Local News

(Monday's Daily.)

—Dr. C. H. Stuart Wade, J.P. returned Saturday from a trip to Calgary.

—A pair of electric signs, one facing the C. N. R. depot and the other facing First street, have been placed on top of the St. James Hotel.

—J. Morton opened his new cafe on the corner of Third street and Jasper avenue yesterday at noon.

—The contents of the Grill restaurant were deposed of by public auction this afternoon at 2 o'clock. Mitchell and Shapcott were the auctioneers.

—R. Randall of Alberta College conducted the services in the Methodist church at Fort Saskatchewan yesterday.

—The students of Alberta College will hold an open meeting of the Literary Society in McDougall church on Friday evening Nov. 23rd. Some of the best musical talent of the city will assist.

—W .A. Buchanan of the Lethbridge Daily News was in the city on Saturday. He stated that the coal strike has not been settled and that just enough coal is being mined to keep the city from famine.

—The Mission Band of McDougall Methodist church, assisted by the Boys' Brigade, will give a concert in McDougall church on Wednesday evening at 8 o'clock. A collection will be taken to assist in maintaining a child at the Herby Bellamy Home. A good time is assured.

—The Ladies' Aid Society of the First Presbyterian church are giving a social in the church basement on Thursday evening, the 29th inst., at 8 p.m. From evening, the 29th inst., at 8 p.m. Those who have lately come to the city are specially invited but all church adherents will be welcomed. Admission is free.

—The Young Men's Club of Queen's avenue Presbyterian church promise an interesting program for this evening. The program takes the form of a national contest. Candidates representing England, Scotland, Ireland , Canada, United States, Australia, etc. will each be given ten minutes to speak on behalf of their respective countries. A committee of three judges will decide who has made the best case.

—The question of forming a Provincial Musical Association open to all choirs in Alberta was considered at a meeting in All Saint's school room Saturday last. A committee was appointed consisting of all the choir masters in the city with power to add. The temporary officers are Mr. Vernon Barford, chairman and Mr. Howard Stutchbury, secretary. The first meeting of the committee will be next Saturday, Nov. 24th at 4 p.m., in Mr. Stutchbury's office, Bulletin Block. His Honor Lieutenant-Governor Bulyea has signified his intention to donate a trophy to be competed for each year by the choirs and musical organizations of the province.

—The meeting which was called on Saturday at the request of His Honor Lieutenant-Governor Bulyea in All Saint's school house to form a committee to consider the possibility of sending a company from Edmonton to Ottawa to compete for His Excellency the Governor General's musical and dramatic trophy, decided that owing to lack of time the great distance and expense it would be impossible to send a company. The committee asked His Honor to convey to His Excellency their regrets, and also their thanks for the honor of being asked to compete.

—A meeting of the city hockey league will be held this evening in the Alberta Hotel. Two delegates from each club are asked to be present, and all who are interested in the game.

(Thursday's Daily)

—East Clover Bar Alberta Farmers' association are making arrangements to ship 75,000 bushels of grain east.

—Jack Mills of the bulletin staff was married last night to Miss Woodyard of Edmonton. Rev. H. A. Gray of All Saints' church performed the ceremony.

—The Troy steam laundry resumed work this morning. Repairs have been rapidly made and Mr. Thomas expects to have the entire staff employed by tomorrow.

—The Empire Realty Company are moving from their present office on First street to the office behind the Crystal Palace, lately occupied by the Edmonton Pantorium.

—M. F. Webb & Co., are erecting a shop on Queens avenue beside the Imperial Hotel where they will open up next week. They will conduct a wholesale dressed meat business, including all kinds of poultry.

—The students of Alberta College literary society will give a concert in McDougall church on Friday evening. Principal Kidiell will give an address on the "Greek myths." A splendid array of local talent will assist.

—There will be a meeting of the executive of the Young Men's Liberal Club in the committee rooms this evening at 8 o'clock. Business of importance will come up which requires a full meeting.

—The funeral of the late John Brown will take place this afternoon at 2 p.m. from Moffat & McCoppen's. The pallbearers will be E. Looby, John Looby, W. R. West, W. Mackay, Geo. Sanderson and Fred Sache.

—The Zinn Traveaty Co. played to a crowded house last night at the Edmonton Opera House. The special features were the excellent singing and dancing. The troupe will present a laughable comedy entitled "Two Married Men", this evening.

—A number of Fort Saskatchewan farmers are shipping grain on their own account. Mr. Sclanford shipped a carload of oats yesterday to Port Arthur. Ed. Walker, of Agricola, and John Symington are loading a car of oats and two cars of wheat for Port Arthur.

—Messrs. John Sommerville & Sons are fitting up the store on First street adjoining the site of their new store now in course of construction, as temporary premises until their new block is completed. They expect to move from Jasper avenue about the end of January.

The city hockey league meets tonight in the Alberta hotel at 8 p.m. A representative from each club is asked to be present. The constitution will be drafted. The entry fee of $5 per club is payable this evening and must be paid to the treasurer of the league before the representatives may vote.

—John Norcott is preparing for an open air rink on Third street between the Hudson's Bay stores and Renaie's Dancing academy. He hopes to have it ready in a week. The rink is 55 x150 feet and will be lighted by electricity. The rink will be open afternoons and evenings from 2 to 6 and 7 to 10 respectively.

BY-LAWS TO BE SUBMITTED FOR ST. RAILWAY AND PAVING

(Wednesday's Daily)

The city council have two notable achievements to their credit as an outcome of last night's meeting, achievements the effects of which will be existant when the personnel of the present council is forgotten.

They turned down unanimously an offer of the Canadian White Company to take over the street railway franchise and they took the first steps toward the construction of the electric street railway as a municipally-owned and operated enterprise by framing the bylaws for the purchase of the steel rails.

At the same time bylaws were prepared to cover the paving work which is to be undertaken by the city and with this goes the laying of the concrete bed for the street car track and the laying of the track.

The paving bylaw calls for the expenditure of $121,000, which is calculated to pay for the city's share of the street paving, (one-third on Jasper and one-fifth on Namayo, McDougall and First), to provide the cost of the street intersections and to pay for the laying of the concrete base for a double track street car line.

The supply bylaw, that is the one for the purchase of steel rails, is for $49,000. It proposes to purchase 100 pound girder rails for a double track line from Kinistino to Ninth, on Jasper, and from Jasper to the C. N. R. on First, a total length of 1 1-4 miles. All this work, being on the paved section, is to be put down in permanent shape, with the heaviest and latest pattern of girder rails, ties laid on cement foundation that will be immovable, rails copper connected, in fact everything right up to date and good to last at least one hundred years.

Stepping off the paved sections, however, the whole thing is the other way on. The tracks on the unpaved sections are to be considered temporary and are to be single track line, built with 60 pound T rails. The understanding is that these tracks will have to come up when the paving is extended and that therefore it would not be good business to put in an expensive track.

The proposition laid down by the commissioners calls for a double track as heretofore stated, from Kinistino to Ninth on Jasper, and from Ninth they propose to build a single track out to Twenty-first street, which is the edge of the Groat estate. On First they will put in double track up to Isabella street, which is as far as the pavement goes, and from there north to Edmiston street, around Edmiston street to Kinistino and back down Kinistino to Jasper—which is to be the belt—it will be single track.

The bylaw passed last night to raise $49,000 contemplates only the purchase of the steel and the actual laying of the track. The cost of the concrete base and of the paving of the tracks and devil strip will be charged up for purposes of construction to the general paving work, but will afterwards be transferred to the street railway account when the items of cost can be properly designated.

The two bylaws passed last night by the council will be submitted to the ratepayers on December 17th and as they constitute the ratification of the paving proposition and also of the municipal ownership policy they will undoubtedly be looked forward to with considerable interest.

The street car bylaw does not contemplate the purchase of any equipage nor of anything else but the steel. The purchase of the rolling stock, the new electric power plant required and the money necessary for car barns and all other such buildings will have to be provided for by a later bylaw.

The present bylaw is being rushed forward in order to guarantee that the steel will be here and everything ready to go on with the track laying when the paving is commenced.

The folowing is the report of the commissioners, based on which the bylaws were framed:

REPORT OF COMMISSIONERS.

After fully considering the questions of street paving and street railway tracks we submit the following scheme for the approval of the council:—

For Jasper Avenue Pavement.

Two-thirds of the cost of the property frontage to be borne by the property owners by frontage assessment spread over a period of 20 years.

One third of the cost of property frontage and the whole of the cost of street intersections to be borne by the municipality at large; also spread over a period of 20 years.

For the Paving of Other Streets Now Contemplated.

Four-fifths of the cost of the property frontage to frontage assessment.

One-fifth of the property frontage and all street intersections to the municipality at large; also on 20 year term.

For Street Railway Pavement.

The full cost of paving the street railway area, including 8 feet on each side of outer rails and all lying between to be afterwards charged to the street railway system and credited against that portion of the cost of street paving debited to the municipality at large

For Street Pavement Generally.

We have not yet fully considered how far this plan may be equitably applicable to all streets, but so far as we have looked into this it appears reasonable to apply it to all streets with the possible exception of boulevarded residential streets, for the reason of the boulevards being paid for in full by frontage assessment, and of boulevarded avenues in residential districts in view of the fact that these avenues run along the sides of residential properties throwing the entire burden of frontage assessment upon four corner lots in each block.

This question can be dealt with when the occasion arises.

General Remarks.

Jasper avenue has been given a preferential percentage on account of its greater width and its being the main business artery of the city, this preference, however, has not been stretched beyond the point of equalizing the cost to the individual owners which has been approximately estimated in all cases to form an annual charge of 70c for bitulithic and 80c for carbolininum block per foot

As it has been pointed out that it not only takes time to provide rails but the present state of the market is such that the supply is uncertain and the price liable to a considerable advance it becomes necessary to take action in this matter at once in view of the fact that track laying is part of the paving plan and must be dealt with at the same time. We have already entered into correspondence with the manufacturers to obtain prices and delivery dates and that we may be in a position to avail ourfrontage of property.

The reason for spreading this cost over 20 years is that although the pavement has only a guaranteed life time of 10 years it may be reasonably expected to outlast that period and even should it fail in places the necessary repairs of such breaks, or surface renewals, should not form too heavy a maintenance charge for an equal period of time.

To maintain the principal of equalization of cost to property owners it was found necessary to deal with the cost of street railway pavement as a part of the proportion of cost chargeable to the city at large and also because of all properties having equal benefit of street pavement, from curb to curb, whether street car tracks are laid thereon or not. In so far as the street railway is concerned it appears reasonable and just to charge up the full cost of street paving over the full width of tracks as a part of the initial cost of the system which should be taken care of entirely by street railway earnings and form no burden upon the taxpayers of the city.

Anticipating the approval of the council to these suggestions, forms of petitions have been put in hands for signature by property owners as valuable time may be gained and the undertaking approved and authorized by the people interested and responsible for the heaviest part of the liability instead of employing the slower and less satisfactory alternative method of advertisement on city's initiative. Should the council or the property owners disapprove any necessary modifications can be made if not too long delayed.

A bylaw to provide for the portion of the cost to be borne by the municipality at large has been prepared and if provisionally passed by the council now may be submitted to the vote of the burgesses on the 17th of December at the same time as bylaws Nos. 86 and 87 already in hands.

Street Railway Rails.

selves of the most favorable offers when submitted, a bylaw has been prepared to provide for the expenditure. This bylaw if now provisionally passed, can also be submitted to the vote of the burgesses on 17th December.

The question of installing and operating a street railway system and on what streets it should be run, is not considered in this report as it is only intended to deal with track laying in so far as it is connected with the proposed paving contracts.

LARGE INDUSTRIES COMING TO EDMONTON

(Wednesday's Daily)

At last night's council meeting three large industrial propositions came up for consideration, each of which will mean much to the city of Edmonton, and all of which will undoubtedly be working within a year.

The propositions were A. O. Dwyer's packing plant, the Edmonton Brewing Co.'s new plant, and Munro Bros.' wire and iron works.

A. O. Dwyer's proposition has already been made public through the columns of the Bulletin. Mr. Dwyer offered to build a packing plant costing at least $500,000, providing the city would extend the water main and light to the site of the plant and furnish him with water and light free. Mr. Dwyer came before the council last night and submitted his proposition, asking for an immediate answer as there were certain steps in the matter which he wanted to take at once. City Engineer Keely reported that to comply with Mr. Dwyer's request requires the construction of three miles of water main and pipe line, costing $22,500.

Mr. Dwyer stated that it would not be necessary to commence work at once, so long as the water and light was there when the plant was ready to work. He offered to put up a bond to guarantee to the city the cost of construction should he fail in his part of the undertaking.

Ald. Griesbach stated that the city had adopted a policy which, in brief, meant that it would bonus no one, but that water and light would be furnished to all manufacturers at cost.

Ald. Manson moved and Ald. Smith seconded that the water and light service be extended to the proposed site of Mr. Dwyer's plant and that he be furnished with water and light at cost. The motion passed and the commissioners and city solicitor were instructed to prepare an agreement.

Mr. Kerr, representing the Edmonton Brewing Co., was also before the council asking for a definite answer to the proposition which they made some time ago, to build a $250,000 brewing plant provided the city secured for them a site, for which the company would pay cost price, and furnish water and light at cost, also extending the sewer service to the plant.

The committee told off some time ago to look into the proposition reported that they had found two blocks in the Groat estate which would make an excellent site and which could be purchased for $7,200. As the site was inside the city limits the extension of the water, sewer and light service to that part of the town was something that would have to be done any way. The report was adopted and an agreement will be prepared offering to turn the site over to the company at cost and furnish water and light at cost.

The third proposition, from Munro Bros., came up in the form of a letter. This firm makes wire mattresses, wire fences, cresting for buildings and several other varieties of ornamental wire and iron work. They have extensive plants already in Truro, N.S., and Winnipeg, and propose extending westward. The heads of the firm visited the city with the Manufacturers' association and are familiar with the lay of the land here. In their letter they stated that they did not ask or want any bonus, but would like to have all the favors that the city is in a position to extend in the way of cheap water, light and power, and cheap sites. The commissioners were instructed to reply offering water, light and power at cost and informing Munro Bros. that the city had some sites adjoining the C. N. R. track which would probably suit a works such as theirs and which they could have at cost.

In this connection the mayor stated that the time had now arrived when the city council should appoint an industrial committee to look after propositions such as these, as they would now be coming in all the time. The council coincided with this view but owing to the lateness in the year it is not probable that anything along these lines will be done by the present council.

LABOR CONVENTION

Minneapolis, Minn., Nov. 20—With John Mitchell in the chair for the first time since the American Federation of Labor convention in this city, ten days ago, today's sessions were characterized by declarations of the men high in the council of the workmen, including President Samuel Gompers, who occupied a seat on the floor, that internal strife and dissension of the organized bodies of unionism were the greatest menace and in these alone lies the rock upon which the national body itself may be wrecked. Second in importance was the action of the assembly, after several caustic attacks had been made on the Brotherhood of Railway Trainmen as a strike breaking organization to extend every possible aid to the Switchmen's Union of North America and recognize its sovereignty over the switchmen. It was a resolution, introduced by Victor L. Berger, socialist delegate from Milwaukee, which had been radically amended by the committee on organization which caused a war of words regarding the inner quarrel and quibbles of the international organizations which the delegates declared were the greatest stumbling block to unionism. The convention voted to work for the exclusion of Chinese, Japanese, Hindoos and Koreans from this country.

SHOT MOOSE NEAR CITY.

W. H. Jaeger and the two Groat boys got the heaviest bag of big game yesterday that has been brought down within the past many years in this vicinity, when they shot three moose within six miles of the city limits.

The moose must have travelled many miles to get into this district as they are hundreds of miles from the closest range.

The moose crossed the river on the ice from the Edmonton side yesterday morning and the Groat boys and Mr. Jaeger hearing about it set out in chase. They overhauled them in the woods not far from where they crossed the river and each of the hunters got one. The carcasses are out at Groat's place today and will be brought into town this evening.

THE GLEICHEN CAMPAIGN

Minister Of Public Works Suggests Provincial Ownership Of Railways

(Thursday's Daily)

The Gleichen campaign began Monday evening with a large meeting in St. Mary's hall, Rouleauville. The speakers were Hon. W. H. Cushing, Mr. E. H. Riley, Liberal candidate, and Mr. Duncan Marshall. The Calgary Albertan says Mr. Riley "made an excellent impression as a speaker. He does not pretend to eloquence or oratory, but gives the impression of strong sense, self-reliance, energy and pertinacity.

Mr. Cushing said, in part, "We have one of the best, if not the very best province in Canada. It is no easy task to lay the foundations of government, indeed, I have never undertaken anything quite so difficult in my life. It is very gratifying to be in the position after a year's work to say that no newspaper in the province has adversely criticised any act of the government. I am not so egotistical as to say we are above criticism, but we have done the best we could with the means at our disposal. All human institutions make mistakes, but we have commenced honestly and have worked honestly and earnestly in the best interests of the province.

Mr. Cushing referred in a complimentary manner to the services of the retiring member, Mr. Stewart and how he would be missed in Edmonton. He thought, however, that the energetic Mr. Riley would make a worthy successor. He then gave some facts as to what the public works department had done for Gleichen. Thirteen hundred dollars had been spent this summer on roads and bridges, in addition to the Bow Marsh bridge. This was only a beginning, Mr. Cushing said, it took a long time to organize the work from Peace River Crossing to the United States boundary, but now they were organized work would be carried on during the winter, and much more work would be done next summer. Besides the half million for roads and bridges, the public works department had another half million to spend on the necessary provincial buildings.

"The issue of this campaign is the record and policy of the Rutherford Government. At the last election, Dominion issues were dragged in. In this campaign Mr. Riley is the government candidate, Mr. Walsh stands for the opposition.

Mr. Cushing then referred briefly to the work of the educational department, which has opened over 160 schools and is making good Canadian citizens of the Galicians who have hitherto been without schools. He took up the public ownership plank in the Liberal platform, and showed how telephones, were on the way. "In all things this government will see that the men who produce wealth in this province shall get full value for their product.

Mr. Cushing said he had given much thought to railways and had come to the conclusion that the province should own the roads within its boundary. One road had asked the government to guarantee its bonds and he didn't see why they shouldn't issue their own bonds just as well, and build the road themselves (Applause). Here was a province filled with coal and yet the people were suffering from a coal famine on account of the insufficient railway facilities. He would like to see the government own coal fields and build railways to them. He could say that the government was considering these large questions.

"If you are satisfied, return Mr. Riley. If you are not satisfied that's your business; you have a perfect right under your franchise to vote as you please. We shall, however, be very pleased and glad if you show your appreciation for Mr. Riley."

CALGARY SHORT OF COAL.

Calgary Albertan: During the past few days' cold spell, the coal merchants of Calgary have been having a busy time taking orders or at least refusing orders for soft coal and at present the only coal in the city that can be obtained is hard coal and Blairmore coal.

C. S. Lott to the Albertan: "We have a great demand for coal at present, and are filling all orders with the exception of car lots, which we are receiving from large firms, etc. Now there is such a scarcity we have to be very careful, as we wish to supply all we can for household purposes, therefore we are not supplying large firms with their car lot orders but are looking out to the other classes. Of these we can supply all within a few days."

Peet, Toole Co. have several orders for Blairmore coal which they find is turning out satisfactorily.

"We cannot supply any other but this kind, so our customers have no choice. Regarding the situation for the next week or two they would have nothing to say.

R. C. Thomas said: "We have a few cars but this all went on back orders and we are still some hundred orders behind." When asked if he was successful in getting coal from the north, he said, "I have been in communication with them for some time but I could get only a few cars, which was obtained by my giving them a better price than had been offered before. They have coal at the north mines but the demand from the towns around Edmonton takes it all. The Canadian Northern are also having their supply from these mines, so that little is left to supply Calgary. Besides, they know that the demand from here is through the shortage, so that the owners prefer to supply their regular customers up north."

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