SPORTING NEWS

HAT SHUT OUT MINERS.

In a Nine Innings Game Played in One Hour Twenty-five Minutes.

Medicine Hat, Aug. 9.—Medicine Hat shut out Lethbridge to-night in a nine innings game which was played in 85 minutes. Hollis did wonderful work in the box for the Hat only allowing one hit and striking out eight men. West's batting was a feature, his singles in the third and eighth being big factors in the scoring. Hollis was backed up by errorless play. Score.

		R.	H.	E.
Lethbridge	000000000—0	1	2	
Medicine Hat	00100001*—2	6	0	

Batteries—Fogarty and Rodgers; Hollis and Beauy. Umpire—McGuicken.

BIG LEAGUE SCORES.

National.

At Pittsburg—Pittsburg 5, New York 2.

Batteries—Phillip and Phelps, Mc Ginnity and Bresnahan. Umpires—O'Dea and Klem.

At Chicago—Chicago 1, Philadelphia 3.

Batteries—Laundgren and Moran, Corridon, Jacklitsch and Dooin. Umpires—Carpenter, Rigler.

At St. Louis—St. Louis 5, Boston 4.

Batteries—Marshall, Fromme, Beebe and Noonin. Boults and Needham. Umpire—Emslie.

American.

At New York—St Louis-New York postponed; wet grounds.

At Boston—Boston 7; Chicago 6.

Batteries—Glaze, Young and Criger; Patterson, Altrock and McFarland. Umpires—Connolly.

American Association.

At Louisville—Louisville 3; Minneapolis 0.

At Columbus—Columbus 3; Milwaukee 2.

At Indianapolis—Indianapolis 4; St. Paul 1.

Eastern.

At Toledo—Toledo 4, Kansas City 0.

At Montreal—Montreal 2; Rochester 5.

At Newark—Newark 9; Jersey City 0.

At Buffalo (First game)—Buffalo 0; Toronto 6.

Second game—Buffalo 4; Toronto 3.

SHORT STUFF.

Cleveland holds the straight victories record in the American league—having won eight games in a row.

With the Cubs or Giants behind Pitcher Krager, of St. Louis, he would be a world beater.

If the Detroit team can hold their own in the East they should make a great fight for first place when they return home.

Presidents Ebbetts will take the Brooklyn team to California next spring if they finish as good as fifth this season. That looks like a cinch for the Dodgers.

It is said that Ovie Overall, of the Chicago Nationals, owns a California orange grove valued at $100,000. That's a lot of oranges.

American League umpires are having their troubles this season. All of them, with the exception of Tim Hurst, are too quick to put players out of the game.

Evidently Manager McGraw has changed his mind in regard to young players since Tommy Corcoran blew up. The Giants will have several minor leaguers next season.

Boston fans openly charge "Little Cy" Young with "laying down" in order to obtain his release.

The Philadelphia Athletics are the only Eastern team having a look-in for the American League pennant.

"Seem-Starter" Lumley, of Brooklyn, looks good to lead the National League batsmen for 1907.

CANADIANS VICTORIOUS.

At the Regatta at Philadelphia—Big Events Came Canadaward.

Philadelphia, Aug. 9—Spirited races marked every one of the six events decided in the preliminary to the 35th annual regatta of the National Association of Amateurs held over the Schuylkill river course this afternoon. The regatta was more international than national in character for three countries were represented, the United States, Canada and Germany. The Canadians were the surprise of the regatta. They either were placed or won every event in which they competed. Jakes and Tom, rowing for Argonaut R. C., of Toronto, were easy victors in the senior pair oared shells, while Thompson and Tom won just as easily in the intermediate double sculls. In the association

HE CAN BEAT THE RACES.

McGraw Has Idea He Can Do It Despite Riley Grannan.

John McGraw, the famous Napoleon of the ball field, has an idea that he can beat the races.

Riley Grannan, one of the biggest plungers the turf has ever known has had that idea beaten out of him some time.

McGraw is going to quit the ball field for the turf. If not this season it will be the following year. At least he has told his intimate friend so. McGraw has excellent idea about beating the ponies. He does not believe it possible for a man to run into racing and beat the horses by betting his money, but he does hold that a conservatice, careful business man can master the sport so thoroughly, either as a book speculator, that rich dividends may be had from moderate investment. "Why, the game is nothing more than a business," said McGraw, "and the man who can arrange an edge, or an advantage for himself over his competitors in the betting ring and in the paddock can win and make money."

Now read what Riley Grannan who has had years of experience in every line, has to say: "The races can't be beaten; I've tried it from all ends of the game—from making book to betting from the ground, and from owning and having an interest in race horses, but I can't make the money hold. I can't send it along."

John W. Gates recently expressed himself along similar lines. Gates is more fortunately situated to win than a good many men. He has unlimited capital at his command and generally breaks even. But there are times when a man overreaches himself, and then all the winnings disappear, and some of the original capital. There are thousands of people who play the races as a business, and some succeed, but they are in the minority.

"Too" True Base Ball Stories

A Hundred Mile Strike.

Tiernan's swat probably traveled as far if not further than any hit recorded unless we except Frank Bowerman's home run in Boston, which did not touch the ground for six hours, and then landed at 42nd street, New York city. This happened in a hot game between the Giants and Beaneaters four years ago. McGraw's club had been having a streak of very hard luck, losing thirteen straight games. To hold patronage at home it was imperative that the Giants speedily show better form, and McGraw hoped to stem the tide of defeat at the expense of Tenny's tail enders.

Accompaning the New York team were a number of Botham fans, among them Mrs. Chas. Wilson, most famous of all women rooters, who, seated in the centre of the grand stand, supplemented her encouragement for the Giants with offers to bet. Boston looked upon this sporting proposition coldly; but when the ninth inning came and Carney tied the score for Boston with a home run, a maelstrom of enthusiasm swirled about the New York woman, who gamely declined to flinch, betting every cent she had at even money. The tremendous chaffing of which she had been the victim turned to admiration as Boston appreciated how unfavorable the odds were against New York. In the tenth inning McGraw had his weakest hitters at bat,—Gilbert, Bowerman and McGinity, — while Tenny would start off at the top of the batting list. It was also noted that Wilson remonstrated with his wife, pointing out that the chances were twenty to one for a Giant victory.

News of all this reached the New York bench, and when Bowerman came up after Gilbert had been retired he gave a nod as though to say, "I'll do the best I can." Mrs. Wilson rushed down to the press stand and shouted, "Frank you've got to make a home run! Show them up, Frank! Put one in the same place!" The last remark alluded to Carney's hit, which had gone plumb through the wide doors of a passing New York, New Haven & Hartford baggage car en route to Providence.

Bowerman nodded again, rather vaguely this time, and set himself to the task. Twice he swung with all the might of a Michigan lumberman, and the fourth ball pitched cracked against the ash furniture, caroming therefrom toward right field. Like a robin to the luscious cherry tree, Bowerman's drive darted in the direction of the railroad track well above the fence, and, as a New York express train shot past, entered the baggage car door, capsizing a papier mache dress suit case. Some historians aver that the ball was tossed off at Providence; but neither Herodotus nor Pliny mentions the fact, and it is generally conceded that the ball was transported to the Grand Central Station.

Unfortunately, no provision is made on the official score for grand stand plays. Statistics are lacking; and thus it is many ball players contend that Bill Lange's home run in Cincinnati when he was covering centrefield on the Chicago Nationals has all other phenomenal hits beaten. Lange's thrust broke up two games, one of baseball, the other a pinochle matinee. Doubtless glory is due Lange for putting the ball over the centre fence, at that time the diamond not having been shifted; but what must be said of a hit so Gargantuan as to crash through the window of a German saloon outside the park, where seated in the back room, four ex-Subjects of the German Emperor were soulfully rapt in the problem of melding one hundred aces, sixty queens, and forty jacks? To upset these philosophers in panic, scatter them to the four winds and temporarily erase all love for pinochle, must require, it is argued, a wallop equalled by none.

DULUTH'S CROSS EYED MARVEL.

Parlous feats of skill and endurance these; but think of a pitcher so abnormally clever that he could persuade a veteran like Ed Dillon to strike at a ball which never even started for the plate. Dillon says he was hitting at a 400 clip that season in the Canadian Northwest, with every prospect of breaking into the big league until he met his Waterloo at Duluth. Dillon observed something uncanny about the local twirler; but he was too much occupied in killing the ball to study him closely. To all appearances the pitcher was watching a runner on first base when Dillon went to bat, and he followed the gaze. Slap! the ball suddenly split the plate before Dillon could raise his club. Again the Duluth wonder turned his look far away, with the same result. Dillon began to think he was bewitched, and the fans yelled with a strange ecstasy that smacked of more than ordinary triumph. A third time the pitcher prepared to heave the sphere and now fixed Dillon with a banal stare "Oh, I got you, Rube!" breathed the slugger, and drawing back his bat swung viciously. "Whang!" the ball landed in the first baseman's mit—had not been delivered at all. While Duluth rolled over the grand stand floor in painful delight, Dillon walked out to the box, where he discovered that the pitcher was so cross-eyed that if he cried "tears would run down the back of his neck." single scull, rowed in one heat, John O'Neill, of the Marys A. A. of Halifax, was second to Durand Miller, of the New York A. C. and W. Bowler, of the Don, R. C., Toronto, was third. To cap the climax the Argonaut senior four-oared crew made a runaway race of this event, winning from the Ravenswood B C., of Long Island and Seawanhaka B. C., of Brooklyn. The latter crew was a favorite even over the Canadians, and its defeat by both Argonauts and Ravenswood four was a big surprise. The Mound City and Crescents, both of St. Louis, were fourth and fifth. Germany was represented in the regatta by Waldomar Sand, of Hella R. C., Berlin. The German rowed in the second heat of the intermediate singles but he was outclassed from the start, though in his favor it should be said that he has been ill several days of this week. There were only three starters in the intermediate eight-oared shell race which was also rowed in one heat. These were the Potomac B. C. of Washington, the Fairmount R. C. of this city and the Arundels, of Baltimore. The Potomacs led all the way and won by nearly three lengths.

CANADA'S CUP GOES TO ADELE

The Challenging Royal Canadian Yacht Club Boat—Seneca is Over Measurement.

Rochester, N.Y., August 9.—The Canada's Cup has been forfeited to the Adele, the challenger. The Seneca, the defender, was over measurement and cannot qualify for the class. The cup therefore goes to the Royal Canadian Yacht Club of Toronto, without a contest. Races between the challenger and defender, however, will be held off Summerville tomorrow, and the original program will be carried out except that the race will be for a flag and not for the Canada's cup.

CONSTRUCTION OF NEW LINES

Chamberlain Speaks of Railway Progress Through the West.

Winnipeg, Aug. 9.—Dr. T. E. Chamberlain, Dominion inspector of health on public works, was in the city on the way east. He was last in the city on May 16, when he passed through on the way to the west to begin the work of inspection of the health of the men employed in the various railway camps along the lines of construction in the west.

Since he was in the city in the spring of the year, he has visited every railway construction camp on the lines of the Canadian Northern, the Canadian Pacific and the Grand Trunk Pacific. He covered in all about twelve hundred miles, accompanied only by the driver, making his way in many cases for miles over the prairie where there was no trail, and sleeping at night in the tent he carried with him.

In an interview yesterday he stated that there was this year a disposition on the part of the construction companies to carry out more fully the provisions of the health act, than in previous years. There had been very little sickness in any of the camps on any of the lines so far this season. The most dangerous portion of the year was just beginning, however, and it was possible that there might be much typhoid fever before the freeze up this fall.

Progress of Railways.

Speaking of the progress made by the various railways in the construction of new lines, he stated that the Canadian Northern was making excellent progress in the building of their new line from Brandon to Regina and that it appeared that it would complete the line this fall, thus affording connection with Prince Albert by way of Regina.

It was also apparent that the Canadian Pacific would under ordinary circumstances be able to complete its line from Sheho to Wetaskiwin, thus affording a short line through from the city to Edmonton. The west end of this line had been so completed to the Battle river, and the grading on the line from Sheho to the Battle river has been completed, with the exception of a few miles. With good weather there was no doubt that the steel would all be laid, and the line under operation this fall.

The Grand Trunk Pacific was making rapid progress on their line from Portage to Saskatoon, and would, on the exception of a few miles. With good weather. The line from Portage to Winnipeg would also be completed this fall. Next year the line ought to be into Edmonton. The construction forces along the lines of the G. T. P. were now being concentrated between Round Valley, Battle River and Edmonton.

The Canadian Northern was improving its line to Regina, and also the line between this city and Edmonton, as rapidly as possible and it was hoped that it would have the track in fair shape for the business of the coming winter.

Needed by the Settlers.

There were certain lines which ought to be built at the earliest possible time in the interests of the settlers. There was a strong desire on the part of the settlers that the line from Moose Jaw should be extended as soon as possible to Lacombe. This line would run through a good country and would be remunerative to the company building it. It was also important that the Canadian Pacific should extend its line from Lanigan to Prince Albert. A large number of settlers were anxiously awaiting the advent of this line. There is also need for a north and south line through the several provinces. Such lines would open fine tracts of western territory.

Speaking of the crop situation, Dr. Chamberlain stated that so far as oats, barley and flax were concerned, the yield would be larger in the three provinces than it was last year. There was a larger acreage and there would be a satisfactory yield. Of wheat the yield would be less, owing to the fact that the acreage was less, and that owing to the lateness of the spring there had been more sowing on the stubble. He estimated the crop at sixty per cent of that of last year. All these estimates were made on the supposition that the weather should continue satisfactory up to September 15. Owing to the enhanced value of wheat, it was possible that the total money loss to the country might be very slight.

Dr. Chamberlain will return to the west shortly when he will proceed to British Columbia, and will inspect the construction camps in the Okanagan, the Kootenay and the Fire valley, where two lines are under construction.

He left for Toronto last night, over the C. P. R.

DEVELOPMENT OF THE YUKON.

Winnipeg, Aug. 5—John W. Astley, chief engineer of the Klondike Mines Railway company, and for nine years, from 1889 to 1898, assistant engineer of the city of Winnipeg, gave today an interesting interview on conditions in the Yukon. He is very enthusiastic over the country and its prospects. He is particularly anxious to see the country brought in direct communication by railway with the west of Canada. He says:—

"Those who saw the effects of the railway townsite boom in Manitoba and the west in 1882 are in a better position than those further east to form an opinion of the effect in the Yukon from the rush to the richest placer camps on earth to the changes taking place at the present time, viz.: From placer camp to dredging and hydraulic mining. In Manitoba and the Northwest Territories you had to wait practically from 1882 to 1902, before the effects of the boom passed off and were forgotten, before you began to attain your legitimate destiny, as being the wheat granary of the world. We do not propose to wait twenty years as already outside capital is flowing into the country, a large portion of it being English capital, the very people who blamed the Klondike for loss of money invested there in 1898. This change of mind has simply come about by English investors coming on a visit to the Klondike and being men of sound business ideas, saw that the principal reason of their losses during the boom period was simply paying boom prices for undeveloped mining property, and then placing inexperienced men to open and develop the same. The American capital that came in during the boom had not the same want of experience to deal with, and in consequence fewer losses occurred from purchasing over-priced property.

Spending Millions.

"The Guggenheims are expending $20,000,000 in the purchase of land, dredges and also in building an enormous ditch, fifty miles in length, to supply water to hydraulic placer grounds they purchased direct from the miner. They have erected a large electric plant to run all their dredges by, the electricity being generated by water power. It may be as well to state that the Yukon and Alaska are both favored by nature with more water power to the square mile than any other part of Canada or the States. This power, owing to the peculiar formation of the rock over nearly the entire country, can be developed at any point desired, far more conveniently than in eastern places, simply because long distance transmission by heavy wires is not required. The question of supplying electric power in the immediate vicinity of Dawson for quartz mills and other purposes so as to lessen labor and cheapen production is already being taken up by an American corporation.

"The country outside of the reach of roads or facilities to get transportation at a reasonable figure, naturally will have to wait a few years. The material for dredges weighing 600 tons have been transported fifty miles by teams in winter at a cost of $40 a ton, and when you realize that the rate by the White Pass from Skagway to Dawson averages from $30 to $60 a ton you can form some small idea of the present cost of installing a dredge.

Not an Experiment.

"The dredging enterprise in the Yukon is not an experiment. It was commenced in 1898 on the Hootolingivia river, but was not a success for various reasons. The same dredge was then moved to the Dawson district in 1902 and has proved a paying investment ever since and this fall at least ten dredges will be in operation in the immediate vicinity of Dawson.

"Quartz mining, luckily for the country, was never boomed up sufficiently to induce capital to take a hand. If a few wildcats had by chance been floated during the placer excitement, it would have put the country back thirty years in that class of mining. It is known that good quartz does exist all over the country. Owing to certain conditions, however, certain disadvantages have to be overcome, especially cheap power for crushing purposes, and other conditions not met with elsewhere. These disadvantages are being worked out by practical men, and when they are worked out, which will be inside of the next few years, you will hear of Yukon and Alaska quartz mines, that will bear inspection even by the man from Missouri.

Copper in Country.

"The peculiar conditions referred to only apply to the interior of the country by the coast, and the lower slope of the Rocky mountains. Quartz at Conrad or on the slope to the Pacific are in a class by themselves. Copper, even with the small amount of development to date, shows better than even the most sanguine ever expected. At White Horse alone, sufficient ore, carrying from 5 to 16 per cent. copper could be mined by mines already opened to keep the White Pass railway busy carrying the ore for shipment to outside smelters.

"This it is to be hoped will be changed and smelters erected near White Horse. Every facility exists to generate gas from native coal for smelting. These enterprises are being opened up and developed by private parties, so as to have the values in sight under any test the larger capitalists may require before being enlarged and brought to the public notice.

Government Done Much.

"The government has done a great deal in the way of roads and first class schools, and in these matters are away ahead of the American government. But a great deal remains to be done to open up and develop the country from the Rocky mountains west to Alaska. The country must be brought in closer touch with the business centres of the east.

"The coast cities are being built up from the effect of this Alaska and Yukon travel and trade, and in talking to any coast man he wants to impress on your mind that it is his by right, and if he can manufacture any class of machinery or goods suitable for the trade, well and good, and having the east handicapped with the long haul to the coast he feels safe. But the time will come and that shortly when with railway communication to the Yukon waters from some point east of the mountains, which will also open up a good farming country, through the Peace river country, goods can be delivered in the centre of the greatest mineral country on the continent as cheaply and quicker than from the coast.

"It does not require much of a business man to see that if any country can stand all these extra charges and still go ahead, what development would take place when railway communication is secured direct with the east.

More Self-Government.

"Our government has promised to give Yukon more say in her own affairs, and it will be found a step in the right direction.

"In a nutshell it can be explained in this way. We in older Canada always objected and do so still to being told what was the best for our interests from Downing street, simply because they could not understand our requirements. We of Manitoba in the west found the same fault with local affairs which we understand were being taken in hand at Ottawa. These things have righted themselves in Manitoba and the west through time, but in this age of progress, the Americans and ourselves might as well make use of the knowledge we have both gained, and not say 'Let us go slow and learn from experience.' A mistake is made by saying the unknown north is different to what our unknown west was. This is all a mistake."

Mr. Astley says he is no dreamer, and has in his possession clippings of eastern papers containing speeches of his in 1889, where he stated that in place of one railway, viz., the Canadian Pacific railway, not finding enough traffic as many argued to pay for grease, "That inside of twenty years two transcontinental railways would be required, and he hoped built."

He claims no power of second sight, but having had forty-five years railway experience, and being a westerner and frontier man by choice, has kept a thorough record of American western progress, and the dire necessity of continued increase of railway enterprises.

Healthy Climate.

Mr. Astley claims the climate is the healthiest on this continent, spring, summer and autumn. The winters are cold, but the extreme cold is not objectionable when it is taken into account, the absence of winds. The two months of very short days are really a drawback, especially to office men, as it makes it necessary to use more electric light. But for mining the short days make no material difference, as 95 per cent. of all such work is underground.

TO PERPETUATE ONTARIO FORESTS.

Ottawa, August 6.—It is probable that on the opening of the branch of the Royal Mint here in November or December next a nickel penny may be introduced in the Canadian coinage. It is felt there is a need for a penny piece in Canada, and a nickel coin worth two cents would not have the disadvantages in respect to cumbersome size and weight, which necessitates the discarding of the old copper penny. The use of nickel in the Canadian coinage would also afford another convenient market for the large nickel areas now being explored at Cobalt. The new mint will employ about sixty men, and will turn out between 16,000,000 and 20,000,000 coins per year. At present the British mint is turning out on the average of about 16,000,000 Canadian coins per year.

Cobalt camps have already yielded $1,000,000.

Hon. Sidney Fisher has sailed from Southampton for Canada. Hon. W. S. Fielding and Hon. J. P. Brodeur are not expected in Ottawa for five or six weeks.

The school property committee of Ingersoll, Ontario, has recommended that the domestic science and manual training classes be discontinued, and that the services of the special singing and music teacher be dispensed with.

Shortage in Pulpwood.

The tributaries of the Ottawa River are so shrunken that much pulpwood has been stranded. The drives on the Petawawa and Gatineau Rivers are in a bad state. A dearth of pulpwood is viewed with alarm at Ottawa, as many orders are being received owing to strikes in Scandinavia. The present condition of the rivers is due to the late spring. The early floods passed away while the ice still held the timber.

The tub factory belonging to W. Inglis at Fosterque was totally destroyed by fire with $10,000 damage.

After three months of delay excavation of the new $217,000 Y.M.C.A. building in Ottawa has commenced.

Motor Cars For I.C.R.

An Austrian-built steam motor-car for service on the Intercolonial was given its first trial trip this week. The car is smaller than those built by the I.C.R., and less speedy, having a maximum speed of twenty five miles an hour, while New Brunswick built cars in trial trips have attained 45 and 50 miles in that time. The car is small, with seating room for 47 passengers, the passenger section being divided into two compartments. The motor has a capacity of 80 to 120 horse power. The cars weigh 30 tons when equipped for the road, and with the maximum number of passengers, while local cars under the same conditions weigh 70 tons.

BRITISH EDITORS WILL COME HERE.

Winnipeg, Aug. 6.—A party of eleven British newspaper men arrived this morning from the east on a tour of Canada. The party which preceded them a week or so ago consisted largely of London Journalists. This party is made up of newspaper men from the provincial press of Great Britain and Ireland, which can provide from the Canadian point of view most effective information from immigration or trade standpoints.

Evidence British Interest in Canada.

They will write of Canadian conditions and Canadian possibilities for the classes, which would make the most desirable settlers or others who would preceive opportunities of business attention or residence. The newspapers represented are the most influential of the British provincial press, and the earnest, business-like manner in which members seek after hard facts display the seriousness with which Canada is being taken by the people of Great Briain.

Personnel of Party.

The party, which is in charge of the Department of the Interior, is made up of the following: Messrs. Barclay & McConkey, Belfast Telegraph; David Comb, Dundee Advertiser; W. Longstaff, Newcastle Chronicle; Charles W. Stamer, Northern RRhoa, Darlington; J. M. Attenborough, Manchester Guardian; W. Rowley, Ellison, East Anglian Daily Times; Jos. Cooke, Sheffield Daily Independent; W. Redwood, Bristol Daily Press; J. T. Dunsford, Bridgewater Mercury; A. H. Powel, Birmingham Evening Despatch, and A. J. Elliott, Times correspondent at Washington.

Will Come to Edmonton.

The itinerary selected for the party is as follows: Wednesday in Brandon; they will reach Regina at 9.30 Thursday morning and will spend the day there, leaving at 4 p.m. for Moose Jaw. In Moose Jaw they will spend the balance of day, Thursday, August 8, leaving at midnight for Calgary. They will arrive in Calgary at 3.25 Friday afternoon and will leave the same night for Banff. They will then go through to resort in the mountains, where steps will be made at Banff, Laggan and Glacier. The 12th, 13th and 14th will be devoted to the Coast cities, and on the 16th the party will be again in Calgary on the way to Edmonton. On the way north stops will be made at Red Deer and Wetaskiwin and other points as may be arranged, and on Thursday afternoon at four o'clck the travellers will arrive in Edmonton.

DEPORTED BOY AS CRIMINAL.

Winnipeg, Aug. 6—The immigration authorities deported last night as a criminal a boy who says he is Bugler Dunne, of South African war fame, who is credited with saving the day for the British at the battle of Colenso. All England and the British empire ring with the fame of this young bugler at the time. Bugler Dunne, as he was called, was in the van of the army when he was wounded by a shot in the leg. Despite this he raised himself on one arm and blew the necessary calls until the English had won the day and gained the heights where the Boers had been entrenched. Then he fainted away.

Boy Hero Feted on Return.

On his recovery and return to England he was feted everywhere and decorated by the Queen who gave him personal thanks. After that he went on the music hall stage and for some time nothing has been heard of him. The immigration authorities have been making arrangements for some time for the deporting of a young man in jail at Portage La Prairie, under the name of Walter Woodrow. He was arrested on February for the theft of a $300 coat, but was released on suspended sentence. On March 3 he was again arrested and sentenced to serve a term of six months, which would expire on August 11, next Monday.

Claims to be the Hero.

Woodrow, which is believed to be his true name, came to Canada on August 11 last year. On the passage over he was known as Bugler Dunne and he has always claimed since that he was known as Bugler Dunne, and was the Colenso hero. Several people say that his photo resembles the original Dunne. But other people deny this. Still the fact remains that up to the hour when he left Winnipeg last night in custody he stoutly maintained that he was the only and original Bugler Dunne, who as bugler boy in the Boer war, did much to save the British army from defeat at Colenso.

TO SEND EDMONTON PRODUCTS.

Grisenthwaite Promises Interesting Exhibit for County Fair.

Anaconda, Mont., Aug. 6.—Joseph Grisenthwaite of Edmonton, who was in the city recently visiting his brother, Manager Grisenthwaite of the Montana Hotel, is manager of the Edmonton Fair grounds, and he has promised Secretary Martin to send to the Deer Lodge county fair an interesting exhibit of the products of that new country, which is attracting much attention now throughout the world.

Edmonton, from a trading and outfitting point, has sprung to a city of 15,000 people in a few years, and there is a tide of immigration to that section of the country, which as a wheat-raising district and cattle country is now famous.

Though always considered far north Mr. Grisenthwaite states that he will send exhibits of all sorts of farm produce from wheat to tomatoes that are raised there, and the exhibit will be sent from this county to the state fair for exhibition.

DEPARTMENT OF INTERIOR BRINGING JOURNALISTS HERE

The Department of the Interior are bringing to Canada a party of distinguished British journalists, consisting of ten men representing the leading journals of Great Britain.

The party are expected to arrive in Winnipeg on the 16th of this month and C. W. Speers, of the Immigration Department, has written the secretary of the Board of Trade asking that the Board give them suitable entertainment while in Edmonton and the surrounding district.

Mr. Harrison, secretary of the Board, has replied that the Edmonton Board will see that they are well attended to here and given a chance to see the crops, etc., in the vicinity of Edmonton.

On Grand Circuit.

Buffalo, N.Y., Aug. 9—The grand circuit meeting closed this afternoon with hotly contested races. Big fields faced the starter in two events and it took four heats to decide the winners. Lotta (formerly Lady Thistle) won the first heat of the 2.15 trot. She was beaten by Margaret O in a hot race down the stretch in the second heat in this race. George Aparns, driven by Geers, broke a small bone in the foreleg and was withdrawn.

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are saved suffering—and mothers given rest—when one uses

Nurses' and Mothers' Treasure

Quickly relieves—regulates the bowels — prevents convulsions. Used 50 years. Absolutely safe.

At drug-stores, 25c. 6 bottles, $1.25. National Drug & Chemical Co., Limited, Sole Proprietors, Montreal. 41

WANTED TO BUY—A farm in Northern Alberta with house and some land under cultivation, a half section or more preferred. Give particulars as to acreage, quality, locality, improvements, prices, etc., to Address Box 99, Bulletin Office, Edmonton up to Aug. 15th.

WANTED—First or second class teacher for St. Emile school district No. 1443, Legal, Alta. Duties to commence 1st September. One speaking English and French preferred. E. Casavant, Legal, Alta.

LOST—From Section 36, township 55, Range 19, bay 3-year old mare, white stripe on forehead; branded "H S" on right shoulder. Ten dollars reward. Hnry Alvin, Star, Alta.

WITH T

PROFITS IN PORK P

The Dominion Departm culture, as well as the of Agriculture of Ontario, carrying on for sometim large number of experiments purpose of demonstrating as possible the cost of bacon hogs. One of the m ats of these experiments carried on last year by with the cooperation of a score of farmers in diff of Ontario. The results some other experiments reported at the Winter Guelph, and on such occa mand has more than once on behalf of the farmers packers be asked to show of transforming these bacon. But this demand able one under the circ has fallen on deaf ears.

While, however, the pa refused to voluntarily p figures before a farmers some facts which serve purpose were brought out tion recently tried in this action was for the purpose mining the allotment and paid for certain shares in Davies' Co. In connection trial a table was exhibited the dividends which stock company has paid during thirteen years. In only one this dividend gone as low cent, that was in 1903. In year in which the packers ily dropped hog prices in tumn, without any correspo cline in the old country b ket, the dividends went per cent.

The exact dividend paid stock for the last thirteen as follows:

For the year ending March 65 per cent.

1894, 34 per cent.
1895, 40 per cent.
1896, 45 per cent.
1897, 100 per cent.
1898, 120 per cent.
1899, 82 per cent.
1900, 60 per cent.
1901, 27½ per cent.
1903, 15 per cent.
1904, 30 per cent.
1905, 41 per cent.
1906, 25 per cent.

That the stock is still a vestment is further shown fact that J. W. Flavelle, director, paid $400 per share with a face value of $100, du past year.

In view of these facts pac leave serious difficulty in tempt to convince farmers that they are always payi for hogs than conditions w

GOVERNMENT COMMEN

The Farmer and Ranch R July has the following to regard to the action of the D Department of Agriculture gaging Prof. H. W. Campbe braska, to give a series of to the farmers of the south farming:

"The Alberta Department culture deserves much prais curing the services of Mr. to deliver a series of lecture important subject. Alberta capable seed inspector, M Mitchell, has been an adv "Dry Farming" for years. companied Mr. Campbell on his tour."

ALBERTA WINTER WH

Alberta winter wheat is a a great deal of attention a farmers of the western sta experiments will be made State Agricultural College rado to test its adaptability country. W. M. Gilfoy, ma the Calgary Milling Co., re few days ago a letter fro White, agricultural commiss the Rock Island and San F system at St. Louis, stating had been requested by W. professor of agrology in the State Agricultural College, him (Mr. Gilfoy) to ship as possible one hundred pounds winter wheat for test on the mental farm at Fort Collin latter requested that it be before August 10, so as to destination in time for the ing. Mr. Gilfoy has already to the matter, and has ship hundred pounds of a very fine of wheat.

LICENSED ELEVATOR

The Department of Tra Commerce at Ottawa has report showing the numbers cations of licensed elevat warehouses in the Manitoba division, including the prov Manitoba, Saskatchewan, and British Columbia, with terminals on the Canadian Canadian Northern, the the Brandon, Saskatchewan son Bay and the Alberta rail the Irrigation line. On the there are 917 elevators and houses, with a capacity of 2 bushels, and on the Canadian ern, 275 elevators and 20 wa with a capacity of 7,485,200 The Midland and the Brand katchewan and Hudson Bay elevators, with a capacity of The Alberta Railway and I line has 7 elevators, with a of 209,000. The C.P.R. has 7 terminal elevators with a cap 11,625,000 bushels, and the has 2, with a capacity of 7 In all there are 1,221 elevat 52 warehouses, having a total ity of 55,222,200 bushels.

HOLD FOR DOLLAR WH

A Chicago dispatch says liable agents have been sent the wheat country by the L trade, and confirm the rum the Society of Equity has cl a gigantic plan to hold whe minimum of $1.00 a bush tanks, holding thousands of can be purchased for $150 farmers all over the northw