposition to Aylesworth Measure.

Winnipeg, Feb. 13.—With a vigorous speech by T. C. Norris, Liberal member for Landsdown, easily the best effort made during the present session of the Legislature, the debate on the address closed yesterday afternoon shortly before five o'clock. Throughout his remarks Mr. Norris had the undivided attention of the House. His points were made with effect and to the accompaniment of loud applause from the Opposition members. The principal question dealt with by the member for Landsdowne was that of the voters' lists. Mr. Norris refuted with warmth the insinuation that the Opposition had ever reflected upon the conduct of the judicatory. That was nothing but an obvious bluff on the part of the Premier.

Wholesale Stuffing of Lists.

What the Opposition said was that the government's employees had been guilty of grave irregularities. There had been wholesale stuffing. The appointment of registration clerks had been taken out of the hands of the judiciary in Manitoba deliberately because the government had been afraid of the fair dealing of the judges. Their opposition to the Aylesworth bill has been so desperate because the Roblin government knew it was fighting for its life. The government did not want fair lists and did not intend to have fair lists, at least not if it could possibly help it. The Opposition accepted the Premier's offer of a committee of investigation and if the inquiries were fairly conducted they would prove wholesale stuffing and other irregularities.

It was significant that the government made no reply to Mr. Norris's speech. The last three speakers on the address were Opposition members. Mr. Ross' effort of the previous evening was followed by a careful and effective criticism of the government by John A. Campbell and on top of this came the exposure of Roblin.

Decision Affects the Market.

Montreal, Feb. 12—Coal went off 51, Steel 24, and Steel pfd. 90 this afternoon.

CITY TO CONTROL THE SUMMER FAIR

Will Appoint 40 Per Cent. of the Exhibition Directors—Fall Fair Not a Success.

That the holding of an exhibition in Edmonton is proving a considerable expense to the city was shown by the report of the city auditor C. L. Richardson, which was read at the annual meeting of the Edmonton Exhibition Association held in the city council chamber on Thursday afternoon. This report showed that the city will be required to make good a total deficit of $5,461 on the summer and fall fairs of 1908, which is $461 more than the loss gauranteed by the city. Moreover the cost to the city of the exhibition during the past four years has been $21,763, averaging over $5,000 per year.

In view of the repeated charge against the city to maintain the exhibition a change of mahagement has been decided upon. A committee of the city council, who have been investigating the matter, brought in a recommendation that a change be made in the election of the exhibition directors. They recommend that the board of directors in future consist of twenty members, eight to be appointed by the city council, two by the board of trade, four by the racing committee and six by the agricultural interests of the district. Any deficit resulting from the holding of an exhibition will be raised from the ratepayers at large by means of a special tax. The Exhibition Association unanimously adopted this report as they felt that a change in the method of management was highly desirable, and that if the city were to bear the loss they should have a voice in the management.

There were 24 members of the association present at the meeting including the old directors of the association, representatives of the racing interests of the agricultural interests and of the city. J. B. Mercer, vice-president of the association occupied the chair.

Secretary H. R. Mountifield read a comprehensive report of the work of the association during the past year and made several recommendations for changes in management during the ensuing year. His recommendation regarding an effort being made to secure a King's Plate for Alberta to stimulate the interest in racing, and with reference to the improvement of stock in the country provoked considerable valuable discussion.

The report of C. L. Richardson, city auditor, showing th balance sheet of the Exhibition Association up to Dec. 31st., 1908, and dealing with the expenditure and receipts since the summer fair, was read and discussed. The report was as follows:

Debits.

Cash account	$1,961.10
Hay and feed	150.00
Accounts Receivable	3,240.75
City of Edmonton	4,200.58
	$9,552.43

Credits.

Cash balance	$ 1116.60
Bills payable	7,600.00
Accounts payable	1,835.83
	$9,552.43

Working Accounts—Debits.

Expense account	$1,253.59
Attractions	196.00
Prize list	1,558.00
Wages	1,183.17
Stationery and Postage	39.20
Advertising and printing	423.85
Hay and feed	147.40
	$4,801.21

Credits.

Gate receipts	$ 551.30
Shareholders	235.00
Privileges	207.05
Entries	150.10
City	1,696.66
	$2,840.11

Deficit $1,961.10.

In this connection the following very valuable report to the city council by Auditor Richardson dealing more fully with the work of the Exhibition Association in the past was read:

"I have audited the books of the Exhibition Association for the period 1st of August to 31st December, 1908, and beg to submit the following report thereon:

The accounts for the Summer Fair have already been reported on. At the closing of the books at 31st of July, 1908, covering the transactions in connection with the Summer Fair a debit was shown against the city council of $5,691.06 made up by deficiency in working account $3,303.34 and expenditure on improvements $2,387.72.

The city council paid the former sum but declined to pay for the improvements to buildings account on the ground that they were not authorized by the council.

The council guaranteed the sum of $5,000.00 in the event of a loss for 1908, and after deducting $3,303.34 already paid, the association has taken credit in the grain festival working account for the balance of the guarantee, i.e., $1,696.65.

Excluding this sum, the working account shows a loss of $3657.76.

I am informed that it is in contemplation to ask the government for a grant, additional to the sum of $3,000.00 taken credit for in the accounts of the Summer Fair (which sum, however, has not yet been paid) and, were such allowed it would go to reduce the loss on the grain festival.

Net Expenditure for 1908.

The net expenditure for 1908 may be summarized as follows:

Working account Summer Fair, as published	$6,303.34
Working account Grain Festival	3,657.76
Implements for Grain Festival	116.20
Expenditure on improvements	$10,077.30
	5,121.62
Total	$15,198.32

The Government grant is omitted from the revenue of the Summer Fair in order to show the actual working results.

If no further grant is received from the government, the city council will presumably have to make good the deficiency, which would be $6161.68 including improvements in connection with the Summer Fair.

Reference to the working account of the grain festival held in the Thistle rink will show that the sum of $551.30 was received at the doors, which represents a total of 3,344 adults (tickets 15c) and 479 children (tickets 10c) extended over a period of six days.

The largest attendance in one day was 822. The expenses were in the neighborhood of $4,000.00 from which must be deducted entry fees, sales of space and shareholders contributions, totalling $592.60 leaving a net expenditure of $3,408.00 on an entertainment which produced gate receipts of $551.00.

Expensive Advertising.

It is a question whether the public really appreciates this form of entertainment or education, in view of the poor financial results, and as an advertisement perhaps better results might be obtainable at less expenditure.

I understand that the Grain Festival was in the nature of an experiment, and the directors had therefore no data on which to base estimates; but it is to be hoped that the result of the experiment will not be lost sight of.

Shareholders have contributed $410.00 during the year, which sum has been taken to the credit of the working account, treating such contributions as donations for which no liability exists.

The secretary-treasurer is authorized to receive $1,000.00 per annum as remuneration, in addition the association has paid $325.00 for extra office assistance, $240.00 as office rent, besides postage, stationery, etc. The Summer Fair loss is shown at $6,303.34, exclusive of Government grant; but to this must be added expenditure since ascertained amounting to approximately $800.00, which is included in the grain festival and for which allowance has been made in commenting on the financial results of the latter function.

Four Years' Expenditure.

It may be of interest to summarize the expenditure on the exhibition during the last four years:

Capital cost (annual charge $3,289.56)	$60,000.00	
1907 Buildings, implements and improvements	$5,880.01	
1908 Buildings, implements and improvements	4,950.58	
1908 Ditto, expended but not yet paid for by the city	2,503.92	
	$13,334.51	
1908 Less charged to revenue by city as depreciation	2,657.60	10,676.91
Total		$70,676.91

If the deficiency for 1908, not yet paid, is assumed by the city, the total charge against the revenue of the city for 1908 would be $13,470.00.

The total cost to the city for the four years 1905-1908 as charged to revenue was $21,763.00 as shown above.

The liabilities of the association total $9,552.60 and there are accounts receivable (including government grant $3,000) amounting to $3,240, leaving $6,312 to be provided.

(Continued on Page Seven.)

FALLING OFF IN THE REVENUES

For Ten Months of Present Fiscal Year, Although Current Receipts Exceed Expenditures.

Ottawa, Ont., Feb. 13.—The financial statement of the Dominion for the first ten months of the current fiscal year, as represented by the receipts and expenditures, which have passed through the books of the finance department up to the last day of January, shows a total falling off in the revenue as compared with last year of $12,086,636. The total receipts for the ten months were $68,937,636. The total expenditures on consolidated fund account was $63,041,215, leaving a surplus of ordinary revenue over ordinary expenditure of $5,896,421.

The capital expenditure for the ten months was $36,815,549, an increase of $14,570,040. In the same period the consolidated fund account expenditure increased by $6,708,681. A decrease of a little over eleven millions in customs revenue is responsible for most of the total revenue decrease. For the month of January the revenue totalled $6,649,053, a decrease of $629,260 as compared with January last year.

The net debt of the Dominion on January 31 was $308,226,027, an increase during the month of $16,652,260. This large increase, however, was accounted for by the fact that during the month the transfer to the government was made of $6,000,000 of indebtedness of the Quebec Bridge Company, on surrender of the latter's bonds, and there were also large payments on account of the construction of the National Transcontinental Railway and for provincial subsidies.

Trainmen Committed For Trial.

Guelph, Ont., Feb. 12.—On the charge of manslaughter, arising out of the fatal collision near Harriston in January 14, Conrad Kennedy and M. Fleming, conductor and engineer, were committed for trial by Magistrate Saunders. They will now appear at the spring assizes opening Feb. 22. The men were released on bail.

Toronto Has Nearly $2,000,000 Revenue.

Toronto, Feb. 12.—City Treasurer Coady estimates the city's revenue for 1909 exclusive of taxes at $1,750,141. Of this $589,600 is from water works and $581,500 from the street railway, which pays the city a percentage on its gross earnings, mileage and taxes.

Two Year Old Scalded to Death.

Belleville, Ont., Feb. 12.—Mabel Blanche Bates, the two year old daughter of Mr. and Mrs. Edward Bates, of Roslyn, fell into a pail of boiling water her mother had placed upon the floor. She was scalded to death.

Cobalt Miner Killed.

Cobalt, Feb. 12.—Napoleon Taylor, of Ville Marie, Que., was instantly killed at the Nova Scotia mine this morning by a rock dump caving in on him.

PEACE RIVER RESIDENTS APPEAL FOR RAILWAY FACILITIES IN NORTH

Impressive Delegation Comprising Twenty Seven Men From North Country Waits on Government—Headed by Allie Brick, M.P.P., They Present Their Claims—Premier Accords Them a Hearty Reception and Promises to Satisfy Their Immediate Needs.

A delegation, twenty-seven strong, from the Peace River country, waited on Premier Rutherford in the government Buildings Friday to urge on him the necessity of railway facilities, roads, bridges and ferries in the great country to the north.

Allie Brick, M.P.P., for Peace River, felt proud of his constituents as he introduced them one by one to the premier. The premier shook each by the hand very heartily and invited the entire delegation into his private office. He needed no eloquence to impress on him the sincerity of the request which was made by the delegation. Before him were men who had left their homes far on the Peace River over a month ago and had come with their own teams a distance of some three hundred miles. The delegation was probably the most impressive that has ever been received by government.

Need For New Roads.

Mr. Brick first touched on the need for the opening up of roads in the district. People come down every year for supplies and transportation might be made a great deal easier for them. He urged the necessity of a wagon road, but said if this were not done then a sleigh road would be almost equally appreciated as most of the settlers could not get away from their farms except in the winter season.

The people depended on these regular trips to Edmonton for their necessities and thought it was up to the government to help in the procuring of a better route.

The route outlined by Mr. Brick was by the road already constructed to Fort Assinaboine, thence to the settlement at Prairie River, on the west end of Lesser Slave Lake and from there on to the crossing of the Peace. This would shorten the present circuitous route by 150 miles.

Well-Boring Outfit.

"Another thing that our district is badly in need of," said Mr. Brick, "is a well boring outfit. The north side of the Peace is well supplied with water, but on the south the creeks and lakes freeze, making it difficult to secure a water supply. Three test wells have been sunk, which showed that three or four feet of the soil is a loam and the remainder blue clay to a depth of 50 to 60 feet. It is thought the government should undertake further tests to see what chance there is for securing well water."

Mr. Brick said there was a little dissatisfaction among the settlers in regard to the small portion of money which has been spent in the Peace River country the past year.

Larger Grants Promised.

Premier Rutherford informed the party that expenditures were made by the government in respect to population and to area, in any constituency. He pointed out that the south had made a heavy drain on the public works department, but he thought that Peace River settlers had their share. However, local improvement districts were opening up in the south and this would lessen the demand there to such an extent that in the future the north would receive very much larger grants.

The premier further stated that the needs of the country had been strongly urged on him by the members for Peace River and Athabasca, and he could say that largely as a result of their representations the construction of a railway heading for the Peace River would begin this year. He also gave the delegation to understand that ferries will be built in the near future at Dunvegan and on the Big Smoky River, thus making a complete pack route.

Among the Peace River settlers present were Messrs. Stone Bros., Johnson Brothers, H. Caulkins, J. Eespin, D. R. Brinkman, D. Pluvilock, Kerr, D. Espin, J. Harris, Geo. Garnet, J. K. Cornwall, B. Mickle, Smith Bros., and others.

BIG CASE BEFORE COMMISSION IS CANCELLATION OF C.P.R. PLANS

Dominion Railway Commission Will Have Heavy Session in Edmonton—Both the City Corporation and McDougall & Secord Will Take Steps to Have the Plans, Profile and Specifications Relating to West End Entrance Set Aside—Injustice to West End Owners of Property.

For the first time in the history of Edmonton a meeting of the railway commission will be held here within the course of the next few days. The dates set down for the meeting are on Friday and Saturday next, but owing to the press of business at other points it is probable that the sessions here may not take place until the first of the following week. The meetings will be held in the court house.

Among the most important cases to come up for hearing are those in which the city of Edmonton is directly interested. The interests of the corporation will be looked after by the city solicitor, J. F. C. Bown.

An application will be made to allow street railway crossings over the C. N. R. railway line at Syndicate ave. and the C N. R. and G. T. P. at Alberta avenue. These are in conection with the extensions proposed for this summer. Notice of this application does not appear in the printed list but permission will be granted for the hearing.

Other cases relating to the city are:—

Application of the Canadian Pacific Railway company under section 29 of the Railway act for an order amending the previous order of the board made by the board on the application of the Edmonton Radial railway and dated Nov. 3, 1908, by altering the terms upon which the said order was made, and providing that the said Edmonton Radial railway shall install a half interlocking plant at the crossing of Whyte avenue in Strathcona with necessary derailing switches on the tracks of the street railway and semaphores on the line of the C. P. R.

This request will be strenuuosly opposed by the street railway department both on account of the expense and the delay that will be necessitated in turning the switches. The derailing switches were not asked for by the railway company, when the matter was before the railway commission in Ottawa.

Complaint of the Alberta Farmers' association respecting the condition of the bridge of the Edmonton-Yukon and Pacific railway (C. N. R.) approved by order of the board dated Nov. 24th, 1908.

This case will also be looked after on behalf of the interests of the city which must be protected in the operation of the street cars on the bridge.

Opened Closing of Streets.

Application of the Canadian Pacific company under sections 158 and 159 of the Railway act for approval and sanction of location of a portion of the branch line of railway along Peace avenue from Tenth to Sixteenth streets.

If this application is granted it means the closing up of Peace avenue from Tenth to Sixteenth streets. To this the city council and citizens generally are strongly opposed.

Application of the Canadian Northern Railway company under section 175 of the Railway act, for authority to construct a spur from its main line to Cushing's mill and lumber yard, Edmonton.

This matter has been before the city council for over a year. The residents nearby to the lane down which it is proposed to run the line strongly object and the city has refused to allow spurs to be constructed down the lanes where there is strong objection.

Application of the city of Edmonton respecting street crossings of the Edmonton, Yukon & Pacific Railway (C. N. R.) in the city.

This refers particularly to the crossing at Currie street, where a spur runs to the Dowling mill and to the crossing near the corner of Fourth street and Saskatchewan avenue.

Board of Trade's Case.

Some time ago the board of trade called for questions which the public

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