

McClary's
Fuel-Saving Scheme

Sask-Alta Double Duplex Grates will save you fuel. Grates are separate, as shown in illustration. This allows ashes to be removed from one end of fire-box without disturbing fire in other end.

And saves fuel—as frequently there are more ashes in one end of fire-box than in other. When ordinary long grates are used good coal in one end of fire-box is shaken down with ashes in other.

Remember this feature is patented. Therefore Double Duplex Grates are to be found only on Sask-Alta Steel Range.

Sask-Alta Steel Range

For Sale by Peart Bros. Hardware Company

BRITISH COLUMBIA'S RAILWAY DEAL

Full Text of Agreement Between the Government and the Canadian Northern Railway and Kettle River Railway.

The appended is the full text of the provisional agreements entered into by the government of British Columbia and the Canadian Northern Railway company and the Kettle River Railway company. The agreements are reproduced in full owing to the great interest felt here in the crisis forced by the details:

THE CANADIAN NORTHERN.

Memorandum to form the basis of a contract between the government of the province of British Columbia and the Canadian Northern Railway Company to be authorized by a bill to be introduced and passed at the next session of the provincial legislature.

The Canadian Northern Railway company agrees as follows:

- To build a line of railway to connect with the main line of the Canadian Northern Railway through the province from the Yellowhead pass to the city of Vancouver via the North Thompson river to a point at or near Kamloops; thence down the South Thompson river through the city of New Westminster to the city of Vancouver, and to English bluffs, of the Fraser river, the distance not to exceed 500 miles.
- To establish a first class, modern passenger, mail, express and car ferry service between English Bluff and the city of Victoria and Vancouver Island.
- To construct a line of railway from the city of Victoria to a point on Barclay Sound on the island of Vancouver, a distance of 100 miles or thereabouts.
- The line of railway to be constructed under such contract shall be equal in every respect to the standard of the Canadian Northern Railway main line between Winnipeg and Edmonton, and shall be first class in every respect.
- To fully equip such a line of railway and to make the sleeping car, dining car and tourist car thereof the equal of those in use on the first class railway systems of America.
- To employ no Asiatics on the construction of said line of railway, and to insert in such contract a fair wage clause, providing that the wages paid on such lines shall be equal to those paid upon similar classes of work in the province.
- To complete the surveys of such line and commence the actual construction work within three months after the bill authorizing such contract has been passed by the provincial legislature and received the assent of his honor the lieutenant governor, and to complete and put in operation the whole work within four years after the date of the passing of such bill.

The government of the province of British Columbia agrees as follows:

- To guarantee the bonds of the railway company to the extent of \$35,000 per mile of the said line built within the province together with interest thereon at the rate of four per cent. per annum payable half yearly.
- To exempt the railway from taxation during construction and for a period of ten years after the completion thereof.
- To give the railway company free right of way over provincial lands, and to allow them the usual privileges of taking free timber and gravel where necessary for the construction of the railway, from lands owned by the government.
- Should the government of the province be called upon to pay any amount under said guarantee, the Canadian Northern Railway Company agrees to indemnify the province from and against all such payments, and to make such payments a charge upon the whole system of the Canadian Northern Railway, the intention of both parties hereto being that such railway line shall be built without any cost or expense whatsoever to the province of British Columbia.

Dated at Victoria, B.C., October 19, 1906.
 The Canadian Northern Railway Co. (Sgd.) D. D. Mann, Vice-President.
 Witness (Sgd.) Lawrence Macrae.

THE KETTLE RIVER VALLEY RAILWAY.

Agreement made this 30th day of October, 1906, between His Majesty the King, in the right of his province of British Columbia herein represented and acting by the Honorable Richard McBride, premier of the said province, the first part, and the Kettle River Valley Railway, herein styled the railway of the second part.

Whereas it is in the interest of the province of British Columbia that a line of railway be built connecting the boundary district with the coast cities by a more direct route than at present;

And whereas the railway has offered to build a line from, at or near Midway to Penticton without any from the province if the province will subsidize an extension of this line from the railway to a junction with the Nicola, Kamloops and Similkameen railway, at or near Nicola, not to exceed, however, 150 miles.

Now this agreement witnesseth that in consideration of the agreements hereinafter contained on the part of the railway, the province agrees with the railway subject to ratification by the legislature of the province:

(a) To grant a subsidy to the railway on this portion of the road between Penticton and the junction above mentioned, of \$5,000 per mile payable in cash per cent. inscribed stock of the province at the option of the province as follows: The said extension to be divided into two ten-mile sections, payment of the subsidy in respect of the first ten mile section to be made when the first and second sections have been completed to the satisfaction of the minister of public works; payment for the second section to be made when the third section is completed, and so on until the whole extension is completed, when the mileage herein mentioned shall be paid for at the above rate of \$5,000 per mile not exceeding in all 150 miles.

(b) The lines of railway constructed or to be constructed from Penticton to Midway, and from Grand Forks to, at or near Franklin Camp to be exempt from the assessment and tax imposed by section 6 of the Railway Assessment Act, 1907, for the period of ten years from and after the completion of the line from Midway to Nicola.

(c) The railway with the consent of the chief commissioner of lands, may take from any public lands adjacent to or near its line all stone, timber or gravel and other material which may be necessary for the construction of the railway.

(d) The railway shall have a free right of way through any provincial lands for its lines herein referred to such right of way to be to the satisfaction of the lieutenant governor in council.

And this agreement further witnesseth that in consideration of the above agreements on the part of the province, the railway covenants and agrees with the province:

(a) To begin construction of the lines of railway referred to within four months from the ratification of the agreement by the legislature of the province, and to proceed continuously and with reasonable expedition with the construction of such lines, the whole to be completed within four years from the ratification of this agreement by the legislature.

(b) To build and construct the following lines of railway:

- A line from Grand Forks up the North Fork of the Kettle river, not less than 20 miles.
- A line from Midway to Penticton; and
- A line from Penticton to a junction with the Nicola, Kamloops and Similkameen railway near Nicola; the said lines to be of standard gauge and to be built according to such specifications as to make them practically uniform in construction with the lines of the Great Northern or Canadian Pacific railways, when originally constructed.

(c) To give a bond satisfactory to the government of the province of British Columbia that following construction the said lines will be operated continuously, and throughout the whole length thereof.

(d) That no Chinese or Japanese person shall be employed in the construction of the above lines under a penalty of \$5 per day for each and every Chinese and Japanese employed in contravention hereof, which penalty may be recovered upon conviction of any person, under the provisions of the "Summary Convictions Act."

(e) The railway agrees to purchase all material and supplies required for the construction of its railway through the province of British Columbia from manufacturers, merchants and dealers within the province when such material and supplies can be purchased in desirable quantities and of equal quality, suitable for which they are required, and upon terms equally favorable as those procurable elsewhere.

(f) The workmen, laborers and servants employed in or about the construction of the said railway shall be paid such rates of wages as may be currently payable to workmen, laborers or servants engaged in similar occupations in the district in which the said railway is constructed. In witness whereof the parties have executed these presents.

Signed, sealed and delivered in the presence of W. J. Bowser, attorney-general.

RICHARD MCBRIDE, Premier.

The Kettle River Valley Railway, JAMES J. WARREN, President.

NEWS OF THE PROVINCE.

Mooseomin's postal revenue for 1906 was \$7,192.23, being fifth in the province.

The long distance telephone line between Regina and Saskatoon has been completed.

Saskatoon will make an attempt at raising funds for the erection of a Y.M.C.A. building.

The Qu'Appelle Vidette, now the Indian Head Vidette commenced publication twenty-five years ago.

Before leaving for Ottawa, Senator Ben Prince, of Battleford, was presented with a handsome suit case by his employees.

NEW WAREHOUSES

To keep up with the rapid development of their enormous trade in the west, the Massey-Harris Co., announce that they will build shipping warehouses at Weyburn, Wainwright, Melville, Wynyard and Napinka.

Rev. A. C. Strachan, pastor of the Presbyterian church, Arcola, has notified the congregation that he is about to resign. This news came very unexpectedly last Sunday afternoon, and the congregation is determined that they shall remain. Percy congregation is also a part of this field, and they are also determined that no change shall be made.

Mr. Strachan has been in this field since 1902, at which time it was a mission field, and has since developed into one of the strongest churches in the province. There is a fine tick church and a manse. A congregational meeting is being called to consider the matter. There is apparently no cause for the change excepting the length of time the pastor has occupied this pulpit, but as Mr. Strachan is recognized to be one of the strongest preachers in the west, Arcola people will be very much against his leaving.

PETTY THEIVING

Considerable thieving of a serious nature is being reported off and on during the past six weeks. The chief sufferers in this respect are the business men who report pilfering from their tills. Mr. Donaldson reports the loss of \$30, E. Ripley, \$10, and P. Amos \$20 within the last two weeks. There appears not to be the slightest clue as to the robbers. The most serious offence is reported from the C.P.R. yards when about a week ago the seal of a freight car was broken and goods consisting of clothing and blankets to the value of \$1,500 were stolen from the car. Though it is not known definitely that these goods were stolen in the Arcola yards the officials suspect that this was the case. These goods were billed for points west of Arcola. About two months ago a similar offence was committed in the C.P.R. yards here but the amount stolen did not exceed \$100 in value. The R.N.W.M.P. have the matter in hand, but they have no clue to work on—Arcola Star.

PETITION FOR NEW ROAD

A petition is being circulated for a branch line of the C.N.R. to be laid from Hartney west to a point in township 5, range 7, west of the second meridian. The petition is for a branch road in the district that lies between the Estevan and Arcola branches of the C.P.R. has been long felt, and despite the rumors that have often been circulated regarding the extension of the Bromholm branch, there does not appear any possibility that that road built, for nobody in this part of the district appears to know anything about it. In fact, Mr. Whyte of the C.P.R., has stated that his company will not undertake any further work at the present time on that line, so that the only possibility under which it will be extended will be when the Canadian Pacific is forced to be a competing line. The statement made in the petition gives as a reason for the demand of a branch line that "the improvement and development of this district is greatly retarded and farming is made less profitable than it should be."

WOMAN TO FINANCE

Mrs. Harriman, Widow of the Millionaire, Will Personally Conduct All Her Financial Matters—Woman of Ability.

New York, N.Y., Nov. 5.—Mrs. Mary Averill Harriman, widow of Edward Henry Harriman, and sole legatee of his estate, which makes her one of the wealthiest women in the world, will take charge of and personally conduct the management of this great fortune of more than \$100,000,000, and possibly twice that amount.

While Judge Robert S. Lovett may represent her on the boards of the Union Pacific and Southern Pacific Railroads, and he or some other man may represent her on the directorates of the other great corporations in which Mr. Harriman was interested, it will be this woman, sitting in her Fifth Avenue office, who will direct the destinies of these great properties and who will give the final decision on all disputed questions that may arise.

No man has ever paid a higher tribute to the ability of a woman than did Mr. Harriman in his will of 98 words when he gave his entire estate to his wife and appointed her sole executrix.

She has the utmost faith in her good judgment was shown when he did not make a single trust and gave her full power to do as she pleased. No one knew better than he that the mismanagement of the property, would mean the ruin of thousands of persons, but no one knew better of his plans for the future than the woman who for thirty years had shared his secrets and had been his adviser.

Mrs. Harriman came naturally by her interests in financial and railroad matters. Her father was William J. Averill, a banker of Ogdensburg, N.Y., who with her brothers built a large part of the Home, Watertown and Ogdensburg Railroad, now a part of the New York Central system. She inherited a fortune which came to Mr. Harriman at a time when he needed money the most and which, small as it was compared with the great estate he accumulated later, formed part of the capital which enabled him to get started in the acquisition of wealth, and which enabled him to become the dominating factor in the control of more miles of railroads than any other man in the world.

Brown Claims Damages.

Compensation for the loss of land valued at \$180,000, alleged to have been flooded and submerged through the construction of a dam on the Qu'Appelle river, and thereby rendering an area of ranch and meadow land alleged to have been affected by the water from the dam. Evidence in the case was heard recently at Regina.

At the opening of the case counsel for the plaintiff set forth the basis of right to claim damages. The destruction of the land's productivity and the market value of the land. Justice Casels suggested there was doubt as to the validity of the double claim for the vale of submerged lands and also a claim for damages.

Frame, for plaintiff, argued that irrespective of the time at which the lands may be valued that in making valuation it should be based on what they were worth to Mr. Brown, having regard for the usage he put them to.

More than 100 acres of the land in question had been valued at more than \$90 to \$100 an acre. The full meadow it is claimed, was taken possession of and expropriated by the government. The whole claim, therefore, resolves itself into a question of the value of the land affected to form a basis for compensation.

The court's interpretation of the statute covering the important point of liability was confined to the land actually taken, not the area of land affected.

The government could not carry out the work without flooding the meadow lands. Construction of the work was a necessary effect of destroying 1,037 acres. Mr. Brown then gave up use of it as pasture land. The government followed up the construction of the dam and flooded lands with the intention of permanently occupying them.

H. A. Robson, K.C., will present to the court many points of argument of in this part of the subject. The case will then be complete.

Mr. Justice Casels leaves for Ottawa today. From there he will deliver judgments in the cases heard in sessions of the court here with the exception of the George Tracey case, which was dismissed with costs—Winnipeg Free Press.

It is nice to be handsome but it is a good deal handsomer to be nice.

Mrs. Harriman's Listeners' Cures Colds, etc.

Four Years Ago

"Sunny Southern Alberta" Lands

at \$7.00 and \$8.00. Today these same lands are selling readily at \$25.00 and \$30.00 an acre. Every person who followed our advice made money, all became independent, others made fortunes.

Today We Say Buy Lots in Chin

The new town on the main line of the C. P. R., between Lethbridge and Taber, in the heart of this most prosperous farming district.

When we started Warner three years ago there wasn't a settler within 25 miles. The land all about the town is now occupied and prices on real estate have advanced over 300%. The town of Chin bids fair to do better than this. It's establishment is urgently needed and actually demanded by the prosperous farmers, on 200,000 acres of the best farm land on the American Continent which surrounds the site selected. There is no other town closer than Taber 13 1/2 miles away. If the surrounding country makes a town Chin is sure to become a busy market place and a live town in two or three years.

We guarantee a 50% increase in values in four months. We can't tell how much more within a year. But the opportunities for profitable investment, to say nothing of the business opportunities now open in the building of this new town of Chin, come only once in a life time. Do you want to share the profits?

Several lines of business have contracted to locate here. The sites for School, Church, Parsonage and City Market are donated by us and a city well is started. Everything points to a wonderfully quick sale of the lots. Business lots range in price from \$100 to \$500; Residence lots from \$25 to \$200.

THREE LOTS FREE

To stimulate immediate sales we are going to give away three lots. Every purchaser of a lot, regardless of price, will stand a chance of getting a present of a lot, by guessing the nearest number of lots sold up to the time the fifty per cent increase takes place. The first purchaser to guess the exact number, or nearest to the exact number of lots sold will receive a \$500 lot, the second nearest in number will receive the \$300 and the third one the \$100 lot.

Send for full particulars if you want to make some money.

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LETHBRIDGE, ALBERTA

FIRST-CLASS AGENTS WANTED

entering Canada the minister of the interior lauded them to the skies, telling the ministers of the church to shut up. Continuing, the rev. gentleman reiterated his famous charges regarding the officials of the Yukon, and stated that a school for the education of political crooks was kept in London by government supporters.

Looting on a somewhat extensive scale has been discovered in Brandon. The articles stolen consisted of a stove, twenty-four shovels, eight axes and a plumber's pipe cutter. Joe Bassinet was the name of the accused. The goods were stolen from Johnson & Co., hardware merchants. The disposition of the goods from the company's warehouse was noticed and a search revealed them at the second hand store of T. McParlane. When brought before Magistrate James the accused pleaded not guilty. Evidence, however, was taken in the case, and several witnesses called, and the accused was found guilty. He was given six months in jail with hard labor.

James Woolton, who victimized the Nelson Branch of the Imperial Bank in October for \$2,000 and escaped into the interior of B. C. Word has been received from San Francisco that he had fished a large steamship company by means of a forged note.

Evidence taken before the fisheries commission now sitting at Winnipeg shows that the fisheries of the Manitoba lakes are being depleted; that the United States was benefiting by this depletion, and that the leading fish dealers of the province were discriminating against the home market in the quality of fish.

An American firm is erecting an immense crosette plant at Barrard Inlet, B.C. On account of the favorable location and owing to timber conditions in British Columbia, a large export business will be done in treated timber, besides taking care of all piling, bridge work and block paving.

Last week the barns of R. H. Roe a farmer near Portage la Prairie were destroyed by fire. The first fire was discovered by the manager and extinguished. In a short time he discovered another fire which was impossible to subdue. The provincial police were notified as two boys are believed to be guilty of a foolish Halloween prank and caused the destruction.

Edmonton, Nov. 4.—The mysterious death which occurred here Tuesday night, of the man who has since been identified as Joseph Hobbe, is to be the subject of an investigation, following on the circulation of certain rumors which are current in the city, and which are believed to have some foundation. The death is surrounded by circumstances which are not only peculiar, but which demand some explanation, as it is reported that on the afternoon preceding his death the man had gone to a local physician and informed him that he had taken a deadly draught of strychnine. The physician then called in another medical man, and the two of them, after working over the man for two hours, dismissed him, declaring him to be a fakir, and retorting the story that he had taken poison. That night the man expired. The case is creating considerable interest around here and the physicians will be asked for some explanation at the adjourned session of the coroner's inquest which takes place Saturday. The identity of the body was revealed by post cards found in the pockets of the deceased. He had been

employed on a threshing gang belonging to Messrs. McLean and Seed of Reston, Man.

For the best answer, as to the origin of the naming of the town of Mooseomin, with any details, by the pupils of the high school there, the prize was awarded by the principal to Edythe Murphy in 1906. The answer was sent to the Geographical Branch of the Department of the Interior and was as follows: "Mooseomin is named after the noted Indian Chief named Mooseomin, the head of a band of Indians near Jackson Lake, north of Battleford. During the rebellion of 1885 in the Northwest Territories, Chief Mooseomin remained loyal to the government and refrained from joining the rebels. At one time a report had gone forth that he was on the war path, but this was never proven and he denied it strongly. He is dead some four years. He never lived in this locality but was always a resident of the north country. This town was brought into existence in September, 1883, with the construction of the Canadian Pacific Railway. While this part of the railway was under construction and before stations were named by the company this place was known as the fourth siding as it was the fourth siding from the end of the road under construction by the company."

Montreal, Nov. 5.—Lord Northcliffe arrived in Montreal today and accentuated his previous criticism on the I.C.R. Asked if he had been indirectly reported from Halifax, he replied that he had not and that he considered the intercolonial a bad railway, although he had never in his life seen so many men working on a road. He declared that he had never yet found trains on the intercolonial on time and his train this time was ten hours late in reaching Montreal, although the C.P.R. could run trains from Montreal to Vancouver on the minute. "The road," he said "was all right but the system was bad and I would like to see the road in the hands of one of the big Canadian companies." Asked if he disapproved of government ownership of railways, Lord Northcliffe, said this was his only experience of it and he did not want another.

Addressing the Women's Christian Temperance Union at St. John last week, Rev. John Pringle, praised the Doukhobors but declared that the Mormons were a moral and spiritual cancer. When it was demanded that these people should be prevented from

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If you suffer from bleeding, itching, blind or protruding Piles, send me your address, and I will tell you how to cure yourself at home by the absorption treatment; and will also send some of this home treatment free for trial, with references from your own locality if requested. Immediate relief and permanent cure assured. Send no money, but tell others of this offer. Write to-day to Mrs. M. Summers, Box 53 Windsor, Ont.



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ink Eye, Epizootic, Shipping Fever, Catarrhal Fever, Croup, etc. at any age are on the Blood and in the Diaphragm in Dogs, Chickens, Hens, Cows, etc. 50c and \$1 a box to your Druggists, Chemists and Grocers. 605228, INB, U.S.A.