

THOROUGHFARES OF EDMONTON WILL BE GRANDEST IN CANADA

Contracts Let Last Night for all the Paving that both Companies would Supply.

WILL COMMENCE EARLY NEXT SPRING

Will Pave Jasper, Namayo, First and McDougall—Expected that Whole Work will be Completed within the Year—Street Car Proposition will also be Ready.

By this time next year it is intended Edmonton will have become one of the most attractive cities in America, at least so far as its business streets are concerned.

Jasper avenue, 100 feet wide, will be paved from gutter to gutter with bitulithic. There will not be a telephone pole, electric light pole or a wire of any kind on the whole street from Kinistino to the subway at Ninth street. A double track street car line will run down the middle of the street, laid with 50-pound girder rails on a concrete foundation. Along the devil strip there will be a line of artistically built ornamental iron pillars with outstretched arms from which will hang the trolley wires. Surrounding the poles there will be a 1,500-candle power electric arc. There will be no overhanging signs but with the prospect of a further reduction in the cost of electricity there is every probability that the whole street will be a blaze of lights. At the west end of the paved section will be the boulevard drives to the parliament buildings, the construction of which will within the next year be well under way.

First street admittedly the most important radial street in the city, will be paved with carbolinum wood block from the pier to Isabella street. It will also be relieved altogether of poles and wires and will have the double track street car line. First street is 80 feet wide and runs due north and south for four miles. It leads from the heart of the city out to the Grand Trunk yards. Over 20 streets run into or cross First within a mile and a half; with the paving and car line it is due to become not only one of the handsomest streets in the city, but one of the busiest.

McDougall street will be paved with carbolinum from Jasper to Elizabeth. It will have no car track but will be absolutely clear of poles. The Imperial Park, costing \$100,000, the post office, which is to cost \$200,000, the proposed court-house and the automatic telephone central from which all wires will be carried into the streets in underground conduits will be some of the principal architectural attractions. McDougall street people believe that it is to become the banking and financial centre of the city—the Wall street in fact.

Namayo is to be paved with carbolinum wood blocks from Jasper avenue to Sutherland. Namayo is already becoming a retail street and the section to be paved is right through the heart of the most thickly populated section of the city.

Contracts for 50,000 yards of paving were let by the council last night. The amounts are 55,000 yards for Jasper avenue, 11,700 yards on First street, 14,000 yards on Namayo, and 14,000 yards on McDougall street.

The total cost will be \$296,000, approximately. The bitulithic pavement is to cost \$3.25 a yard, the company guaranteeing to do all grading, and the street car line, where it is put in with the paving, the company will build on a basis of 15 per cent. for superintendence.

The carbolinum block will cost \$2.65 per square yard, this company also guaranteeing to do all the grading, and undertaking to put the street car line in for a certain sum per yard, dependent on the class of track or rail. Although dearer per yard, the carbolinum is really the cheaper pavement as it has a six inch concrete base which will be a permanent asset, as good at the end of the century as the day it was laid, while the bitulithic has only a two-inch macadam base.

The contracts let were for all the paving that both companies would undertake to do within the coming year. In fact the limit was passed a little in both cases, as the Warren Bitulithic people only offered to lay 50,000 yards and were given a contract for 55,000, while the Dominion Carbolinum Co. offered to take 30,000 yards and were given 32,500 yards.

All contracts were let subject to the veto of the ratepayers interested. All paving will be advertised in the proper legal form and should the property owners along the street decide that they do not want the pavement they have the power to veto the order by petition.

The method of payment has not yet been fully worked out in the city offices. The pavement will probably be laid on the ten-year plan and the city will in all likelihood undertake the expense of somewhere between 33 and 40 per cent, including interest. When the car line is laid the two tracks and the devil strip will undoubtedly be charged up to the street railway, relieving property owners of the expense of 15 feet.

In choosing the bitulithic and the carbolinum paving the council was guided by reports and information which has been gathered at the city offices for many months. They feel absolutely certain that each pavement is the very best in its class, but as not a yard of paving of either kind has yet been laid in Northern Alberta it could not be decided which was the better suited to the climate of this country. As each company enters into bonds absolutely guaranteeing their pavement for ten years the council

VALPARAISO QUAKE FROM THE SEA

(A. G. Wilkins, in Manchester Guardian.)

At 7.55 p.m. on Thursday, August 18, I was seated in my room reading "David Copperfield" when I thought I noticed the engines beginning to throb, at first gently, then with a force leaving, till I realized that something more than a safety-valve must be at fault. Louder and louder grew the rumbling, up the companions with wonderful rapidity flew the startled crowd, and smelt came the iron buildings and hydraulic crane down on the cargo mole, where we lay alongside ready to discharge. In another couple of minutes the shock came on again, but this time with an undulatory rather than vibratory movement. Plates bent, tiles cracked, and rattled, till one feared the ship would shake to pieces. The cranes on the pier itself swayed with a snake-like movement. Balls of blue flame shot along the hill-tops well above the town; the twinkling vista of hill-tops lights disappeared, and loud above the roar of those tumbling "earthquake-proof" houses rose the screams. For a moment all was still; it seemed as though the hill had fallen down and destroyed the town wholly. The rain cleared off, the stars came out, and up shot the inevitable fire in all directions. In front of us the German Lambert poured out clouds of smoke, as her stokers in vain attempted to make Coronel coal do the work of Cardiff. But the shocks had torn the moorings, the stern chain became entangled with the propeller, and she blocked out escape seawards. So we gathered on the upper deck and waited for a tidal wave to carry us off. Perhaps, far inland, or dash us helpless on the Malacca. Owing probably to the width and depth of the bay, no great disturbance of the sea occurred, and as soon as Captain Taylor saw the ship was safe he sent the anchor and pursued in boats on shore to rescue the sufferers, and soon the fugitives began to arrive. The British consul came with a broken leg, and well-known Chilean and German families, who seemed to prefer our hospitality. On board ship I saw no parties, only one boy obviously frightened. The calamity was too amazing to be fully realized. One longed for the dream to get worse, that this nightmare might pass away, and that the catastrophe was struck, leaving 200,000 people say the buildings staggering to and fro like drunk men, and then shattered to fragments. Many fled from billows on the land to an element where waves seemed more natural. The searchlight bags fell stumpled over wires, telegraph poles, and newly formed fuses looking for children, while a herd of horses broke loose and stampeded madly through the mud. Men were tramping frantically in the streets, clasping gaudy pictures of the Virgin Mary. Many deeds of heroism were done that night by civilians and "Bomboras" alike; but when did a town as a whole behave well in time of earthquake? The searchlights of O'Higgins and Chaenabon, in the light of the first, helped to detect many deeds of almost incredible bravery.

Thanks to my profession and uniform, I was allowed to go anywhere, and see everything at my own risk. The first day I was in a state of chaos, the town looked as though it had been successfully bombarded. Every building in Valparaiso was permanently damaged; nearly all more pretensions and public buildings were a heap of ruins. All preconceived ideas of decency and sanitation were thrown to the winds, and in the plaza along the long broad Avenida were the quaintest, queerest concentration camps. Here a party of six ages and both sexes were herded together, and had hastily constructed half-fused corrugated iron, a blackened rafter, and a four-post bedstead. A nigger, an English lady and two children were under a broken-down hearse; others were in a horseless cab; others preferred a tramcar or 40 h.p. De Dion Bouton et Cie.

It was curious to notice what treasures were first rescued from destruction. An old woman sat in the gutter collecting pills of unknown composition for future use. A stout lady riding pillion behind a little boy carried a gaudy pair of vases and a daily decorated picture of the Virgin. One girl had nothing left but a parrot, which she presented to me in the hope that I should be kind to it. A little bare-footed ragamuffin had strapped to his back a highly ornamental harp and a bundle of hay. Piles of charred bodies lay at the street corners under awnings, where the decent night light candles at the head and feet. Others were soaked with paraffin, flung into flames, and hastily cremated. I examined several cartloads of bodies. Many were obviously those of children who had been separated from their parents in a moment of panic. The cemetery looked like a gruesome caricature of the Resurrection. Arguments for cremation appealed to sight and smell on every side. Granite sarcophagi were related bodies or flung from their pedestals, rattle torn open and coffins hurled from their niches so that all might see the contents of a "pigeon-hole" mausoleum. Yet ever in this Golgotha the people were glad to form camps under the shelter of the twisted ancient trees, and brown-legged children ran around peering at the remains of their ancestors. Many

light of the setting moon, but many people still camped among the ruins of their household furniture, and a few disconsolate old women huddled in silent misery under the broken-down porches. The noiseless music of the Southern Cross was only broken by an occasional explosion among the ruins of the Grand Hotel, and the constant crack of rifle and revolver.

Owing to the stoppage of trade, ships accumulated in the harbor, and millions of capital lay idle, while foreign war-ships kept arriving and thundering out salutes and sympathy. Still, however, we have pegged away, got cargo landed and loaded up with wool and copper, have transferred our fugitives to the Ortoza, and sailed out at sunset on August 28.

PLEASED WITH THE WEST. Chicago Evening Post—Opportunities in the Canadian Northwest are painted in glowing colors by Henry Miller, 4023 Evans avenue, who has just returned from a tour of investigation in that region.

Mr. Miller went to the Northwest a few weeks ago after reading the speech of James J. Hill in Chicago. Mr. Hill lauded that part of the American continent as a place for men who had to work with hands and brains for a living. He advised workingmen to get out of the cities and go to the Canadian Northwest, and he told the farmers in the old sections of the United States that they would be wise to leave their homes and strike out for the new lands.

"I came back fully convinced of the truth of Mr. Hill's assertions," said Mr. Miller today. "I looked over the country up there, and I admit that I never saw anything like it. Not only does it offer opportunities to the farmer, but it presents allurements to the business man of small means. Merchants are needed up there, and they will find business awaiting them."

"I visited the provinces of Manitoba, Saskatchewan, and Alberta, in the southern portions of which the great opportunities lie. This is the country that has sprung into such prominence during the last few years, following the discovery of the fact that wheat can be raised successfully there. I went to Brandon, Manitoba; Regina, the capital of Saskatchewan; Edmonton, capital of Alberta; Calgary, in Alberta, and various other cities. In all of these places I found the hotels so crowded that rooms could only be secured by giving several days' notice."

"In spite of the numbers of persons going to the Canadian Northwest, only 5 per cent of the available land is under cultivation. A large percentage of the unutilized land is owned by the Canadian Pacific Railroad which is selling it out rapidly."

"Lands all through this country sell for comparatively low prices. Those to the westward of the railroads are being bought for \$20 to \$25 an acre or higher in many instances. At a distance of eight or ten miles from the towns farms can be bought for \$8 an acre or less."

"Typical instances of what has been done in land investments might be related by the hour. At Regina certain business lots that sold two years ago for \$450 brought \$2,500 this fall. A farmer near Regina bought 320 acres in 1904 for \$23 an acre, paying only \$1,000 down. He spent \$500 in improvements, and this year he sold the place at \$35 an acre, clearing over \$6,000."

"Another farmer bought 160 acres in 1886, paying \$1,200, one fourth cash. On the land he raised 1,265 bushels of wheat, netting him \$265; oats that netted \$250 and flax that cleared \$50. This made a total profit of \$565. He has just sold his farm for \$3,200."

"Such instances will account for the rush of farmers and others for the Canadian Northwest. So far the class of people going there is exceptionally fine—English-speaking families of education. The country is growing so fast that the business interests cannot keep pace with it. Grocery stores, hardware stores, meat markets and similar industries are pressed to supply the demands. I found many opportunities for men to get into business for themselves—opportunities such as would be impossible in almost any part of the United States, especially in the large cities."

"Homestead lands still exist to some extent in this country, but it is not easy to find them. To take a homestead it is necessary to renounce allegiance to the United States and become a citizen of Canada. The great bulk of the settlers by their lands. There is no restriction on settlement of this class."

"The railroad companies sell their lands on easy terms, so far as the length of time for payment is concerned, but the rates of interest are high, from 8 to 10 per cent, but they pay it easily."

"The northern portions of the three provinces I have spoken of are still unurveyed, but they offer opportunities for cattle raising, and many parties are being organized to penetrate these regions and squat on the lands until the surveyors get there. This is especially true of the Peace River Valley in the northern part of Alberta."

"One of the advantages of farming

in the southern part of the province is that the markets are right at the farmer's doors. Everything that is raised is bought up quickly at astonishingly high prices. For instance, hogs which sold at 3 1/2 cents a pound two years ago now bring 6 cents. The same is true of other products.

"Many fortunes have been made up in that country. An example that might be mentioned is Patrick Burns, who lives at Calgary, and has made \$3,000,000 in the cattle buying business. I was surprised to find some of the cities I visited to abound in beautiful residences. Edmonton, especially, is a fine city, having all the advantages of cities of the United States."

A patent has been taken out upon an ingenious invention, a portable wire fence, by Mr. Edward Branch, of Moose Jaw. The apparatus consists of four corner posts, a winding post, stay rods and wire. The invention makes it possible, the inventor claims, for the man who sells land to wind up his fencing wire and carry the fence away with him.

KNOW OF RAKE OFF. Ottawa, Nov. 15—Premier Roblin and Attorney General Campbell, of Manitoba, were witnesses at the insurance commission today. Their evidence was not lengthy, but exceedingly interesting. Neither of the witnesses was subpoenaed and they appeared on their own account to make some observations as to the evidence of a former witness, A. W. Pritchard, who was an employee of the Manitoba government for two years, and who was private secretary to all the premier of that province. Premier Roblin made some explanations as to the evidence given by Pritchard but admitted that he sold the Swan river land and got \$500 by way of commission. The premier knew that there was 25 cents an acre going to some one else, but he could not say to whom unless Pritchard got it. The

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AUCTION SALES. BY G. A. GOUIN.

On November 12th I will conduct a sale for Mr. Paul Gable at his farm, Section 39, Township 12, Range 27, one and a half miles north of Spruce Grove, commencing at 1 o'clock sharp, of stock and farm implements. Terms: 12 months' credit.

On November 15th I will conduct a sale for Mr. Lawrence Berry at his farm, Section 23, Township 51, Range 25, known as the Gable farm, three and a half miles north-west of St. Albert, on Thursday, November 15th, commencing at 11 o'clock o'clock, of stock and farm implements. Terms: 12 months' credit.

November 15th I will conduct a sale for Mr. Carl Miller at his farm, north-east quarter of Section 55, Township 51, Range 23, three miles south of Sault Plain, on Thursday, November 22nd, commencing at 12:30 o'clock, of stock and farm implements. Terms: 12 months' credit.

November 27th I will conduct a sale for Mr. J. Jacob Kulsh, at his farm, Section 27, Township 52, Range 1, two miles due west of Sault Plain station, on Tuesday, November 27th, commencing at 12:30 o'clock, of stock and farm implements. Terms: 12 months' credit.

For particulars in connection with the above sales, see posters or inquire of the Auctioneer, G. A. Gouin, 113 Jasper Avenue. Call the ad. and keep it in your pocket for further reference.

FOR THE END.

At the evening session of the journal meeting of the board of held in the secretary's office, on Monday, the attendance was no as large as the importance of the matters to be discussed desired, gentlemen present evinced a distinct interest in the matters under discussion and it is hoped that results of moment advantage may accrue from the consideration given to the brought up. The chief speaker the evening was Mr. Thos. who made a lengthy and interesting address, which was designed to show how much the prosperity of the business men of the city was up with that of the surrounding farmers. Mr. Daly pointed out sections in which the farmers are now receiving as much benefit from their labor as they should of business of the city suffering from a depression.

It was pointed out among things that the growing of wheat present conditions was profitable to our farmers as a whole or possible. Whereas past our local mills have been to pay noticeably more than values, are what this season will be done on an export Elevators are now full, and do not want wheat, causing a very unsatisfactory and unprofitable conditions for the farmer.

A general and lengthy discussion then took place as to the cause of the local millers who were possibly careless as they should have, and four that was unreliable quality was undoubtedly put out judging the local public as local flour. It was shown, however, that this is a condition which not existed for the past two or three years, and that the flour is now produced by the local millers, which is good enough for anything. It also shown that the farmers themselves were by no means to blame, and could find plenty of improvement in their method of milling present connected with the milling business state that are getting in wheat that is very liberally milled, principally the result of careless farming. It was also shown that many of the farms are unusually and inexcusably dirty, much of the wheat is coming in badly mixed with seeds. All seemed to unite, however, in the opinion that the present state of affairs in some of the local millers, many whom do not make a point of pushing local flour, and some whom practically refuse to handle it, all do insist on getting local product when ordering.

It seemed to be the opinion of meeting that there was now no quarrel raised or excuse for this time, as the very best of bread and is made from flour to out by the local mills made local wheat. There is therefore no excuse for the local merchants sending to mills of the district for flour. The suggestion was made that the farmers should be vigorous and united in action making strong representations to the merchants who refuse to handle or push the sale of flour made wheat of their own raising, could a great deal towards remedying present conditions.

In continuing his address, Mr. Daly suggested the need of better facilities than at present exist for marketing of more other commodities raised by the farmers. He stated that a proper market where farmers could bring their produce as they have to dispose of it in direct touch with consumers who needed such produce, would be a decided tendency to improve prices, and lend stability to the market, and create more desirable conditions both for the producer and consumer. In a discussion on point it was incidentally brought that in some directions the price difficulty appeared to be not for farmers to get the price for their products but for the city consumers get farm products at any price was brought out that though chronic shortage of many line farm produce, particularly such as poultry, eggs, good butter, while one gentleman made the point that his family had been compelled to go for over two weeks out milk or cream. The state was also made that during the province of Alberta something in the neighborhood of 75 carloads of try and eggs. These were not ped in because they were got lower price than was ruling local but simply because they were procurable in the province at price. It was suggested by many of the farmers living in very material advantage some of their methods of farming to extent of devoting more time to products for which there was