

## JOHN PANKHURST DEAD

Ex-Canadian Journalist and Related to Noted Suffragist.

Chicago, Dec. 29.—John Pankhurst, for many years a newspaper publisher at Aylmer, Ont., uncle of Miss Christobel and Miss Sylvia Pankhurst, and brother-in-law of Mrs. Emmeline Pankhurst, the English suffrage leader, died at his home here today. Mr. Pankhurst was 58 years old, and his death was due to old age.

Mr. Pankhurst was born in Manchester, England, the home of the Suffragist members of his family. He came to this city last May from Detroit, where he had resided for fourteen years. He was a brother of the late Dr. Charles Pankhurst, husband of Mrs. Emmeline Pankhurst. He leaves a widow, three daughters—Mrs. Charles Herenden, of Chicago; Mrs. E. V. Horton, of Detroit; and Miss Lillian Pankhurst, of Chicago—and a son, Charles Pankhurst, of Buffalo.

Mr. Pankhurst for many years resided at Aylmer, Ont., where he published the Elgin Express. Subsequently he removed to Port Huron, and afterwards to Toronto, where he was for some time employed as an ink traveller. Fifteen years ago he left for Illinois. His son-in-law, Charles Herenden, resided for many years at Aylmer and St. Thomas.

## MORE COAL FOR THE WORLD'S BIN

Interesting Developments Are Taking Place on the Line of the Grand Trunk Pacific Railway.

It would be an interesting as well as a profitable task to sit down and figure out just what the advent of a railway line means to undeveloped country. Take the case of Western Canada and the Grand Trunk Pacific. Most obviously it has meant the opening of new land to agriculture, and the making of new towns. These in turn have meant large increases to the population of the Dominion, both rural and urban. Still further afield in the same direct line might be instanced increased bank clearings, new businesses, new wealth; and all these resultant factors. If for nothing else, the building of the National Transcontinental line across Canada would have been well worth while on account of the important additions to the country's natural resources that have been discovered in the districts through which it is steadily being pushed.

An active agency in this work has been the geological survey branch of the federal department of mines. Both in 1910 and 1911 an expert, Mr. D. B. Dowling, with a competent staff, was sent out to examine and report upon the geology of the Roche Miette area in Jasper Park, Alberta. His first report, which has already been made public, proved to be of considerable interest and his latest account is of possible even greater value. It usually much of it is highly technical, but an abstract is given herewith which shows in convenient form the outstanding features of Mr. Dowling's most recent findings.

"The activity in prospecting for coal in the Yellow Head Pass region," he writes, "noted in the summary report for 1910 was continued during the last summer, and has resulted in the establishment of a shipping mine—the Jasper Park collieries. Coal seams were also found east of Brule Lake at no great distance from the Grand Trunk Pacific, so that four coal-mining centres will probably be actively engaged in producing coal."

"The energies of the party during 1911 were expended mainly on mapping of the above-mentioned areas of economic importance. The previous season having been devoted in the main, to mapping the southern portion of the coal area west of Fiddle Creek, therefore, the continuation of this area north of the Athabasca and those areas to the east of the first range received more particular attention this season."

"The coal-bearing Kootanie formation, of lower cretaceous age, forms two coal areas, each of which extends in a general northwest-southeast direction on both sides of the valley of the Athabasca. The first range of areas is situated east of the first range of the Rockies and crosses the Athabasca in the neighborhood of Brule Lake. The second lies to the west of the first, inside of the first range of the Rockies."

"The coal area inside the first range crosses the Athabasca from the valley of Moose Creek on the north and follows south along the east face of the range, which terminates at the river in Roche Miette. The southern part is divided along its length by a broken anticline, which shows in places older strata. The anticline is probably a narrow basin, in which only the lowest seams are likely present. The western part, which is a monoclinical block for part of its length, presents more favorable conditions for mining from the edge of the valley by tunnels along the seams. Three workable seams of steam coal in beds of 5, 10 and 13 feet, respectively, have been prospectively at the Jasper Park collieries situated in this western portion."

"The facility with which the mountains can be reached since the construction of the Grand Trunk Pacific Railway to the mouth of the Miette River, offers great inducement to those seeking change for health or recreation, and the adaptability of this area for health and pleasure resorts may be noted. The scenery of Jasper Park is magnificent, since the valley of the Athabasca, which is wide and well furnished with lake-like stretches of water, forms a contrasting foreground to the mountain peaks and ranges on either side. The outer ranges are sufficiently high to afford difficulties in mountain climbing, besides which they offer in their folded strata, studies in the great processes of mountain building and evidence of the mighty forces of nature. The approach to the mountains by way of the Athabasca valley offers ever-changing scenic views of river stretches and wooded hills, above which can be seen the rugged ridges of the outer ranges. The upper floors of the Athabasca have their origin in the main range, and in this, at no great distance from the railway, some of the highest peaks in the Canadian Rockies are to be found."

A new town, Fitzhugh, is now being laid out at the mouth of Miette River, a few miles above the site of Wm. Henry's old trading post, and from it the adventurous have choice of many high peaks. The picturesque Maline

Forty years in use, twenty years the standard, prescribed and recommended by physicians. For Woman's Ailments, Dr. Martell's Female Pills, at your druggist's.

## TASTES AS WHISKY MIGHT TO TASTE

Lake is within a distance of less than two days' travel from the town.

Another townsite is being surveyed at Fiddle Creek, and it is also the location for a large hotel selected by the Grand Trunk Pacific Railway Company under the shoulder of Roche Miette, commonly called Fiddle Mountain. From this point it is proposed to construct a road to the hot springs, a distance of about seven miles up Fiddle Creek, passing through a very rough canyon. The waters of the springs, of which there are several in a group, vary in temperature—the highest observed being 127 F.—and give off a decided sulphurous smell. The medicinal value of the springs has been tested by the workmen on the railway construction, with favorable results to alleviate rheumatic attacks induced by exposure and hard labor.

Trains on the Grand Trunk Pacific Railway are run west as far as Fitzhugh, near the mouth of Miette Creek, and the site of Henry House. Progress is being made on the construction of the line through the pass.

Colossal deposits in the form of marble beds have been found in the vicinity of the Grand Trunk Pacific Railway west of Edson. The foundations of cement works in the vicinity have already been laid, and it is probable that the manufacture of cement will be assured in a few years.

It is also probable that the limestone and shale of the outer ranges of the mountains may be used for a similar purpose.

Locations for quarrying of limestone, presumably for lime manufacture, have been applied for on both sides of the Athabasca valley—on the east side of the Roche Miette and on the west side of the Roche Miette.

The resemblance and behavior of the coal of this district to that from the Crow's Nest Pass has been remarked and confirmed by the mechanical department of the Grand Trunk Pacific Railway. It is slower burning than the Ohio coals used in the east—section of the railway, and its requirements different in the matter of firing. Experiments in a small way show that it is practically all coking, so that when a demand for coke in northern British Columbia is made the supply may be drawn not only from this district, but from the nearby fields on the eastern slope of the Rocky Mountains. As was expected, variations have been found in the coals of the different sections, showing a slight increase in fixed carbon in the lower seams, and in the areas within the mountains a slightly higher fixed carbon percentage over coals from outside.

Comparison between seams in the foothills areas and those within the mountains is difficult, but it may be assumed that the seams already discovered outside the first range are low in the formation as those inside, and the analyses show this coal to contain about the same volatile combustible matter as the higher seams in the western fields.

Samples from the outcrop exposures are sure to give misleading analyses, since the alteration by exposure seems here to be greater than farther south. The outcrop sample of the seam that at Jasper collieries would indicate a coal bordering on the sub-bituminous class.

The prospecting which was noted last year was continued during the past season with renewed vigor. On the west of Brule Lake, little was done in development work, but several parties were engaged in tracing the measures northwestward to streams flowing to Solomon Lake, and it seems probable that the northern extension of the Scoville Creek measures will become utilized.

A large party was employed south of the Jasper Park collieries, testing them by tunnels near Fiddle Mountain. On Moose Creek, the seams on the headwaters were found and sampled, but little development work was done.

The greatest activity was confined to the south side of the river, where at the Jasper Collieries every effort was made to be ready to ship some coal as soon as the railway would be connected by a spur with the temporary tipples. The first carload was delivered to the railway company in the last week of September. By Nov. 13 the output was 120 tons per day, and this was increased by Dec. 16 to 275 tons. The latest returns to March, 1912, give 400 tons per day, with a maximum of 490.

The coal horizon, which underlies the city of Edmonton, is being mined only on the outskirts of the town since the possible damage to property by the sinking of the surface is becoming too great. Attempts at reaching the horizon at points available for shipment are being made. Farther west, the coal of the top of the Edmonton formation outcrops at the surface, near Wabamun Lake, and mining on it has been commenced in the vicinity of the Grand Trunk Pacific Railway. A shaft at Gainsford had this summer about reached a seam which is stated to be 10 feet in thickness. Near Pembina River, several shafts have been put down to the seams that are found in the banks of the river, and it is expected that coal will be mined there shortly. Farther west the coal horizons are again brought to the surface on the edge of the disturbed belt of the foothills, and from the thickness and number of the seams, it is probable that the coal seams represent the same horizon as that of the upper part of the Edmonton.

An uplifted block of these rocks is found on the headwaters of the Embarras River and southeast to the Pembina. On the Embarras headwaters, the Yellowhead Pass and Coke Company is prospecting for coal. From several seams as soon as the railway branch is completed from the Grand Trunk Pacific. This is reported as being constructed at the present time.

The exposures of the Edmonton coal measures on the Grand Trunk Pacific extend eastward past Beaver Lake. In this vicinity coal is being mined and quarried. Just south of the town of Tofield, a flat-lying seam about 9 feet

in thickness is found having from 15 to 20 feet of cover, consisting mostly of sandy shales with a few streaks of bedded sand approaching sandstone. This is now being mined by stripping (two companies operating steam excavators) and the exposed coal quarried and loaded either on railway cars or on wagons. Drilling at the town, which is below the level of the coal seam, has resulted in the finding of

another seam at a horizon approximately 200 feet below the surface. This would appear to be the lowest seam in the Edmonton measures. An analysis of both seams shows them to be excellent fuels of the sub-bituminous class. The surface seam does not appear to have suffered to any great extent as has been reported from weathering due to its thin covering.

The room was beginning to swim to "Gene. Not much—but in a daisy sort of dance-tune fashion. His last remark had won such applause that he could think of nothing better than to repeat it.

"Well, I know. They makes a night of it—that's not they does. They says 'Gene, you're a swell!'—herin' in this case meanin' no more an' no less than another musty 'Burrin' of a fellow."

"One at a time, one at a time," Johnson don't deny it.

But at that moment the waiter whispered in Johnson's ear.

"The boss says this don't go here," he warned.

"Very well," nodded Johnson. "Tell the boss for me."

## THE GUARDIAN

BY FREDERICK ORIN BARTLETT

The room was beginning to swim to "Gene. Not much—but in a daisy sort of dance-tune fashion. His last remark had won such applause that he could think of nothing better than to repeat it.

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But at that moment the waiter whispered in Johnson's ear.

"The boss says this don't go here," he warned.

"Very well," nodded Johnson. "Tell the boss for me."

"Cut it out," the waiter advised. Johnson seized "Gene's" bag.

"More of 'em," Johnson said. "I'll find some more of 'em."

"Gene rose sleepily. Johnson took his arm and they went out. They hadn't walked a block before Johnson found his friends. They were an ugly, wicked-looking bunch, and they led 'Gene' unsteadily to a dark side street and stopped at once to go through his pockets in a very businesslike manner.

He was sober enough to resist this, but the group closed in on him. He tried to struggle, but they held him in their midst until they had taken all he had. The excitement sobered him at once. He turned to the nearest man and struck out. He caught the fellow in the face and the latter dropped like a log. Then followed chaos. 'Gene' never knew what happened, but he found himself under a battering rain of blows. The crowd was going on behind and on both sides. He covered his head with his arms and staggered about blindly. Then in sheer desperation he seized one of the things about the body. The others, taking the alarm, ran. He now held the fellow about the back and contracted his muscles. The man caved in before the bear hug like a thing of straw. Together they fell to the sidewalk. 'Gene' got up. In a frenzy he began to beat the man's head against the brick paving. The latter gasped for mercy.

"Gene," I spoke. "I pleaded 'let me go. The cop'll pinch us all!'"

"Gene let him go more because he was tired of his task than any other thing. The man made his feet and staggered off into the night."

When 'Gene' picked himself up he was alone and quite sober. He was breathing hard. He felt first in his pockets. He found nothing but a few coins. He looked around for his bag. It was gone. He was alone and quite sober. He was breathing hard. He felt first in his pockets. He found nothing but a few coins. He looked around for his bag. It was gone.

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consistently swept on by the current. He was taken down a side street towards the ferry. Here the crowd was massed a little. He skirted the edge of the half-hundred waiting people and near the closed gate he saw her face again. He pushed his way to her side. She saw him coming, gave a start and shrunk back. He realized her fear and stopped in his tracks. He didn't wish to worry her. Of course, she didn't know anything about him. He caught sight of his coat beneath the light above his head, and saw that it was covered with dirt. He couldn't blame anyone for not wanting to be seen with such a tramp as he was.

The ferry bell clanged; the gates were opened and the crowd surged in. He stood immovable and allowed them to sweep past. He was moved this way and that. He heard a dozen oaths growled at him. He did not care. She was lost again in the eddy and now nothing mattered. He turned away. Then he heard her voice.

"Well," she exclaimed cheerfully, "you got away."

His lean face so beamed with joy that her eyes narrowed immediately.

"What for you follerin' me?" she demanded.

"I-I dunno," he answered, "I didn't mean."

"What you think I am?" she challenged before he had time to finish.

He blushed like any schoolboy.

"What did he do—dear you?" he exclaimed himself.

"Well, you don't know me if you want to get fresh, see?" she retorted.

She came nearer and looked sharply up into his eyes. She almost stood on tiptoe.

"Don't make no mistake 'bout me," she warned.

"Seems though I wasn't doin' nothin' but make mistakes," he answered.

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## A Proverb Says:

"A man who saves all is a miser, but a man who spends all is a fool." When you think of saving money, remember that an account with the Huron and Erie Loan and Savings Company earns the highest current rate of interest with unquestioned security. Furthermore, the company is one of the strongest financial institutions in Canada, with assets of more than \$14,000,000.

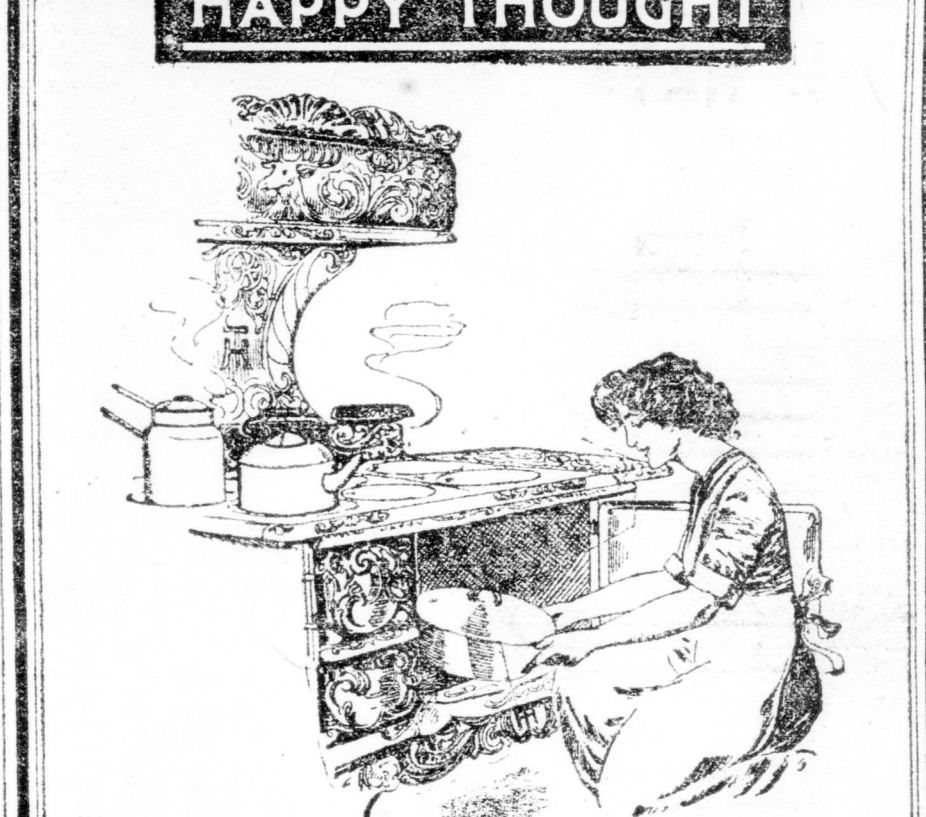
\$1.00 opens an account with us.

The Huron & Erie Loan & Savings Co. (Incorporated 1864).

442 Richmond Street, London, Ontario.

BRANCH OFFICES: Market Square, London. 366 Talbot Street, St. Thomas. Regina, Sask.

Happy Thought



## The "Heat-Where-You-Want-It" Idea

Sometimes a range is judged by its fancy trimmings—by the size of its firebox—by the number of holes, or the size of its oven—or by its general appearance.

All these things are important. But the most important for you to consider is:—What will the range you buy do for you?

What return in actual service will you get from the range itself and from every ounce of fuel you put into it?

Behind "Happy Thought" Ranges, you must remember, there is the experience of over twenty-five years—a quarter of a century of sustained effort to produce the best.

The aim of the makers has been from the first to produce a stove that will give the largest possible return in perfect service.

So you find to-day that the "Happy Thought" is not only the best for baking, but also for roasting, frying, grilling, broiling, stewing and all other forms of cooking.

A sane design proportions this range so that you have the heat at the holes or in the oven just where and when you want it, and in the volume you require.

A simple demonstration will prove this to you as it is already known to a Quarter Million Canadian women who use the "Happy Thought" every day.

Ontario Furniture Company, London. The William Buck Stove Co., Limited, Brantford, Ont.

## Serious Costly Sickness

Is far too sure to come when your bodily strength has been undermined by the poison of bile. Headaches, sour stomach, unpleasant breath, nervousness, and a wish to do nothing are all signs of biliousness—signs, too, that your system needs help. Just the right help is given and the bodily condition which invites serious sickness.

Is Prevented By

Beecham's Pills

Simon Edward Beecham, only son of Mr. John Beecham, of Alvington, and Miss Audrey Fortous, of Edmonton. Mr. and Mrs. Beecham are spending their honeymoon at Field, B. C., and on their return will reside in Edmonton, where the groom is a well-known business-man.

Traction Company HOURLY SERVICE between London and St. Thomas from 7:00 a.m. to 11:00 p.m. Cars leaving London at 8:00, 10:00, 12:00 (even hours) go through to Port Stanley. Last car waits for the theatre.

## TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.

SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORO. TO. Arrive from the East—\*3:52 a.m., 10:56 a.m., \*11:12 a.m., \*11:28 a.m., \*8:20 p.m., \*8:36 p.m., \*11:12 p.m., \*11:28 p.m. Depart for the West—\*12:14 a.m., \*4:43 a.m., \*8:00 a.m., \*11:55 a.m., \*1:10 p.m., \*4:10 p.m., \*6:25 p.m., \*8:35 p.m., \*11:12 p.m., \*11:28 p.m. Depart for the East—\*12:19 a.m., \*3:48 a.m., \*7:20 a.m., \*9:00 a.m., \*12:05 p.m., \*2:05 p.m., \*4:25 p.m., \*6:55 p.m., \*11:18 a.m., \*11:35 a.m., \*1:40 p.m., \*5:20 p.m.

LONDON AND WINDSOR. Arrive—10:23 a.m., \*4:00 p.m., 6:50 p.m., 11:05 p.m. Depart—\*6:55 a.m., \*11:43 a.m., 2:05 p.m., 8:05 p.m.

STRATFORD BRANCH. Arrive—\*11:15 a.m., 1:39 p.m., 6:45 p.m., 11:25 p.m. Depart—\*6:00 a.m., 10:26 a.m., 12:30 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE. Arrive—10:50 a.m., 6:10 p.m. Depart—\*8:30 a.m., \*4:40 p.m. Trains marked \* run daily. Those not marked, daily, except Sunday.

CANADIAN PACIFIC RAILWAY. Arrive from the East—\*11:42 a.m., \*6:50 p.m., \*8:10 p.m., \*11:12 p.m. Depart for the West—\*4:30 a.m., \*11:20 a.m., \*12:15 p.m., \*5:46 p.m., \*5:18 p.m.

Depart for the East—\*8:00 a.m., \*12:25 p.m., \*5:55 p.m. Depart for the West—\*8:00 a.m., \*11:50 a.m., \*1:00 p.m., \*8:23 p.m., \*11:20 p.m.

Trains marked \* run daily. Those not marked, daily, except Sunday.

MICHIGAN CENTRAL RAILWAY. Arrive—7:04 a.m., 11:10 a.m., 4:55 p.m., 9:40 p.m. Depart—\*7:20 a.m., 12:20 p.m., 6:20 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY. Arrive—\*4:45 a.m., \*12:25, 1:50, 4:25, \*9:50 p.m. Depart—\*5:50, \*7:10, \*9:45 a.m., 2:30, \*4:15, \*7:00 p.m.

To and from Walkerville. All trains to and from Port Stanley, except trains marked with star. To St. Thomas only. All trains week days only.

## CANADIAN PACIFIC CHRISTMAS

1912 NEW YEAR'S 1913

## EXCURSION FARES

Between all stations in Canada, Fort William and East, and to Salt Lake, Marie, Detroit, Mich., Buffalo and Niagara Falls, N. Y.

Single Fare Fare and One-Third

Good Going Dec. 24, 25, 26, 27, 28, 29, 30, 31, 1912. Return Limit, Jan. 2, 1913.

Good Going Dec. 21, 1912, to Jan. 1, 1913. Return Limit, Jan. 3, 1913.

Minimum Fare, 25c. Full particulars from any C. P. R. Agent, W. FULTON, C. P. R. and T. A., 161 Dundas Street, London.

## GRAND TRUNK RAILWAY SYSTEM Christmas and New Year Rates

Single Fare, Dec. 31 and Jan. 1, good for return Jan. 2, 1913.

Fare and One-Third, Dec. 21 to Jan. 1, good for return Jan. 2, 1913.

Between all stations in Canada east of Port Arthur, also to Detroit and Port Huron, Mich., Buffalo, Black Rock and Suspension Bridge, N. Y.

Steamship tickets on sale via all lines. Full particulars from any Grand Trunk agent, or address R. E. RUSE, C. P. and T. A., "Clock Corner," London; A. E. DUFF, D. P. A., Toronto, Ont.

## CANADIAN PACIFIC EMPRESSES

Length, 570 feet. Breadth, 65½ feet. Wireless and Submarine Signals.

Empress of Britain.....Jan. 10

Tunisian (chartered).....Jan. 21

Empress of Ireland.....Feb. 7

Empress of Britain.....Feb. 21

Tickets from any steamship agent, or W. FULTON, C. P. A., C. P. R., London. zyw

## ALLAN LINE

ST. JOHN—HALIFAX—LIVERPOOL.

Corsican ..... From St. John, Halifax, 4 Jan.

Gramplan ..... 17 Jan. 18 Jan.

Tunisian ..... 24 Jan. 25 Jan.

Hesperian ..... 31 Jan. 1 Feb.

BOSTON—PORTLAND—GLASGOW.

Sicilian ..... 2 Jan. 9 Jan.

Ionian ..... 16 Jan. 23 Jan.</