N!
isorder, we can cure you
along suffering from dis-
many years' experience
es.
ment
ASES OF MEN. NER-
VDROCELE, NERVOUS
ERS, SORES, ULCERS
RDERS, and all special
Free
consultation now, write
MUSEUM
POKANE, WN.

ERE TOWN
BARE PRAIRIE

ome of Whom Came From
e Jaw-Lacombe Branch and
nd Wilkie Branches—High

taste of pioneering, the wea-
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gh prices prevailed, as much
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nion prevails that Kerr Rob-
great future as a divisional
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Prices are not considered

sive merchants have already
me fifty buildings about a
the new town and these
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Lumber is on the ground
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e north and occupies a com-
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miles around. Purchasers
present every line of busi-
blacksmiths and bankers el-
ch other in an effort to se-
ble locations. A large hotel
diately be erected.

TUDY
TY, GEORGE V

suppress the paper. I would
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ht."

ses Oratorical Powers.

tson lays great stress on the
s ability as an orator of the
type, saying his colonial
made the deepest impression
e and his famous "Wake
nd" speech, made upon his
erally eclipsed the oratory
ry, Rosebery and Chamber-
spoke upon that occasion.
on attributes much of this
the clear enunciation of the
ng it was a positive revela-
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English orators. "Why," ex-
he Canadians, "he speaks
nadian," and they asked:
e we been sending our sons
hters at great expense to
o acquire the right accent
future King speaks with
hese affectations which we
ys imagined to be the hall-
ood breeding."
Edward," adds Mr. Watson,
ywhere regarded as the ar-
style. King George has al-
ome, for his success, the
diction."

AFTER ROOSEVELT.

yptians Take a Fling at the
Ex-President.

Switzerland, Sept. 15—The
eeting of the permanent
of the young Egypt party,
which is autonomy, opened
afforded an opportunity of
ral Egyptians availed them-
attack Former President
because of his speeches at
and London. Among the
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ar blusterer," and "self-ad-

mittee sent a telegram to
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A message was also sent
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RY SADDLE
IT RAINS
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CE AND THE
VES MAKES IT
OF QUALITY
EVERYWHERE
ANADIAN CO. LTD.
NTO, CANADA.

THESE PRETTY TOQUES A REAL BARGAIN

Such pretty toques were surely never sold at prices so low as these. Every school Miss will want one and there is a pleasant surprise in store for every purchaser. The order we placed with the manufacturer of this toque was the largest he ever received. Price reductions came to us as a matter of course and now we pass the saving on to you. Order by number and look for prompt shipment. If toques are to be sent by mail add seven cents postage for each one ordered.

This year Eaton's are in a better position than ever to give prompt and satisfying attention to Mail Orders.

THE EATON CATALOGUE SENT FREE ON REQUEST

No. 10D82	Honey-comb knit of pure wool. Good full size and one of our best values. Colors—Plain black, navy, cardinal, scarlet, sky or white.	Price 35c
No. 10D33	Extra quality, large size honey-comb knit toque. Modelled by one of the foremost makers in Canada. It proved it's popularity last season. Colors—Plain white, navy, cardinal, black, myrtle, brown, sky, white with sky, navy, pink or cardinal, with white or navy, navy with white or cardinal.	Price 45c
No. 10D34	Made of special quality worsted wool, closely woven, stripe or border design. Colors. Solid white, navy, cardinal, black, sky, scarlet, also cardinal with white or navy stripes, navy with white or cardinal stripes, white with sky, navy or cardinal.	Price 25c

THE T. EATON CO LIMITED
WINNIPEG CANADA

CHAIRMAN MABEE AND HOW HE RUNS THE RAILWAY COMMISSION

Blue Prints Cut Big Figure in Progress of the West—They Exemplify Modernity as Opposed to Ancientry—Men With Kicks Coming Are Makers of Alberta—All Wish to Say Something, But Each Must Await His Turn.

Once on a time history was written on scrolls with a goosequill; that was ancientry. Now it is written on maps and blueprints; that is modernity. History is being made very fast in the province of Alberta at present, and most of the history is written on blueprints.

Blueprints give character to the sittings of the railway commission, such as were held in Edmonton Monday. The atmosphere is one of blueprints. The room smells of blueprints. The tables are covered with the long paper rolls. They lean against chairs and against the walls.

When Chairman Mabee, who was as solemn as a blueprint and looked like one, hears a case, both sides have blueprints to illustrate what they say. The blueprint, which cannot lie, being the child of mathematics and photography, gives its voiceless testimony. The work of the railway commission is important and the blueprints help it to do its work as much as do the other witnesses who are more talkative, and, sometimes, less truthful. The blueprints are the little fathers of the railways themselves, the threads of steel that stitch the provinces together.

A Big Man.

Chairman Mabee, with his big head with its large cubic capacity for evidence and figures, and picturesque freight tariff schedules, and his face built square, with all its lines running at right angles, is a man worth looking at. He sits very solidly on his chair, and talks in a loud voice, on account of the primitive acoustic arrangement of the rooms in which the railway commission generally sits. He talks back very little, and that little is generally ironical. Those who talk to him generally say either too much or too little. The lawyers who sit beneath him clothed in dignity and tweed, respect his power, which is that of Tarounn-al-Rachid, of whom he is a modern instance. He is long on common sense and equity, and short on quirks and quibbles. The west should mark him well, for he is a friend to the west. His court is as impersonal as a blueprint, yet it is one of personal government. He and his colleagues love fair play and the square deal.

Is Unique Board .

The Dominion railway board is the one best bet of its kind in America. The corporation lawyers and the shippers who argue their cases before Chairman Mabee and his helpers are often somewhat peeved, but usually the proceedings slide forward with the smoothness of a Bible class. At the sittings of the commission in the city hall there were many men who wanted to talk to the commission, but they had all to wait their turn. They were the owners of the many blueprints, and the maps on tracing paper which helped the blueprints to make the school-room-looking council chamber smell of collodion and wax.

They—the human documents not the paper ones—were interesting because most of them had large humps of home-made muscle bulging out their tailor-made clothes, and strongly sculptured faces mummy-brown from sun and weather, showing that they began out-doors though they might now sit at roll-top desks in hardwood finished offices. Each had a kick coming, and some were their own lawyers and had wise men for clients and rushed in with their blueprints where lawyers and fools and angels would fear to tread, not believing in mild rhetoric and stifled accents when a man is looking for a fair show. The commercial map of Alberta is written on these men's hearts. Most of them have made a lot of money minding their own business. Now some of them are minding their own and the country's too, and the country will gain by it. Chairman Mabee, with his thinking face, all the lines of which run up or down, listens and considers in the calm of his judicial mind and adjusts the matter in strict accordance with common sense and equity, and sometimes according to the statutes "made and provided."

Once a Twelve-Month.

Everyone has heard of the man who took a bath once a year whether he needed it or not. The railways seem to be up before Chairman Mabee and his colleagues once a year in Alberta whether they need it or not. It is a good thing for the railways as well as for the shippers, because publicity is a holesome thing for corporations who are trying to give their customers a square deal. If you want to see how the caliph held court in the market place at Bagdad, go to a railway commission sitting. You will see a big figure of a man with the kind of face we generally associate with the Big Stick, dominating the room. The face is like an intaglio of stone. Arranged in wooden chairs, like the audience at a village political meeting, are twenty-five or thirty of the makers of Alberta, the men with the kicks coming. Their faces are marked with honorable scars of dissipation and labor; they are not a commonplace crowd by any means. They are extremely well dressed, with a few exceptions. They are smiling in cynical good humor at the hurried words of the rugged farmer who has much to say about the loss of cattle or the failure to put in a crossing on the particular railway on trial at the moment.

Legate Leaves for St. Paul.

Winnipeg, Sept. 19—His Eminence Cardinal Vannutelli and suite, after an exceedingly busy day visiting Catholic institutions and receiving the salutations of citizens of all classes and creeds during a public reception, left for St. Paul at 6 p.m. to be feted by Archbishop Ireland, whose guest he will be.

Chamberlain's Colic, Cholera and Diarrhoea Remedy is today the best known medicine in use for the relief and cure of bowel complaints. It cures griping, diarrhoea, dysentery, and should be taken at the first unnatural looseness of the bowels. It is equally valuable for children and adults. It always cures. Sold by all dealers.

BLOCKADE RUNNER'S WILL.

Relatives Threaten Contest for Fortune Amassed From Civil War.

New York, Sept. 20.—A contest is promised here over the $40,000,000 estate of Aaron Barnett, who made his money as a blockade runner in the civil war.

The widow and two children of one of his sons maintain that he drew up a will on July 1, 1910, which left them $300,000. The only will thus far produced in court left the entire estate to Gustave Barnett, another son, and Mrs. Sadie Rosenthal, a daughter, now living in San Francisco.

Barnett lived alone in his declining days. Shortly before his death his son Gustave removed him from his boarding-house to apartments adjoining his own in an apartment hotel.

COMMISSION HAS A STRETUOUS DAY

(Continued from Page One.)

crossing at Main street over the railway tracks.

The matter was allowed to stand until the Commissioner, Engineer Mr. Drury had made a report. The commission adjourned till eight o'clock.

The Evening Session.

At the evening session the first case to be heard was that of Wm. Humberstone for an order directing the G.T.P. to construct a branch line to the shaft of his mine adjoining the Clover Bar Coal Co. lands. C. F. Newell appeared on behalf of the application and Mr. Dickson on behalf of the Clover Bar Co. who have a spur, opposed.

The matter was referred to the railway commission engineer to report on the best location for the spur.

Complaint re Hay.

H. A. Mackie on behalf of the Alf. Denis Co., Ltd., complained relative to rates on hay from Toronto, Montreal and other princapal points east to the west. He said the rate for hay from Edmonton to Montreal was $9 per ton, while from Montreal to Edmonton was quoted at $16.

The case was reserved for further consideration by the commission.

City's Applications.

Solicitor Bown appeared on behalf of the application of the city of Edmonton to cross the E. Y. & P. near Stephen avenue in the west end of the city.

The matter was referred to the commission's engineer to make a report as to the best street for cross-

An application of Palmer & McIning.

tyre, Edmonton, for compensation for lots abutting the G.T.P. was withdrawn as a similar case has been appealed at Fort William from the decision of the railway commission to the Privy Council, it being claimed that the commission did not have jurisdiction.

Red Deer Case Withdrawn.

The application of the Alberta Central Railway for approval of location of its line from the town of Red Deer, westerly and northerly, to Rocky Mountain House and to consider the question of having the railway company deliver passengers and local freight with the town of Red Deer was withdrawn, as the case was settled.

Several other minor cases were heard before the court adjourned.

Morning Session.

The railway commission, with the chairman, Judge Mabee presiding, and Commissioner Mills as associate, held a session in the city hal lthis morning. It meets again at two o'clock and before adjournment will dispose of the twenty-one cases that are to come up for hearing in Edmonton.

Six cases were disposed of in the morning, but only one had any general interest in the cit yof Edmonton.

It was the complaint of the Canadian Northern Railway company alleging that the cars of the Edmonton city street railway pass over the railway crossing at the east end of the station platform without the conructor getting off in the proper manner, and giving the motorman a "clear" signal.

Traffic Manager Shaw, of the C. N. R., said that this matter had been satisfactorily arranged with the city and the complaint was withdrawn.

City Solicitor Bown stated that some carelessness had arisen in the operation at this point owing to the fact that there was no regular street railway superintendent after the resignntio nof Mr. Taylor.

A large number of railway officials and lawyers from outside the city, as well as local legal men were present. Amoong those in attendance were: J. A. M. Atkins, C. P. R. solicitor, Winnipeg; R. B. Bennett, Calgary; F. W. Peters, assistant to Vice-President Whyte, of the C. P. R.; A. Price, general superintendent, Calgary; W. B. Lannigan, general C. P. R. freight traffic manager, Winnipeg; George H. Smith Shaw, general traffic manager, C. N. R., Winnipeg; D'Arcy Tate, solicitor G. T. P., Winnipeg; J. E. Dalrymple, general freight traffic manager of the Grand Trunk Pacific; F. A. Morrison, Vegreville. There were also many farmers and others who are interested in cases being heard before the board.

Application Refused.

The first application was that of G. H. Furnival, Edmonton, for an order directing the G. T. P. to treat with the applicant for damages sustained by him by the construction and operation of the railway across Clark street, west of his property near Namayo avenue. J. E. Wallbridge appeared on his behalf and stated that the lot affected was lot 14, block 13, R. L. 14.

"Under what section do you invoke our aid?" asked Chairman Mabee after he had expressed the opinion that the applicant should enter suit for damages in the courts or commmence an arbitration.

"The assistant commissioner gave a ruling similar to the one we are asking for," said Mr. Wallbridge, referring to a case on Twenty-first street, where the G. T. P. runs along the thoroughfare."

"No, that was quite different," was the chairman's reply. "On Twenty-first street the railway runs along the street, on Clark street it runs diagonally across.

Mr. Wallbridge was at first inclined to dispute the latter statement, but eventually admitted the chairman's contention.

"What is to prevent you beginning a legal action?"

"It would involve heavy legal expenses," said the attorney.

"Well, if you are right the railway must pay the costs."

D'Arcy Tate, solicitor for the G. T. P., said that the action was premature. The city had not yet graded the street. When this was done the railways were required to bring their grades to the street grade and there would be no damage resulting. He thought also that the C. N. R. and the city of Edmonton should be made a party to the action.

The city engineer, A. J. Latornel, was called and examined with reference to the condition of the street before the railway was laid and as to whether anything was now being done to grade it. He said it was an ordinary open street in 1905, with a sidewalk and that it was not now being graded. The sidewalk was torn up when the railway was laid.

After further argument in which the solicitors, the applicant ad others took part, Judge Mabee said he did not know of any similar case where damages could be collected.

"I think you could get just as many men who would swear the property was increased in value as that it was depreciated," said the chairman.

Judge Mabee suggested that the application be postponed for six months to see if the railway companies take any action to grading the street.

Fort Saskatchewan Trail Subway.

G. B. O'Conner appeared for L. I. D. 27, 2, 4, asking that the G. T. P. be compelled to build a subway on the Fort Saskatchewan trail near the J. Y. Griffin & Co. plant, as ordered by the railway commission on October 29th, 1909.

"The G. T. P. appear to entirely disregard the orders of the commissioners," said Mr. O'Conner "I know of no case where a railway has so flagrantly disobeyed the orders of the commission."

"Now what have you done, Mr. Tate? You appear in a very dangerous position according to the counsel for the applicants," asked Judge Mabee.

Mr. Tate said that the G. T. P. had endeavored to settle with all the property owners affected by the diversion of the trail to Norton street, as an alternative granted to the railway from building of the subway. They were now being held up by four property owners who refused to settle."

"What more can you expect the railway to do?" asked the chairman.

"We don't care whether they acquire the property, we want a safe, railway crossing, said Mr. O'Conner.

"I think they are acting as fast as they can; if you had any experience in buying right of way you would know that," said the chairman.

"Have you exhausted every means of getting the land?" the chairman inquired of Mr. Tate.

"Yes, we have."

"Well, we will issue an order to expropriate and that will settle that," said the chairman.

Judge Mabee took the description of the four lots affected and told the railway solicitor that the expropriation proceedings need not delay the work.

"You can have the plans for Norton street bridge filed in ten days, and the diversion finished by the first of next June, with the bridge the full width of the street. I will make an order to that effect," said Judge Mabee, writing as he spoke.

A Duhamel Matter.

The G. T. P. Branch Lines company applied for an order dealing with the highway crossing and road diversion at Duhamel, section 34, township 45, range 21, west of the 4th. J. R. Boyle appeared for the local improvement district, which was affected and George P. Smith, M.P.P., was also in attendaance.

The commission's engineer had made a recommendation with reference to a diversion with which the G. T. P. engineer dissented. The local improvement district wished the board's order sustained.

"We cannot go contrary to a recommendation of our engineer where he says a diversion is dangerous to traffic," said the judge.

A large deputation of Duhamel residents were presents and it was agreed that if the government contributed $500 and the local improvement district $200 the G. T. P. would build an overhead bridge to be completed by the 15th of June.

The next matter to come up was relative to a highway crossing over the main line in the town of Tofield. J. E. Wallbridge appeared for the town and R. H. Whillans, of the town, was also present.

The railway company wished the crossing at Queens street, while the town of Tofield asked for approval of the crossing on an extension of King street.

The matter was allowed to stand for the present.

"We have never closed a road allowance for a railway unless the municipality consented," remarked the chairman.

The village of Millet asked for an order directing the C. & E. Railway company to provide a highway over Edward street in the village. R. B. Bennett appeared for the railway and Alex Manyard was present on behalf of the village.

The commissioner ordered that the village have leave to put in a crossing at Alexandra street at the expense of the village.

St. Andrews Elects Council.

Montreal, Sept. 18.—Brotherhood of St. Andrews at Saturday's session elected the governing council for the ensuing year. Following are the western members; S. W. Smith, Winnipeg; H. M. Arnold, Brandon; J. H. Young, Regina; H. Davidson, Pickett, Moose Jaw; Charles R. Hill, Saskatoon, Sask.; W. A. Geddes, Calgary; C. H. Hewett, Vancouver; H. O. Litchfield, Victoria; C. C. Stenhouse, Fort William; A. H. Young, Winnipeg; Dr. Speechley, Pilot Mound, Man.; Fred Devine, Nelson.

Legislate Against Fight Pictures.

Halifax, N.S., Sept. 20.—The provincial government will shortly be asked to pass legislation aimed at the suppression of moving pictures of prize fighting, similar to that in force in Ontario.

SASKATCHEWAN MAN KILLED BY TRAIN

With a Companion Was Crossing the Track in a Wagon When Struck by a Work Train—Companion Badly Injured.

Hitchcock, Sask., Sept. 17.—H. Brown, a young Englishman who came here from Melita, Man., was killed and A. Savelberg, was fatally injured by a work train near here. They were driving over a crossing where the view of the track was obstructed by snow fences.

B. C. TRAPPER SHOT SPECIAL CONSTABLE

Resented His Premises Being Seached for Evidence of His Having Violated Game Laws—Murderer Gave Himself up—Tragedy Result of Jealousy.

Vancouver, B.C., Sept. 18—Jealousy between two rival trappers was responsible for a cold-blooded murder in the north, news of which reached Vancouver today when Constable Minty, of Beck Bay, brought down Donald MacDonald, of Salmon River ranch, a trapper, and the body of Frank Savage, shot by MacDonald on September 14 during a quarrel. A charge was laid against MacDonald for having beaver skins illegally in his possession, and Savage was sworn in as special constable to execute a search warrant at the trapper's home. MacDonald resisted the execution and Savage called in the aid of another rancher, P. Cushman. As the two officers came out of MacDonald's hut after making their search, the latter shot Savage through the breast, killing him instantly. He gave himself up to the provincial police.

WAINWRIGHT HELD CIVIC ELECTIONS

First Mayor And Council Selected—Incorporation of Town Celebrated by Display of Fire Works.

Wainwright, Sept. 19.—Wainwright has been incorporated as a town. The results of the first election are;

Mayoralty contest, H. Pawling 93, G. Richardson 67.

For councillors: Walter Musson 102, W. Crawford 114, S. J. Covey 113, W. E. Mills 105, C. G. Cook 102, Dr. Watson 85, R. Kenney 65, Dr. McQueen 59, F. Lush 29. Musson, Crawford, and Covey serve for two years. Mills, Cook and Dr. Watson for one year.

The Citizens' band turned out in the evening and fire works were used freely to celebrate the incorporation of the most progressive and promising town between Saskatoon and Edmonton.

LLOYDMINSTER.

Bulletin News Service.

The leading matrimonial event of the year, in Lloydminster, took place last night at the Anglican church, when Miss May Bell, second daughter of John Bell, and S. R. Tuffley, of Yorkshire, England, were united in wedlock. Despite the fact that the wedding was a quiet one, the popularity of the bride and the fact that her father has been a prominent business man in the town for many years, attracted a big crowd to witness the ceremony.

A warm demonstration of affection from her many friends marked the departure of the bride and bridegroom for Edmonton, whence they proceed to Banff for the honeymoon. The bride's wedding dress was of white duchesse satin and her travelling costume of navy blue broadcloth.

The purchase at one dollar per bushel of forty-two and a half bushels of oats, from J. C. Hill & Sons by the C. P. R., is another testimonial to the quality of this grain grown on a Lloydminster farm. These oats won a silver cup at Brandon winter fair as the best exhibit of milling oats in all Western Canada ,scoring 95.5 points out of 100. The yield was eighty-six bushels to the acre, and weight fifty pounds per bushel. The company purchased the oats for exhibition and publicity purposes and will distribute some seventeen thousand small bags, each containing about two ounces.

A. E. Copping, a representative of the Daily News, London, England, and his brother, Harold Copping, a well known illustrator of books in the old country, have been exploring Lloydminster district this week in search of "copy" and material for sketches for articles to appear shortly in the London newspaper, and for a book dealing with Western Canada, to be published next spring in London. Mr. Copping and his brother had special instructions to report the conditions and prospects of the famous Barr colony. Ample information was obtained, and two pictures painted of scenes in the town and district. The journalist and his artist brother were delighted with the prosperity they saw attained by their countrymen and the tangible proofs that the oft-maligned Barr colonists were making good and were more than satisfied with their new country. The two left Lloydminster for Edmonton, from which city they will journey to Vancouver, via Calgary, returning home in October.

Lloydminster, Sept. 15.

Train Wreck in Portugal.

Lisbon, Sept. 20.—One hundred persons were injured today in a railroad wreck at Little Station of Sonhora Da Hora, near Oporto, on the Povoa Railway.

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P.O. Address, Box 1359, Edmonton.

LANGHAM BANKER SHOT

Langham, Sask., Sept. 19.—A. S. C. Latchford, accountant in the Northern Crown Bank, died as the result of a wound received on a goose-hunting expedition near here. He grabbed a gun by the muzzle and received the charge in the neck. He came west from Toronto in 1908. A. J. Wells, manager of the same branch, who also hailed from Ontario, was drowned a short time ago.

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Here is a good bargain. A Bedroom Set consisting of a substantial iron bed, 4 feet wide, re-inforced bed spring, good fat mattress, oak bureau with clear mirror, and commode wash stand and chair to match; good enough for anybody, for $25.00.

An elegant, nickel mounted Cook Stove, the best baker in Canada, reversible grate for coal or wood, for $25.00, and others to suit the taste and pocket book.

An 8 x 14 Wagon Cover, made of 10 ounce duck, for $6.00; stock tarpaulins at the same proportionate price; a pair of Flannelette Blankets, $1.25; a pair of all-wool Grey Blankets, $3.75. We have Wool Blankets at all prices down to $1.65 per pair and up to $9.00, but these are the ones we recommend for service and satisfaction. A nice Hammock, $3.00. Flags in Union Jacks and Canadian Ensigns from 10c to $12.50 each.

Note—We have a Tent Factory in connection with our business, where we make tents, tarpaulins and bags in any shape or size wanted at lowest prices.

Canoes, made by the Peterborough Canoe Co., $35.00 up; 4-tine Hay Forks 75c each. Pole Axes, 75c to 90c. Axe Handles, 40c. Handled Axes, $1.25. Lance-tooth Cross-cut Saws, 4 foot $1.60, 5 foot $2.00; saw Handles, 25c each. Jack Knives all prices (state price you wish to pay). Butcher Knives, 25c up, state length of blade and purpose for which required. Small four-hole Cook Stove, $12.50. Fry Pan, 25c. Groceries at Lowest Edmonton Prices. Kitchen and Table Utensils at prices which will surprise you. A good Double-barrel Gun, $12.50. We also have Stevens, Tobins, Parker's and other makes of Guns, ranging in prices up to $250.00. Loaded Shot Shells in boxes of 25 for 65c. each, Four Boxes $2.25, and so on.

Make up a list, with your name and address clearly shown, and accompanied by money order, and then compare our bill with the prices you pay locally. The saving will mean many comforts to yourself and family during the year that you could not otherwise provide. Call and see us when in Edmonton. No second-hand goods, everything is new and clean.

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You can make more money on 10 acres of home garden land than you can on 160 acres of Northern land.
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10 to 20 acre tracts $20.00 down and on very easy terms.
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REWARD.

REWARD $15.00—LOST, STRAYED or Stolen from Vegreville, Alta., on July, 1909, one Bay Gelding, weight 1,000 lbs., branded B on the right hind hip, with halter on, hind feet white and white face. Anyone knowing whereabouts the said horse is please notify Steve Worobec, of Zawale, Alta., and receive reward.

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TEACHER WANTED FOR HAKAMUM School District; duties to commence first week in October; three months' term. Apply J. A. Hinchliffe, Sion, Alberta.

WANTED TO BUY—IMPROVED Quarter or Half Section. Give location, price and terms. Box 1, Bulletin.

TEACHER WANTED FOR THE Colchester School, No. 452.—Apply to John Croswhite, sec.-treas., Strathcona, Alta.

TEACHER FOR SIFTON SCHOOL District, No. 727, second class, salary $600.00. Commence October 1st; board one mile; yearly school.—Apply to W. W. Harber, Camrose, Alta.

FARMS WANTED — WE HAVE buyers waiting for Improved Farms and Wild Lands. Send description and full particulars, lowest price and terms to Hegler & Sutcliffe, 374 Jasper East, Edmonton.

WANTED — Teacher for Edgerton School District, No. 2044, lady. Protestant, must have first or second class certificate. Term commences September 1st.—Apply J. H. Fraser, sec.-treasurer, Edgerton, Alberta.

FOR SALE.

FOR SALE OR RENT—480 ACRES. 160 acres new breaking, nine miles north of Kitscoty; new frame buildings, good well; 1910 crops in this district good; A1 proposition. Apply to owner, L. M. Fry, Marwayne, Alta.

LOST.

CAME TO THE PREMISES OF THE undersigned, 23-55-22, about September 12, a Dark Bay Mare, no brand, flat shoes, weight about 1,000. Owner may have same by paying expenses. John Lachapple, Lamoureaux P.O., Alta.

STRAYED—FROM EAST CLOVER Bar, Bay Gelding, white face, weight about 900 lbs.; branded left hip with hock 7-7-. $10 reward on return to G. G. Fraser, Agricola, Alberta.

ESTRAY—RED HEIFER, ABOUT 2 years' old; no brands; white streak between forehead; white patch under belly between forelegs; left horn broken off; right horn bent; about three inches long. At Boscombe Farm, Sion, Alberta

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