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GRAIN CONJESTION AT SASKATOON

Saskatoon, Sept. 28.—Considerable alarm has been caused in this district by an order received at the local offices of the C.P.R.

"Accept no orders for grain cars until further advised."

The conjested condition on Monday increased in their alarming indications and rumors were circulated about the city that the grain would be tied up for 30 days to allow the C.P.R. to carry their rolling stock from the road, and compel the C.N.R. to take it over at once.

Farmers came up to the city with large loads of grain, but were refused storage as the capacity of the most of the elevators was taxed to its utmost; in consequence they had to return to their farms, of which some were over 40 miles away without unloading.

THE WORLD OF FASHION

(Written for the Bulletin).

There has scarcely been a season when so much uncertainty has surrounded the situation at the opening as this fall in the matter of fashions. Business conditions are excellent, which seems to have made Dame Fashion over fastidious and fickle.

The mysterious goddess of fashion is as silent as some offended oracle as to the cut of garment for the coming season, and refrains from putting forward any style idea that will enable her votaries to predict any radical change. The majority of those who have visited the fashion centres have come away with their selections but partly made.

The situation is complicated by a struggle between two tendencies, the one towards the garments made in one piece as exemplified in the Princess and the Empire, and the other towards the reinstatement of the skirt and bodice garment as illustrated in the tailor styles of two pieces.

The former may be described as the more dressy and feminine costume, while the latter is more mannish in cut and material.

While the situation in garment make-up is uncertain, in all other lines of dry goods the situation is well defined. There is no question as to the fabrics that are in chief demand, these being chiefly broadcloths, fancy suitings in neat checks and stripes, velvets and velveteens. Checks and stripes are in high style. In silks the satin surfaces are taking the lead.

As to colors, weights and weaves of materials, the future is equally decided. The same is true of laces, embroideries and trimmings. Nor is there difficulty in gauging the demand for millinery materials.

The struggle in costumes is between the picturesque and the practical, the one extremely feminine, typical in the lingerie which was in the lead last year; the other after a masculine model borrowed from ideas originally expressed in men's attire. In many cases there is a tendency to merge into one model, showing the masculine model in a feminine manner, thus reviving and incorporating the early period of fashion's history when there were times and seasons the dress of the court dandies became so feminine as to include extravagant and dainty fripperie of woman's attire.

The origin of this year's fashions can be ascribed to no particular period. They show no radical departure, the changes being merely in detail than in basic idea. To exemplify this the Princess which was so prominent last season is rarely plain, the bodice being elaborate, assuming the form of a jacket caught in above the waist line, after the style of the Empire. The skirts fit smoothly, are fuller with flat-stitched pleats often appearing.

Because of the two tendencies, the masculine and feminine, the fabrics fall into two classes, namely, those that tailor, and those that drape, the latter representing the feminine.

DARK TONES PREVAIL.

Paris insists on dark tones, a radical departure from the many light shades of last year. The use of light tones will be confined largely to evening wear. Street wear is decidedly darker and will be a leading feature in fabrics and trimmings during the winter. Paris designers favor black for [illegible] while New York designers have shown a marked tendency for dark in street wear, including suits and wraps.

The French and American authorities are divergent upon the tailored suits. The tailored models of French origin are more dressy and picturesque and the tailored effect is seen more in treatment than in the severe cut that typifies the American garment. French women are so extremely feminine that they refuse to accept the broadly simple lines that often please the American woman.

TRIMMING FORMS.

The dainty handiwork of last year's French garments has given place to machine made effects. Tailored stitching and strappings, and flatly pressed plaits have displaced hand tuckings and buttons. Hand embroideries are replaced by braid, cord ornaments, and buttons. All the heavier forms of applied trimmings are coming in strong, with black silk laces, for evening costumes. Fur bands are freely used on cloth suits, on the more dressy costume of light wools and silks, and on chiffons and laces that go to make up evening and ball costumes. The fashion is seeking contrast, and the more pronounced it is the nearer it approaches the present ideal.

A NEW FEATURE.

In coat styles we find the masculine tendency in the broadening of the shoulder and in the treatment of cuffs and revers. In these features many details have been bororwed from men's attire.

MELPOMENE.

TALLEST BUILDING IN THE WORLD.

Scientific American: When the tallest office building in the course of its rapid evolution, had reached a height of 30[illegible] it was seriously predicted that the limit had been reached, and that future structures in New York city would be of more reasonable vertical dimensions. That prediction was made not much more than a decade ago; and yet today there is in course of construction in Lower New York a building whose summit will reach heavenward for over twice three hundred feet. The new building, which will be in the form of a tower and will constitute a part of an extension of the present Singer building at the corner of Liberty street and Broadway, will contain forty-one storeys and the top of its cupula will be 612 feet above the street level. Not only will the Singer tower be the loftiest inhabited building in the world, but it will exceed in vertical height the famous Washington monument of the banks of the Potomac, which, with its total height of 555 feet is at present the tallest masonry structure erected by man. Although the Singer tower will lack some 300 feet of equalling the famous Eiffel Tower, it will be a far more difficult and costly structure to erect, and because of its narrow base will involve more complicated and serious engineering problems.

The new building will form the most important part of an extensive reconstruction of the old Singer building at the corner of Liberty street and Broadway. Great credit is due to Mr. Ernest Flagg for his successful treatment of this unusual architectural problem, and to his engineers for the solution of the constructional difficulties involved in the design of so narrow and lofty a building. An addition to the old structure with a frontage of 76 feet on Broadway, is to be built on the northern side of the building, and the westerly portion of this addition will constitute the great tower. The original building and the addition will be fourteen stories in height, and the tower will extend twenty-seven stories above this.

It was of course impossible to run continual diagonal truss members clear across the building from wall to wall, because such an arrangement would have interfered with the windows. It was determined, therefore, to consider the structure as being built up of four square corner towers and a central tower consisting of the elevator wall, with wind bracing running through each wall at each tower continuously from base to summit, the five towers being tied together in lateral planes at the various floors. The corner towers are 12 feet square in plan, centre to centre of the columns. This provides an open space, 36 feet in width, down the centre of each face of the building, which is entirely free from diagonal bracing. These spaces are occupied by large bays filled in with glass as shown in the perspective drawing. The lighting of the corner towers is by single windows, which are so disposed as to permit the diagonal wind bracing to be carried continuously throughout the whole height of the tower, without interfering with the lights.

Of course this method of bracing results in very high stresses in the chords of the trusses, which in this case are the vertical columns of the tower, and these columns are of exceedingly heavy construction. The wind pressure was assumed at 30 pounds per square foot, uniformly distributed oevr the whole face of the building, and the total overturning moment of the wind reaches the enormous amount of 128,000 foot tons. The total weight of the tower alone is about 23,000 tons, and yet so great is the wind pressure that on the windward side of a building should a storm ever blow upon it with sufficient velocity to produce an average pressure of 30 pounds per square foot, the building would tend to lift, the total uplift on a single column amounting to 470 tons. In order to provide against this the columns are anchored to the caissons, the margin of safety against lifting amounting to never less than 50 tons on the column. The figures for the loading on a single one of the columns will be of interest. The total dead load at the foot of the column in question will be 289.2 tons, this amount representing the weight of the steelwork and masonry. To this must be added 50 per cent of the maximum live load under which is included furniture, fittings and the maximum crowd of occupants. This reaches, at the foot of the column in question a total of 131.6 tons, making a total dead and live load of 420.8 tons. The downward pressure on the leeward side of the building, due to the wind pressure, is 758.8 tons, which added to 420.8 tons gives a total load on the column of 1,179.6 tons. The greatest compression in a single column is 1,585 tons.

The effect of this stupendous structure upon the already remarkable sky line of New York city will be to dwarf the immensity of surrounding buildings and deceive the eye as to their already lofty altitude. This will be particularly true of the stranger who visits New York for the first time, for he will find it difficult to realize that the towering skyscrapers which are dominated so completely by this tower are many of them between three and four hundred feet in height. The question of the future vertical increase in the dimensions of buildings will depend upon the financial success of the Singer building. Should it prove possible to realize the adequate return upon an investment of this kind, it is not unlikely that corporations with whom the advertisement that is given by a spectacular structure of this kind counts for something will in future years attempt to rival or surpass it.

It is the confident expectation of the engineers that in spite of the great height there will be no preceptible sway in the Singer building, even in the heaviest storm.

Although in plan the tower will measure only 65 feet square, its total uplift is so great that its floor space added to that of the main building will be greater with a single exception, than that of any other building in New York city, the total area amounting to 9 1-2 acres. The elevator well will be oblong in plan and placed in the centre of the building. For the service of the lower portion of the building there will be sixteen elevators, and as the upper floors are reached they will decrease in numbers until there will remain four elevators for the service of the topmost floor. It is expected that when the building is fully occupied, it will accommodate 6,000 people.

From a constructional point of view, the most interesting feature of this extraordinary structure is the means adopted in framing the steel skeleton, so that it will resist the enormous accumulated wind pressure when thunder squalls of summer and the heavy gales of winter sweep over Manhatten. Decidedly interesting also is the method of treatment which has given this tower an architectural character usually absent from our modern "sky-scraper." The plan adopted, both in designing the steel skeleton, andd in the treatment of its exterior, has harmonized both the engineering and architectural requirements of the case. It was realized that in order to obtain sufficient strength to resist the enormous transverse bending stresses due to wind pressure it would be necessary to introduce diagonal wind bracing and give the tower a true truss form from foundation to top storey.

PRINCE ALBERRT LINE

Regina Standard: There is a great possibility of the Canadian Northern railway taking over the control and operation of the Prince Albert branch within the coming week, or at any rate on short notice. This is the opinion of Frank R. Oliver, president of the Saskatoon board of trade, who was in the city last night en route to Winnipeg, and who was interviewed by the Standard at the C. P. R. station. Mr. Oliver is going to Winnipeg ostensibly for the purpose of attending the banquet of the Canadian Manufacturers' association, but there may be a purpose additional which centers not a long distance away from the taking over of the railway.

He has no definite information and was perfectly frank in admitting that his opinions were founded only on grounds which might have no foundation, but personally he was confident that negotiations for the change are at present under way and are of such moment as to make the immediate transfer of the Qu'Appelle, Long Lake and Saskatchewan railway from the Canadian Pacific to the Canadian Northern a matter of great probability.

The negotiations referred to are being carried on between the two railways and are being pushed most strenuously by the officials of the Canadian Pacific. These men are of the opinion that they have the Canadian Northern officials in a tight box and are said to be using their advantage for their own good, as railway corporations are wont to do. The Canadian Northern has no rolling stock immediately available and has no facilities at Regina for the handling of the traffic. The Canadian Pacific knows this and they also know that there is a big traffic to be taken over this line next spring, before they are in a position to handle it with a competing line. So they are using the advantage which they undoubtedly hold, to endeavor to secure from the Canadian Northern the announcement of a date next summer for the taking over of the railway. Unless they can secure from Mackenzie & Mann the lease of the road until June 4 of next year, they are demanding that the purchasers of the railway take over the branch at once.

Will Mackenzie & Mann act quickly and take over the line unprepared as they are, or will they allow the C. P. R. to reap the harvest of the great spring rush north next year—the last one without competition? This is the question to be decided now and this is the question over which the railway magnates are bothering their heads.

Undoubtedly this will be the last opportunity for handling large traffic from the C. P. R. main line northward and from the Soo line northward without competition, and unless the Canadian Northern takes the railway over at once they will find themselves losing a great deal of good trade next spring.

COMMISSIONERS AT REGINA.

Regina, Sask., Sept. 19—The railway commissioners got through their labors here in a morning session and went on east this evening in their private car attached to the Atlantic express. The matter of most interest to the citizens before them today was the application by a private party for a spur from the C. P. R. yards crossing Dewdney street and running up Smith street to the city limits paralelling the Q. L. L. & S. R., which has been recently purchased by the Canadian Northern. On behalf of that company Chief Engineer McLeod opposed the application, contending that it tended to shut in the Canadian Northern, and he offered to build in the required spurs from the Q. L. L. & S. R. immediately. An informal petition was also presented from citizens living north of the track against another line across Dewdney street.

Under the circumstances Judge Killam held that the commission could not dispense with the usual notice and he declined to make an order for the spur asked for.

Discrimination against farmers in the allotting of cars was brought to the attention of the railway commission by Walter Simpson, president of the Regina Grain Growers' association, and a member of the executive of the Saskatchewan association of the same organization. Mr. Simpson pointed out that there were two classes of cars, the 60,000 pound cars and the 80,000 pound cars. A farmer might order one of the small cars and if there was none available at the time his turn came around, he would have to take an 80,000 pound car and pay the extra freight on grain which he did not ship or refuse the car and get none. There was no column in the order book wherein a man might specify the size of car required and he could do nothing but pay the extra freight or go without. Under these circumstances the farmer was placed at the mercy of the elevator man.

The chairman of the commission consulted with Mr. J. Harwell, chief traffic officer under the commission and stated that the question of this discrimination would be taken up with the officials of the company at Winnipeg and would be arranged there if possible. If no arrangements could be made the commission would give the matter further consideration and probably issue an order.

Attorney General Lamont appeared before railway commission and argued the question of railways fencing their lands, receiving the promise of the chairman of the commission that as soon as both sides could be heard some action would be taken. The question of fire guards, express rates and telephone rates were brought up by the chairman of the commission himself, but entering upon the land of the private individual by the railway to plow guards was dealt with by Premier Scott, he stating the government would be prepared to pass legislation providing that the suggestions offered. The question of pany be immune from damages if the system were adopted. The opinion seemed to be that where the farmer had crop close to the railway and adjoining the right of way, he himself should be responsible for the providing of proper protection, and that the system of railway fire guards was only feasible on unoccupied lands.

Prospective plans for the proposed union depot to be erected by the Canadian Pacific, Canadian Northern, Grand Trunk Pacific and the Great Northern railways were also placed on file with the commissioners, who promised that when an application was made to them for the erection of station buildings and terminal facilities here in Regina by any of the railways mentioned, the wishes of the citizens would be advanced as far as possible, and influence would be brought to bear upon the railways to utilize the offer of the city to hand over Stanley park for union station grounds. The board of trade and city council were represented in the matter by Ford Jones and A. E. Boyle, publicity manager and secretary of the board. Mr. Killam commented favorably upon the action of the city in taking the initiative in this matter, and said it was very seldom found to be the case that the corporation took such prompt action to have their wishes placed coherently before the commission.

SCRAMBLE FOR A THRONE

London, Sept. 22.—Although the Sultan has recovered sufficiently from his serious illness to enable him to drive once more in state to public prayers at the Mosque of St. Sofia on Fridays, and to grant audiences to some of the foreign ambassadors, yet he is principal naval powers are holding their in a very alarming condition of health being afflicted with a complication of incurable diseases—one of which is of a renal character—and which is likely to bring about his death at an early date very suddenly and without warning. To such an extent is this fact known and appreciated abroad, that the Mediterranean squadrons in readiness and sail for Constantinople at a moment's notice, in order to be on hand to protect foreign life and property during the popular disturbances, which are certain to break out in the Turkish capital as soon as Abdul Hamid breathes his last.

Protection of the foreign residents of Stamboul is the plea on which the foreign war ships will sail through the straits of the Bosphorus, regardless of the prohibitory provisions of the Dardanelles treaty. But still more important object of this move will be the anxiety by each one of the foreign powers concerned to prevent the others from gaining any advantage by the landing of armed forces, or from the seizure of strategical points from which it would be difficult subsequently to dislodge them.

That disturbances will ensue on the death of the Sultan is inevitable, in view of the complications that are certain to assist in connection with the succession to his throne. It is no secret that he is bent upon bequeathing his sceptre to his favorite son, Prince Burhaneddin, and there is every reason to believe the stories current to the effect that he has secured the support of the Sheik-ul-Islam—the principal ecclesiastical and judicial dignitary of the Ottoman empire—and of a number of the leading Turkish statesmen to the project. That the latter can be executed without bloodshed is well-nigh impossible. For Burhaneddin's accession would entail exclusion from the succession of no less than twelve other princes, some of them his own elder brothers, and all of whose rights are prior to his son.

According to Koranic requirements and to Ottoman law, the heir apparent is the eldest surviving son or grandson of any one Sultan; that is to say, not necessarily the off-spring of the reigning Padithah, and thus it happens that the heir-apparent is usually the latter's younger brother or his nephew. Thanks to this rule, the prince who now stands next in line of succession is Reschad Effendi, a younger brother of the present Sultan, and who is stated to have lately resigned his rights to the throne in consequence of his suffering from acute diabetes. Next to Reschad comes Prince Ahmed Youssouf, sone of the late Abdul Assiz, and therefore a first cousin of the present ruler. Then comes another younger brother of the present Sultan namely Sulliman Effendi, then two other sons of the late Sultan Abdul Assiz, then a couple of sons of the late Sultan Murad, and several older sons of the present Sultan.

Now, with the exception of Prince Burhaneddin, none of the princes just named as being in the line of succession enjoys any liberty whatsoever. They are to all intents and purposes prisoners of state, receive scant pecuniary allowances, irregularly paid, and are not allowed to leave the houses and grounds to which they are confined without the express permission of the sultan. Sentries are posted at the gates, and many men have been exiled for attempting to gain access to them. Occasionally, Prince Selim, the eldest son of the sultan, is permitted to drive outside the confines of his park, but always in a closed carriage, at a foot's pace, and rigorously guarded by an armed escort, mounted and on foot. None of these princes have ever been in Pera, the foreign quarter of the city during the present reign. But Prince Burhaddin is often there. It is he who invariably accompanies his father to and from the mosque on Fridays. He alone of the members of the imperial family attends the state banquets given by the sultan, and he is a frequent visitor to the German embassy, where he plays duets with the elderly but wonderfully gifted ambassadress.

Railway Question at Brandon.

Brandon, Sept. 20.—Judge Killam and Dr. Mills, members of the board of railway commissioners, held a session here this morning to consider the applications made by the Brandon, Saskatchewan & Hudson's Bay Railway. Mr. Jas. Fisher represented the applicants, J. A. M. Aikens the C. P. R., and Isaac Campbell appeared for the city. Mr. Fisher made the application, which embraces the closing of a number of streets and the privilege of laying two tracks on Pacific avenue from Eighteenth to Eleventh streets, and one track from Eleventh street to First street. The latter clause was not urged for the present, as it depends on whether arrangements are made with the C. P. R. for a union depot and terminals. Mr. Fisher also asked to be allowed to lay four tracks over Eighteenth street.

Mr. Campbell, on behalf of the city, protested against an order being given to lay any tracks on Pacific avenue, whether the union depot is arranged or not. Mr. Campbell asked the board to order a subway to be built at Eighteenth street if four tracks were to be laid across, and to state the share of cost the Canadian Pacific, the Great Northern, and the city were to pay.

Mr. Aikens, on behalf of the C. P. R., also protested strongly against tracks being laid on Pacific avenue, between First street and Eighteenth streets, and objected to the closing of Twelfth street, which leads to their freight sheds.

Two or three property owners along Pacific avenue also stated their objections to tracks being placed on this avenue, and it was asked that this part of the application be withdrawn, as it was seriously affecting the value of the property.

A large amount of evidence was given and the whole matter thoroughly discussed by all the parties interested. No decision was arrived at and no order was given on any point. The matter is to rest for a few days until the terms and details are made known by the Canadian Pacific Railway, as to what rentals they will ask the Great Northern for the joint use of their terminals. The session adjourned at 12.40, and the commissioners, accompanied by Mayor Fleming and a number of the aldermen, drove over the territory, where the Great Northern are entering the city. It is expected that the C. P. R. will be able to supply the information regarding the compensation for union terminals by tomorrow, and it will be submitted at once for the consideration of the Great Northern at St. Paul.

Judge Killam urged both representatives to hurry the matter up, in order that the commissioners can arrange the whole difficulty before they leave Winnipeg next week.

BORROWED FORESTER'S MONEY TO SPECULATE IN LANDS

Toronto, Sept. 21.—The revelations before the insurance commission today were decidedly interesting. It was brought out that at the solicitation of Dr. W. H. Montague, who at the time was deputy supreme chief ranger, and editor of the forester, Dr. Oronhyatekha agreed to go into a syndicate for the acquisition of Northwest lands upon which the former had an option. The members of the syndicate were Dr. Oronhyatekha, supreme chief ranger; Dr. Montague, deputy supreme chief ranger; Colonel John McGillivray, supreme secretary of the I.O.F., and Hon. George Foster, then managing director of the Union Trust Co.

The transaction appears to have hung fire for some time, as from the minutes of the executive, it appears that on March 28, 1902, they approved of the loan to Dr. Montague, in whose name the transaction was put through, of $4 per acre for 400,000 acres of land in Manitoba and the Northwest territories, valued by him at $8 per acre.

On May 1, 1903, Dr. Montague gave a mortgage for $133,000 on 44,000 acres of land for ten years, with interest at 5 per cent., he having the privilege of selling off at any time any portion of the land. Dr. Oronhyatekha was unable to give details, as, although taken into the syndicate at the first, beyond giving his assent to go into it he made no attempt to acquaint himself with the details and he did not know what his share was. He admitted that while some members of the syndicate were able to pay their portion of the purchase money, it was thought better that the sum required to make payment on these lands be borrowed from the funds of the I. O. F. Five parcels of land purchased, as described in the mortgage, were the Gillespie lands, the C. P. and the G.N.W. Land Co. lands, the Taylor lands, the Manitoba Government lands, and the C. P. lands. The purpose of making the purchase was Dr. Oronhyatekha admitted, to make a profit for the syndicate out of the sale of this land.

The discussion between Montague and himself about joining the syndicate probably took place before that gentleman obtained a formal option on the land, but he could not say whether any money had been advanced on account of the loan before the mortgage was given, without reference to the accounts. It was probable in the interval between the authorization of the loan and the making of the mortgage that the selection of the land was proceeding, the valuators having been sent out by the I. O. F.

Accompanying the mortgage and referred to in a typewritten clause in the mortgage was a deed of trust made by Dr. Montague of the first part, the Union Trust Co., of the second part, the I.O.F. of the third part, and Mrs. Montague, barring her dower, of the fourth part.

"Do you remember the deed of trust or the purpose of it?" asked Mr. Shepley.

"I never heard of it," was the reply of Dr. Oronhyatekha, who several times, while Mr. Shepley was reading it, said he had not been consulted about the details.

One of the provisions contained in the deed was that it should not be registered, but Dr. Oronhyatekha could assign no reason for that provision being incorporated. The other provisions were to the effect that the Union Trust Co. was to hold the lands in trust for the I.O.F., but when they were all paid for and the mortgages discharged, then the balance was to be paid the nominees or appointees of Dr. Montague, according to the written instructions attached thereto. The appointees named were four members of the syndicate. The Union Trust Co., was to be paid one hundred dollars per year for acting as trustees.

Turning to the accounts of the I. O. F. Mr. Shepley pointed out that the original loan had been increased without any fresh security being given until January 1 last, at which time the principal sum was $165,581.87 and there was also $22,674 due for interest thereon.

"Would it surprise you to hear that was the state of mortgage account?" he asked.

"Well, rather, because I was informed that interest on the loan was being met as it came due. I think it was being paid right along," was Dr Oronhyatekha's reply.

Dr. Oronhyatekha made a statement regarding the final closing of the account and the conveyance of the lands for the benefit of the I. O. F. He said that shortly after he entered the syndicate, another proposal was made to Mr. Stevenson, supreme chancellor of the I. O. F., that Mr. McGillivray, Mr. Foster and himself go into another syndicate on similar lines. Dr. Montague was not in this one. Mr. Stevenson advised him that, although it was not illegal, still it would look bad for him to enter into a syndicate. He said, "Well, if it is improper to do so in this case, it is certainly improper in the Montague case." Mr. Stevenson replied that he could not see any difference between the two, and immediately Dr. Oronhyatekha said he went to Mr. McGillivray and said: "So far as I am concerned, I am going to get out of it. No amount of profit that would accrue to me in this transaction can compensate me for the loss of confidence of the membership"; and he urged Mr. McGillivray to join him in conveying their holdings to the Union Trust Co., which meant, of course, the I. O. F. Mr. McGillivray consented, and they then had a consultation with Mr. Montague, who, it was agreed, was in a different position, not being on the executive, and who was advised that the transaction was proper. He was persuaded to join them in the proposed conveyance. The only person then concerned was Mr. Foster.

When going away to India last year Dr. Oronhyatekha wanted to straighten out his personal affairs in case anything happened to him, and then inquired of Mr. McGillivray and Dr. Montague if the arrangements made had been carried out, and received a negative reply. In their presence he then instructed Mr. Stevenson to see that the arrangements were carried out forthwith and he understood they were. Mr. Foster was also persuaded by these gentlemen to join them in the conveyance. He did not go to Mr. Foster personally, nad had no conversation with him on the subject of trust business.

The Western Canada Settlers' Mutual Land Co. was formed (of which Dr. Montague became manager), and through them and the Union Trust Co. the lands were sold at a profit for the I. O. F. of about $100,000.

Mr. Shepley suggested that the profits would go to the Union Trust Co.

"The profits of the Union Trust Co. on the transaction would ultimately accrue to the benefit of the order," said Dr. Oronhyatekha. When I talk about the Union Trust Co., I always have in my mind that it is the I. O. F."

HARVESTERS RETURNS

(Bulletin Special)

Montreal, Que., Sept. 26—The final figures for the western harvest excursion season show that 23,690 laborers went west, many more than ever went before. This means that considerably over six hundred thousand dollars was paid directly into the treasuries of Canada merely to get to the west to engage in the harvest operations and back east again. Last year only 16,858 men were carried. This increase for the present year is the more marked in that every province in eastern Canada shows a proportionate growth over previous figures.

ADVERTISING SUCCESS

Strathcona, Sept. 24.—The remarkable record of success which the Strathcona lacrosse team have had during the season of 1906, has evidently made them ambitious to aspire to something beyond the province of Alberta.

A few weeks ago a suggestion was made that the club ought to take a trip to B.C. and tour the Pacific Coast. Consequently this proposal has apparently taken a definite form and negotiations have been in progress with leading clubs in B.C.

The Strathcona boys will leave tomorrow morning via C.P.R. for Calgary and thence journey to Vancouver where they play on Saturday, 29th September. The club will also play at Mount Pleasant, Victoria and New Westminster.

On their return journey fixtures have been arranged with Revelstoke, Kamloops, Nelson and Calgary.

At a meeting on Saturday evening the following players notified their intention of travelling and this is reckoned a strong combination.

W. McCulla, Athoe Bisset, Tim McArthur, Norman Elliott, Norman Main, Percy Main, "Pinkie" Hampton, W. Horrobin, W. Powers, J. Jones, W. McDonald, Fred Anderson, Angus McLeod, Fred Skeath.

Mr. Harold Ritchie is manager, while Mr. Stewart Hill, who left on Sunday afternoon to make the necessary arrangements is advance agent.

Mr. Al. Garbe and several other supporters are also accompanying the club.

It is worthy of mention that during this season the Strathcona lacrosse boys have played nine matches and won seven of them, while they have scored 44 goals as against 12.

We are requested to state that the managers of the club desire to thank all who so generously assisted the subscriptions for the club, and state that the handsome sum of $650.00 has been colected.

Badges have been printed for each individual player and member and there is every reason to believe that this tour will not only be beneficial to the club, but in a greater degree will be a splendid advertisement for the town of Strathcona at the Pacific Coast.

For Sale!

One 12 h.-p. Minneapolis traction engine, good as new.

One 40 h.-p. locomotive boiler on skids for portable purposes.

One 24 inch planer, matcher and moulder combined.

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RIOTS ENDED

(Bulletin Special)

Atlanta, Ga., Sept. 26. The race riot has been quelled, quiet has been restored and business has resumed normal conditions.

CHAMBERLAIN ILL

(Bulletin Special)

London, Sept. 26.—Hon. Joz. Chamberlain has cancelled all his engagements. He is suffering from grippe, and is not recovering as had been hoped.

AUSTRALIA FOR PREFERENCE

(Bulletin Special)

London, Sept. 26.—The British preference bill passed through all the stages in the Australian House of representatives. Reid denounced the scheme as a sham, but voted against neither the second or third reading.

ABERDEEN UNIVERSITY CELEBRATION

(Bulletin Special)

London, Sept. 26.—The proceedings of the Aberdeen University quarter centenary commenced when the guests and delegates were welcomed by Lord Strathcona and Mr. Andrew Carnegie and were warmly chesred as they passed through the streets.

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